

Barriers to Walking for Public Housing Highrise Residents

Findings from 2014 Listening
Sessions and Walking Audits

Table of Contents

Executive summary	2
Introduction	4
Walking audit assessment process	5
Results	7
Conclusion	12
Appendix A: Resident concerns by type	13
Appendix B: Maps of building-specific concerns	26
Appendix C: Residents' concerns about Glenwood Ave N near Dupont Ave N	37

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Executive Summary: Barriers to Walking for Public Housing Highrise Residents



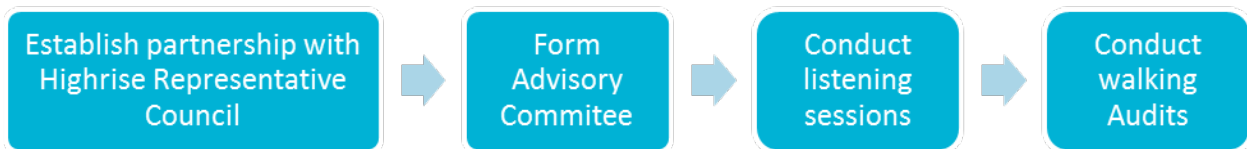
As part of its Healthy Living initiative, the Minneapolis Health Department has been working with residents of Minneapolis Public Housing Authority highrise buildings to improve physical activity opportunities in and near the highrises. The Health Department is working on this project in partnership with the Minneapolis Highrise Representative Council (MHRC), the MPHA highrise tenant organization. Together, MHRC and the Health Department have led a process to gather resident input on exercise equipment in their buildings, falls prevention programming, and the walking environment around their buildings. MHRC and the Health Department worked with the Active Living Advisory Committee to develop a process to assess the walking environment around buildings. Advisory committee members included eight highrise residents, a representative from Allina Health, representatives from Volunteers of America (an organization that provides social workers in highrise buildings), Minneapolis Public Works staff, Health Department staff, and MHRC staff.



Members of the Active Living Advisory Committee

Walking Environment Assessment Process

The walking audit assessment included two phases: 1) listening sessions with residents at 10 buildings to gather initial input on residents' concerns about walking in their neighborhoods, and 2) walking audits at each of the 10 buildings, where residents walked a short route near their buildings and documented specific concerns and challenges to walking.



The following 10 buildings, with a total of 2727 units, were included in the assessment process:

- Lyndale Manor, 600 18th Ave N
- Hamilton Manor, 1314 44th Ave N
- Cedar High Apartments, 1627 S 6th St
- Hiawatha Towers, 2121 16th Ave S
- Spring Manor, 828 Spring St NE
- Park Center, 1515 Park Ave S
- Parker Skyview, 1815 Central Ave NE
- Heritage Commons, 350 Van White Memorial Blvd
- Charles Horn Towers, 3110 Blaisdell Ave
- The Riverside, 2728 E Franklin Ave

Walking Environment Assessment Results

The common walking barriers identified during the walking audits include:

- Sidewalk and pavement conditions, including uneven sidewalks and pavement, poor snow clearance (see top image to the right), obstructed and/or narrow sidewalks (see middle image to the right), and sidewalk steepness
- Crossing streets, including long wait times for walk signals, short crossing times at signalized intersections, curb cut problems and lack of mid-block crossings (see bottom image to the right)
- Personal comfort, including personal safety concerns, insufficient lighting, and lack of bus shelters
- Sharing the route, including speeding/fast traffic, high-density traffic, traffic not yielding to pedestrians, and lack of separation of bikers/walkers

Priorities & Next Steps

Residents would like to see improvements on many of the concerns they have identified; however, they have also identified three priority areas. These priorities include:

- Improvements to winter snow clearance, including on sidewalks, at corners, and at bus stops
- Improvements at and near the intersection of Dupont Ave N and Glenwood Ave N, including sidewalk issues, increasing the comfort of the bus stops, and making it easier and more comfortable for residents to cross Glenwood Ave N.
- Improvements to the mid-block crossing on S. 6th St. between the Cedar High Apartments (1627 6th Ave S) and the Dar Al-Hijrah Islamic Civic Center (504 Cedar Ave S)
- Improvements to the long crossings at Franklin Ave E and Riverside Ave. Residents of the Riverside (2728 Franklin Ave) find this intersection to be confusing and difficult to cross.

Health Department staff, MHRC staff and residents plan to share the findings with the appropriate agencies and policymakers in order to see how these concerns can be addressed, either in the near term or through future infrastructure projects or planning efforts. After participating in walking audits, residents at many of the buildings began to walk more often, and residents at several buildings started walking clubs. These walking audits have become part of a larger movement among residents to lead active, healthy lifestyles.



A resident using a walker walks in the street to avoid an unshoveled sidewalk on Dupont Ave N near Heritage Commons at Pond's Edge



E Franklin Ave & Riverside Ave: Traffic signal with green arrow for right turns is confusing for crossing pedestrians; the wide intersection is also intimidating.



Dupont Ave N and Glenwood Ave N: Traffic traveling on Glenwood Ave N does not have a stop sign, and residents find it difficult to cross the street to get to the bus stop.

Introduction

As part of its Healthy Living initiative, the Minneapolis Health Department has been working with residents of Minneapolis Public Housing Authority highrise buildings to improve physical activity opportunities in and near the highrises. The Health Department is working on this project in partnership with the Minneapolis Highrise Representative Council (MHRC), the MPHA highrise tenant organization. MHRC organizes highrise residents, including assisting with the operation of formal resident councils in 40 of the 42 highrise buildings in the MPHA system. This project was initiated in response to resident interest in finding ways to better support healthy, active lifestyles within highrise buildings. Together, MHRC and the Health Department have led a process to gather resident input on exercise equipment in their buildings, falls prevention programming, and the walking environment around their buildings (the focus of this report).

Minneapolis Health Department's Healthy Living Initiative

The Minneapolis Healthy Living Initiative works with communities to create opportunities for everyone to eat healthy, be active and live tobacco-free. Through improvements in policies and practices in schools, neighborhood, child care programs and other settings, the Health Department and its partners are implementing more than 20 projects that make it easier for Minneapolis residents to access healthy foods, exercise and avoid the harms of tobacco. For more information, visit www.ci.minneapolis.mn.us/health/living/.

The purpose of this report is to summarize residents' input about the walking environment around highrise buildings, including identifying residents' barriers to walking and using transit and describing specific infrastructure challenges identified by residents.

Most of the 5,000 highrise building residents are seniors and people with disabilities, and most depend on active transportation and transit to get around and meet their needs. Low-income seniors are also at high risk of chronic diseases and may especially benefit from greater use of active transportation. According to the CDC, getting physical activity can help seniors continue to live independently and improve strength and stamina while reducing the risk of falling and the risk of death from several chronic diseases and cancer.¹

As part of a comprehensive approach to improve resident health, the Health Department and MHRC are also working on two related healthy living projects in highrise buildings: 1) assisting MPHA in implementing a smoke-free policy in highrises, including linking residents to cessation resources, and 2) creating effective and sustainable systems for community gardening on MPHA property.

This project is funded by the Statewide Health Improvement Program from the Minnesota Department of Health. The Statewide Health Improvement Program (SHIP), an integral part of Minnesota's nation-leading 2008 health reform law, strives to help Minnesotans lead longer, healthier lives by preventing the chronic disease risk factors of tobacco use and exposure, poor nutrition and physical inactivity. For more information, visit www.health.state.mn.us/ship.

¹ www.cdc.gov/nccdphp/sgr/olderad.htm

Walking Environment Assessment Process

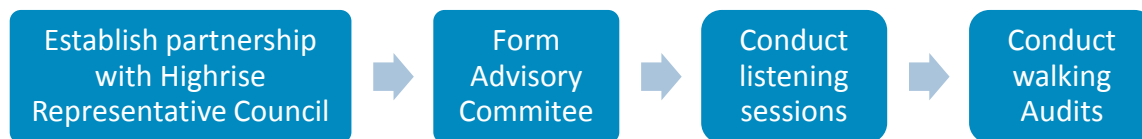
MHRC and the Health Department worked with the Active Living Advisory Committee to develop a process to assess the walking environment around buildings. Advisory committee members included eight highrise residents, a representative from Allina Health, representatives from Volunteers of America (an organization that provides social workers in highrise buildings), Minneapolis Public Works staff, Health Department staff, and MHRC staff. The committee first met in March 2014 and will continue to meet through end of the project in October 2015.



Members of the Active Living Advisory Committee

The walking audit assessment included two phases: 1) listening sessions with residents at 10 buildings to gather initial input on residents' concerns about walking in their neighborhoods, and 2) walking audits at each of the 10 buildings, where residents walked a short route near their buildings and documented specific concerns and challenges to walking.

Figure 1: Walking Audit Assessment Process



The following 10 buildings, with a total of 2727 units, were included in the assessment process:

- Lyndale Manor, 600 18th Ave N
- Hamilton Manor, 1314 44th Ave N
- Cedar High Apartments, 1627 S 6th St
- Hiawatha Towers, 2121 16th Ave S
- Spring Manor, 828 Spring St NE
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- Heritage Commons, 350 Van White Memorial Blvd
- Charles Horn Towers, 3110 Blaisdell Ave
- The Riverside, 2728 E Franklin Ave

These locations were selected based on the following criteria:

- Active Living work would reach and impact a significant number of residents
- Seniors make up a significant percentage of building residents
- Geographic distribution of highrise buildings would be achieved
- Self-selection: Residents and/or building management show interest or make a request to participate in Active Living work
- Residents and/or building management express concerns about health of residents and demonstrate need for active living work
- Both physical activity and gardening would could be implemented in the building (ability to “layer” exercise and walking with the community gardening)

Listening Sessions

Listening sessions were held at all 10 buildings to understand residents' experiences walking near their buildings, using fitness equipment, and their needs around fall prevention programming. (Note: this report only summarizes feedback about the walking environment near buildings.) At the listening sessions, residents were asked to answer the following questions about the walking environment near their buildings:

- What are the common walking destinations in your neighborhood? What are the routes you take to get to these destinations?
- Are there places on this map you would like to walk to, but don't, or places that you avoid? Why don't you walk to these places or avoid these places?
- Are there any other things that make it hard to walk in certain places? Are there things that make it easier to walk in certain places?
- How does weather impact your ability or interest in walking? Are there any challenges that you face particularly in winter?
- What kinds of things would make it easier for you to walk around here? Which of these things are the most important to you?



Residents of Hamilton Manor participate in a listening session

Walking Audits

As a follow-up to the listening sessions, walking audits were held at the 10 buildings to identify building-specific barriers to walking. Using information gathered from the listening sessions, Health Department staff developed walking routes that highlighted the challenges that residents identified in the listening sessions. Residents, MHRC staff, and City staff walked the route, taking notes and photographs of specific challenges along the way. All walking routes ran approximately half of a mile, and most traveled around the perimeters of the highrises.



Residents of Spring Manor participate in a walking audit

During the walking audits, residents were asked to consider the following questions from a Minnesota Department of Health planning guide called *Let's Go for a Walk*:²

- Do you have room to walk?
- Is it easy to cross streets?
- Do drivers behave safely?
- Do walkers behave safely?
- Is the route pleasant?

The walking audits were followed by a debrief of the residents' experiences on the walk. Residents responded to the following questions:

- What were the biggest problems you saw today?
- Which problems are most important to address?
- What are your ideas for making it easier to walk around here?

Summary of Results

Through the listening sessions and walking audits, it was clear that highrise residents walk and take transit frequently, but they also face barriers to walking. These barriers sometimes force them to take alternative routes, and, in some cases, to forgo walking altogether.

Results of listening Sessions

At listening sessions, residents mostly shared general, high-level concerns about walking in their neighborhoods. The most common concerns they shared include:

- Poor snow and ice clearance on some sidewalks, intersections, and bus stops
- Uneven pavement and sidewalks, which are difficult to navigate for people using mobility devices or who are unstable on their feet
- Concerns about personal safety when walking
- Feeling unsafe crossing streets because of fast traffic and/or because intersections do not have signals and/or crosswalks
- Not having enough time to cross some streets at signalized intersections



Residents of the Cedars find the high traffic volumes near their highrise to be uncomfortable

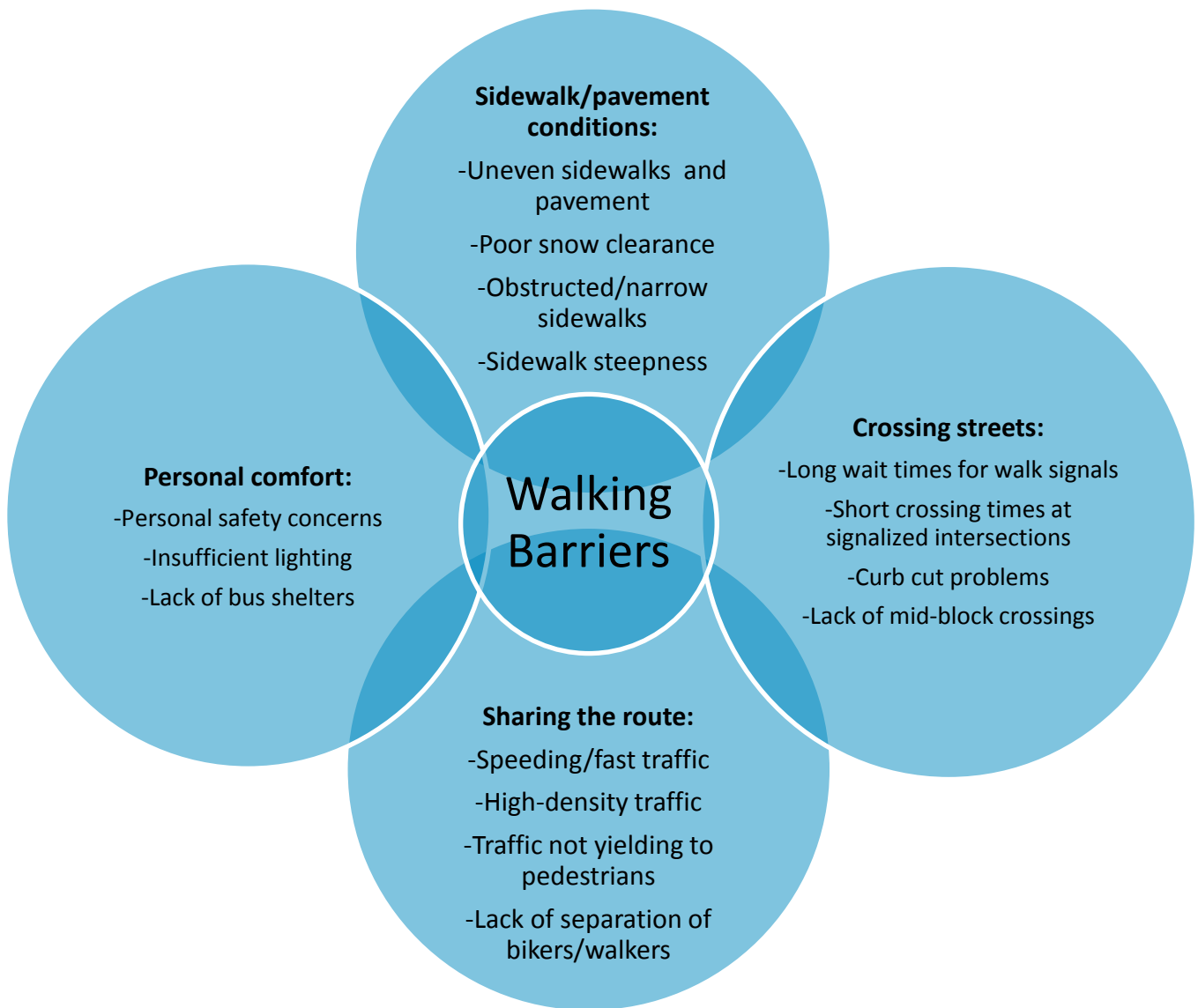
² *Let's Go for a Walk* is available online at

www.health.state.mn.us/divs/hpcd/chp/cdrr/physicalactivity/communities/communitiesgoforawalk.html

Results of Walking Audits

The results of the listening sessions guided the walking audit routes, so many of the same themes emerged during the walking audits. The walking audits also provided an opportunity to document some of the challenges residents face through photographs. The results of the walking audits are summarized below, and more details about specific concerns are identified in the attached appendices. Appendix A provides tables of specific concerns organized by type of concern (e.g., sidewalk/pavement conditions, traffic), including locations and photographs of these concerns (when available). Appendix B provides maps of each of the 10 buildings and highlights the specific concerns (and the location of the concerns) for each building. Appendix A also refers to the maps in Appendix B when relevant.

The common walking barriers identified during the walking audits fit into the following four categories: sidewalk and pavement conditions, crossing streets, personal comfort, and sharing the route.



Sidewalk and pavement condition

Because many residents are older adults and many use walkers, scooters, and wheelchairs to get around, having sidewalk and pavement in good condition is important to them. At many buildings, residents face challenges to walking near their buildings because of poor pavement and sidewalk conditions.

- Poor snow clearance in their neighborhoods was the highest priority concern for residents, including on sidewalks, in intersections, and at bus stops. Some residents said that poor snow and ice clearance made them unlikely to leave their homes in the winter months because they were afraid of falling and getting hurt. In some cases, residents shared stories of neighbors in their buildings who had fallen on ice or snow and were seriously injured. Residents who use wheelchairs and scooters said they often rode them in the street instead of the sidewalk in the winter because snow on the sidewalks and at intersections got in their way, as illustrated in the photo to the right. Other residents described having difficulty getting on the bus because they had to climb over large windrows of snow. On a positive note, residents noted that the pavement on MPHA property was generally cleared very well of snow and ice.

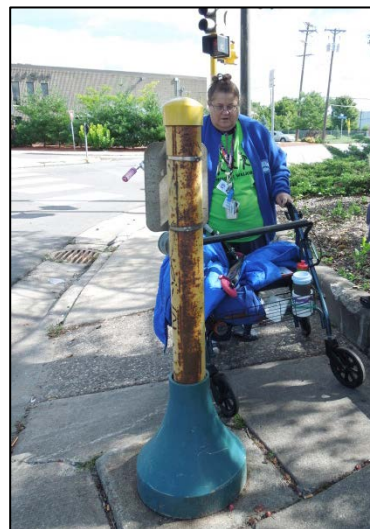


A resident using a walker walks in the street to avoid an unshoveled sidewalk on Dupont Ave N near Heritage Commons at Pond's Edge

- Uneven sidewalks or street pavement with cracks or holes made it more difficult for seniors to walk, especially for those who use wheelchairs or walkers or those who are unstable on their feet. Wheels on walkers and other mobility devices got caught at cracks and created a falling risk for residents, as shown in the photo below (left).
- Sidewalk obstructions such as traffic lights, street lights, electrical boxes, fire hydrants or parked automobiles create narrow walking paths on sidewalks, especially for those who require a wider walking path to accommodate their wheelchairs or walkers, as shown in the photo below (right).



18th Ave NE & NE Polk St: A gutter pan sunk below street level catches the wheels on a resident's walker



Spring St. NE and Central Ave NE: An obstruction creates a very narrow sidewalk, especially for people using walkers or wheelchairs.

Crossing streets

Many residents find crossing streets to be an intimidating task. Several types of barriers contribute to this:

- At some signalized intersections, residents did not feel that the walk signal allowed them sufficient time to cross the street. However, at other intersections, residents felt that they had enough time to cross.
- At some intersections, residents reported having to wait a long time to get a walk signal to cross a busy street.
- At some intersections, residents found the signals to be confusing. Some residents reported feeling anxiety when the walk signal changed to a blinking hand signal – even though they still had more time to cross the street before the light changed, they felt rushed and were worried that they wouldn't have time to make it across the street. At one location, residents were confused by a green right turn arrow and did not realize they could not cross when the arrow was green.
- Residents find it difficult to cross some unsignalized intersections where cars do not face stop signs. Drivers typically do not stop to allow pedestrians to cross at these intersections, even though drivers are required to stop for pedestrians at all intersections, whether or not they are marked with a crosswalk.
- Some older curb cuts (the ramps at intersections) were in poor condition or were uncomfortably steep, creating barriers for seniors trying to cross the street, especially for those who use walkers, wheelchairs or other mobility devices. In some cases, two opposing curb cuts across an intersection did not align well with one another.
- At a few buildings, residents cross the street mid-block because this was the most convenient route to get to their destinations. They would like to see enhancements (like crosswalks and signs) that would make these midblock crossing feel safer.



E Franklin Ave & Riverside Ave: Traffic signal with green arrow for right turns is confusing for crossing pedestrians; the wide intersection is also intimidating.



Dupont Ave N and Glenwood Ave N: Traffic traveling on Glenwood Ave N does not have a stop sign and residents find it difficult to cross the street to get to the bus stop.

Sharing the route

Residents must share their neighborhood routes with automobile traffic and cyclists; sometimes, conflicts with these other modes created barriers for residents.

- Residents often said they felt that car traffic was intimidating. They felt that cars were speeding or traveling too fast, and they felt that the drivers of cars making turns often acted impatiently as they waited for residents to cross the street. In some cases, they said that drivers did not yield to pedestrians when pedestrians had the right of way.
- At least at one site, residents said they felt intimidated by cyclists on a path in their neighborhood where there is no separation between walkers and cyclists.



Cedar Ave/S 6th St: Heavy traffic density is intimidating to residents and creates a barrier when cars stop in crosswalks.

Personal Comfort

Personal comfort involves how appealing, comfortable, and safe a neighborhood feels. Residents raised the following concerns about personal comfort and safety:

- In some sites residents expressed concerns about their personal safety in their neighborhoods. They reported feeling unsafe in specific places in their neighborhood where people often loiter. They said they often felt vulnerable or easy targets, especially when they traveled to banks or the pharmacies. Some residents shared stories of having been robbed in the past.
- A lack of pedestrian lighting in a few areas also created personal safety concerns for residents.
- Half of the sites in this project expressed concern about the condition and location of the bus stops in their neighborhood. In some buildings, residents would like to see stops moved to more convenient locations. In other places, residents would like to see a shelter added to their stop or heat added to an existing shelter.



NE 18th ½ Ave & Central Ave N: residents would like a heat lamp in the bus shelter by their building

Conclusion

Through the listening assessment and walking audit process, residents identified many concerns about walking in their neighborhoods including concerns about sidewalk conditions, traffic, crossing streets, and personal comfort. Residents would like to see improvements on many of the concerns they have identified; however, they have also identified three priority areas. These priorities include:

- Improvements to winter snow clearance, including on sidewalks, at corners, and at bus stops
- Improvements at and near the intersection of Dupont Ave N and Glenwood Ave N, including addressing cracked, uneven, and narrow sidewalks, increasing the comfort of the bus stops, and making it easier and more comfortable for residents to cross Glenwood Ave N. (See Appendix C for a more detailed description of these concerns.)
- Improvements to the mid-block crossing on S. 6th St. between the Cedar High Apartments (1627 6th Ave S) and the Dar Al-Hijrah Islamic Civic Center (504 Cedar Ave S)
- Improvements to the long crossings at Franklin Ave E and Riverside Ave. Residents of the Riverside (2728 Franklin Ave) find this intersection to be confusing and difficult to cross.

As a follow-up to this report, Health Department staff, MHRC staff and residents plan to share the findings with the appropriate agencies and policymakers in order to see how these concerns can be addressed, either in the near term or through future infrastructure projects or planning efforts. In fact, one concern has already been successfully addressed. During the walking audit at Heritage Commons at Pond's Edge, residents pointed out a three-way intersection that had no stop sign. A Public Works staff person attending the walking audit was able to get a stop sign installed at this intersection (pictured to the right). Some of the concerns raised by residents, like confusion about walk signals at intersections, will be addressed through education efforts among the residents. In the winter of 2014-2015, MHRC, the Health Department, and the Active Living Advisory Committee also developed and shared materials with residents about safe winter walking. Although this report begins to paint a picture of the concerns and needs related to walking among seniors, more work still needs to be done to understand the needs of a broader range of stakeholders across the city.



New stop sign at Dupont Ave N and 4th Ave N

Although residents have identified many concerns about walking near their buildings, they still rely mostly on walking and transit to get around. In fact, many of them enjoy walking and see it as an important part of living an active lifestyle. After participating in walking audits, residents at many of the buildings began to walk more often, and residents at several buildings started walking clubs. At one building, residents even walk a loop inside during implement weather. These walking audits have become part of a larger movement among residents to lead active, healthy lifestyles.










Members of a walking club at Heritage Commons at Pond's Edge





Appendix A: Resident Concerns by Type

Specific residents' concerns are described below, organized by the type of concern. For each concern, a specific location is given. When applicable, the location also includes a reference to the maps included in Appendix B. Photos are also provided when available.

Sidewalk and pavement conditions

Uneven sidewalks/pavement		
Location	Concerns	Photo (if available)
W Broadway between Byrant Ave N/N Lyndale Ave (<i>see map 2, #1</i>)	Uneven, cracked sidewalk. Residents' scooters have fallen over	
Fremont Ave N/ N 44 th Ave (<i>see map 1, #3</i>)	Sunken manhole in the road is a tripping hazard	
E 22 nd St/ S 17 th Ave (<i>see map 8, #1</i>) (MPHA property)	Eastern entrance to MPHA property – pot hole is a tripping hazard	
Central Ave between 3 rd Ave NE/Spring St NE (<i>see map 5, #2</i>)	Uneven sidewalks – west side	
Central Ave, north of Spring St NE (<i>see map 5, #4</i>)	Uneven sidewalk (route to community garden)	




<p>NE 18th ½ Ave between Central Ave/ Polk St NE (see map 4, #1)</p>	<p>Hazardous sudden drop from the sidewalk onto the street</p>	
<p>Polk St NE between NE 18th ½ Ave/18th Ave NE (see map 4, #1)</p>	<p>Uneven sidewalk creates a bump that is difficult to navigate for people with walkers</p>	
<p>Johnson St (see map 4 – not shown on the map)</p>	<p>Uneven sidewalks</p>	
<p>Fremont Ave between Van White Memorial Blvd and Glenwood Ave (see map 3, #3)</p>	<p>Sidewalk is raised by a large tree</p>	
<p>Glenwood Ave between N Fremont Ave/ Dupont Ave (see map 3, #4)</p>	<p>Uneven sidewalks along the south side of Glenwood and a few on the north side</p>	





<p>Dupont Ave between N 4th Ave/Glenwood Ave (see map 3, #1)</p>	<p>Cracks along the sidewalk near the YMCA</p>	
<p>E Franklin between S 28th Ave/ 27th Ave S (see map 6, #2)</p>	<p>Uneven driveways</p>	
<p>Pillsbury Ave S between W Lake St/ W 31st St (see map 10, #3)</p>	<p>Uneven sidewalk covered in dirt and debris</p>	
<p>W Lake St between Harriet Ave and Nicollet Ave (see map 10, #5)</p>	<p>Uneven sidewalks along the street</p>	





<p>Van White Memorial Blvd/ Fremont Ave (<i>see map 3, #2</i>)</p>	<p>Entrance into park, at the fork in the road: big bump, uneven pavement</p>	
<p>E 16th St between Portland Ave and Chicago Ave (<i>see map 9, #3</i>)</p>	<p>Uneven sidewalks</p>	

<p>Poor snow clearance</p>	
<p>Location</p>	<p>Concerns</p>
<p>Cedar Ave between Riverside and S. 7th St (<i>see map 7, #4</i>)</p>	<p>Snow clearance is a big issue</p>
<p>N 18th ½ Ave & N Lyndale Ave - behind MPHA property (<i>see map 12, #4</i>) (unclear who owns this property)</p>	<p>Poor snow clearance</p>
<p>Central Ave/Spring St NE (<i>see map 5, #2</i>)</p>	<p>Poor snow clearance at the bus stop on the west side of the street</p>
<p>1515 Park Ave (<i>see map 9</i>)</p>	<p>Poor snow clearance in the general neighborhood</p>
<p>Central Ave NE/ 18th Ave NE (<i>see map 4, #4</i>)</p>	<p>Poor snow clearance at bus stops</p>
<p>350 Van White Memorial Blvd (<i>see map 3, #1</i>) (MPHA property)</p>	<p>Sheets of ice form at the front sidewalk of the MPHA building</p>
<p>Dupont Ave N and Glenwood Ave N</p>	<p>Poor snow clearance on sidewalks near this intersection</p>
<p>2728 E Franklin Ave (<i>see map 6</i>)</p>	<p>General neighborhood: poor snow clearance at bus stops – specifically the wakes of the snow plows are an issue</p>

E Franklin & 25 th Ave S/S 28 th Ave (see map 6,#2)	Poor snow clearance. Man hole at the Perkins restaurant parking entrance very poor snow clearance – slippery in the winter (at 2 nd driveway entrance
3110 Blaisdell Ave (see map 10)	General neighborhood – snow clearance issue in bus stops and at sidewalk in front of private homes
3110 Blaisdell Ave & W Lake St/ W 31 st St (see map 10, #1) (west sidewalk)	Poor snow clearance
Pillsbury Ave S & W Lake St/ W 31 st St (see map 10, #3)	Ice build-up common. Poor snow clearance, especially near Trinity House

Obstructed and narrow sidewalks		
Location	Concerns	Photo (if available)
W Broadway Ave/ N Lyndale – corner sidewalk at Cub Food parking entrance (see map 2, #1)	Narrow sidewalk due to electricity box and traffic light poles	
Central Ave/Spring St NE (see map 5, #3)	Several obstructions on sidewalks – traffic lights poles obstruct the sidewalk on both sides of the street.	
Central Ave/Spring St NE (see map 5, #3)	In winter, customers of Vegas Lounge pull their cars too far forward and park on the sidewalk	
18 th Ave – east of Polk St (see map 4, #3)	Electrical poles narrow the sidewalk	

<p>Glenwood Ave/Dupont Ave <i>(see map 3, #5)</i></p>	<p>Fire hydrants narrow the sidewalk near the bus stop</p>	
<p>Pillsbury Ave S – Between Midtown Greenway/W 31st St <i>(see map 10. #3 and #4)</i></p>	<p>Cars park on sidewalks and double park in front of local businesses in the area, creating sidewalk obstructions. Some cars may be parked on sidewalk by the mechanics located in the area. Residents report that they have complained to the local police station but have not seen any improvement.</p>	
<p>2728 E Franklin Ave – MPHA parking lot <i>(see map 6, #1)</i></p>	<p>Cars park in front of the building main entrance ramp, blocking access to the building for people using wheelchairs and walkers.</p>	
<p>Blaisdell Ave/W 31st <i>(see map 10, #1)</i></p>	<p>Storm drain plugs up rain – water pools near curb cuts at the intersections</p>	



Sidewalk Steepness		
Location	Concerns	Photo (if available)
1815 Central Ave. N (<i>see map 4, #1</i>) (MPHA property)	Steep ramp onto the sidewalk in front of the building (at the circle)	
350 Van White Memorial Boulevard (<i>see map 3, #1</i>) (MPHA property)	Building entrance from the parking lot – ramp is uneven and too steep	 
1314 N 44th Ave (<i>see map 1, #1</i>) (MPHA property)	Main entrance walking path – some residents feel that the incline leading to the front door is too steep	

Crossing the street

Crossing Issues		
Location	Concerns	Photo (if available)
W Broadway Ave/ Aldrich Ave N (<i>see map 2, #2</i>)	Crosswalk light not audible – creates confusion	
Spring St NE/Central Ave NE (<i>see map 5, #3</i>)	Not enough crossing time	
Portland Ave/E 16 th St (<i>see map 9, #2</i>)	Not enough crossing time	
18 th Ave NE & Central Ave NE – west of Johnson St NE (<i>see map 4, #4</i>)	People jaywalk due to the long distance to get to the next marked crosswalk	

Glenwood Ave/ N Dupont Ave (see map 3, #5)	No marked crosswalk – scary to cross, fast traffic	
Dupont Ave N between Glenwood Ave N and Van White Memorial Blvd	Residents of 350 Van White Memorial Blvd would like to cross Dupont mid-block to access the main entrance to the Heritage Park Senior Services Center.	
W 31 st St/ Pillsbury Ave (see map 10, #2)	Not enough crossing time and drivers don't yield to pedestrians	
Riverside Ave/E Franklin Ave (see map 6, #4)	Wait time to cross is lengthy and drivers don't yield to pedestrians in crosswalks	
E Franklin Ave & 27 th Ave S/29 th Ave S (see map 6, #4)	Traffic signals are confusing to residents, especially the green arrow – results in people jaywalking to cross Franklin at the gas station	


Curb Cuts		
Location	Concerns	Photo (if available)
Blaisdell Ave/W 31 st St (see map 10, #1)	All curb cuts at the intersection are uneven and steep for wheelchairs	
Lake St/ Blaisdell Ave (see map 10, #5)	Not all curb cuts are updated – challenge for those with wheelchairs.	

S 6 th St & 16 th Ave S/Cedars Ave (see map 7, #2)	The sidewalk adjacent to the Riverside Plaza parking entrance is not wheelchair accessible (no curb cut)	
S 6 th St & 16 th Ave S/Cedars Ave (see map 7, #2)	Tripping hazard: driveway ramp into Cedars High Apartment parking lot does not transition into the street smoothly. Residents feel concerned because this route is frequently used to go to the Islamic Center across the street	
18 th Ave NE/ Polk St NE (see map 4, #2)	On the north side of 18 th Ave at Polk Ave NE, residents would like to have curb cuts that allow them to cross 18 th Ave NE; however, these curb cuts would lead to driveway entrances on the south side of 18th	
Blaisdell Ave/W 31st (see map 10, #1)	All curb cuts at the intersection are uneven and steep for wheelchairs	


Sharing the route

Speeding and fast traffic	
Location	Concerns
18 th Ave N between N Lyndale Ave/Bryant Ave N (see map 2, #3)	Fast traffic makes walking uncomfortable for residents
W Broadway Ave near Lyndale (see map 2, #1)	Fast traffic makes walking uncomfortable for residents
Cedar Ave/S 6 th St (see map 7, #2 and # 4)	Fast traffic makes walking uncomfortable for residents
Spring St NE between Monroe St NE and Central Ave NE (see map 5, #1)	Residents express big concern for cars speeding – they have felt that it has been overlooked
Central Ave NE, south of Spring	Fast traffic makes walking uncomfortable for residents


St NE (see map 5, #2)	
E 16 th St & Portland Ave S/ Park Ave S (see map 9, #3)	Drivers come in/out of driveway too fast
Van White Memorial & N Fremont Ave/Dupont Ave (see map 1, #4)	Fast traffic makes walking uncomfortable for residents
Glenwood Ave/ N Dupont Ave (see map 3, #2 and #6)	Fast traffic makes walking uncomfortable for residents
Blaisdell Ave (see map 10, #1)	Fast traffic makes walking uncomfortable for residents
W 31 st St (see map 10, #2)	Fast traffic makes walking uncomfortable for residents
2728 E Franklin Ave (see map 6, #1) (MPHA property)	Fast moving cars inside the MPHA parking lot
27 th Ave S (see map 6, #3)	Fast traffic makes walking uncomfortable for residents

High traffic density and flow		
Location	Concerns	Photo (if available)
Cedar Ave/S 6 th St (see map 7, #4)	High traffic density results in cars blocking the intersections and crosswalks after light changes to red	
Riverside Ave near Franklin (see map 6)	Busy traffic makes walking uncomfortable for residents	
3110 Blaisdell Ave neighborhood (see map 10)	Lots of traffic, residents feel that drivers do not pay attention to pedestrians	
W 31 st & Pillsbury Ave S/Blaisdell Ave (see map 10)	Drivers do not follow the newly changed one-lane traffic flow. Drivers are	



	notified of this change through the traffic sign on 1 st Ave S/E 31 st St	
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Lack of separation of bikers and walkers		
Location	Concerns	Photo (if available)
Memorial Parkway trail between 45 th Ave N and Humboldt Ave N. (see map 1, #4)	Unclear division between cyclists and pedestrians on the trail located just north of the property	


Personal comfort

Personal safety concerns		
Location	Concerns	Photo (if available)
18 th Ave N/ West of N Lyndale Ave (see map 2, #4)	People are reported to doing drugs behind bushes	
W Broadway (see map 2)	Panhandlers in the area	
Fremont Ave N/N 44 th Ave (see map 1, #3)	Dense trees at corner – residents are concerned about people hiding in the trees	
Cedar Ave & S 6 th St/Riverside Ave (see map 7)	Residents are concerned about the high density of liquor stores and bars liquor the area	
Cedar Ave – under Hiawatha Ave Bridge (see map 8, #3)	Intoxicated people hang out under the bridge; people get mugged there	
W 32 nd St/ Blaisdell Ave (see map 10, #1)	Residents are concerned about people who loiter and drink out in the garden	
27 th Ave S/E Franklin Ave (see map 6, #3)	Intoxicated people at the bus stop harass people – right in	

	front of liquor store	
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Insufficient lighting		
Location	Concerns	Photo (if available)
600 18 th Av N. – MPHA property (see map 2, #4)	No pedestrian lighting at the walking path east of the building	
S 6 th St/16 th Ave S (see map 7, #1 and #2)	No adequate pedestrian lighting– personal safety concerns	
Pillsbury Ave S – between W Lake St/W 31 st St (see map 10, #3)	Only one street light, no pedestrian-scale lights	
E Franklin – front of MPHA property (see map 6, #1)	Three pedestrian lights do not work	

Poor bus shelter conditions		
Location	Concerns	Photo (if available)
Spring St NE/Central Ave NE (see map 5, #2)	Poor snow clearance at the bus stop – cause the need for the bus to have to pick	

	wheelchairs up at the driveway at Clare housing	
Central Ave NE/18 th Ave NE <i>(see map 4, #4)</i>	Poor snow clearance at bus stops	
Glenwood Ave/Dupont Ave <i>(see map 3, #5)</i>	Bus stops have uneven sidewalks, no bus shelter	
W Lake St/Blaisdell Av <i>(see map 10, #5)</i>	Poor snow clearance at bus stop	
E Franklin Ave/27 th Ave S <i>(see map 6, #2)</i>	Poor snow clearance at bus stop	

Appendix B: Maps of Building-Specific Concerns

Map 1

Hamilton Manor

1314 44th Ave. N

① **Hamilton Manor Property**

- ||| Uneven sidewalk at main entrance
- ▲ Ramp angle is steep

② **N 44th Ave**

- ||| Uneven sidewalk - bumps/cracks
- Residents feel concerned that suspicious activity may take place inside in the cars that are parked in front of their property

③ **N 44th Ave/Fremont Ave N**

- ||| Sunken manhole - tripping hazard
- Dense trees at corner - residents feel concerned about people hiding inside these trees

④ **Memorial Parkway**

- Shared trail for cyclists and pedestrian; pedestrians are intimidated by cyclists.
- No pedestrian lighting
- No bench to rest on
(note that this symbol does not appear in the length)



Legend

	MPHA Property	▲	Accessibility Issues
	Uneven sidewalk/pavement	■	Traffic Concerns
☁	Poor snow Clearance	○	Personal Safety Issues
🚧	Walking path obstruction	—	Lighting Issues
	Crossing issues	—	Bus stop Issues

N 43rd Ave

Map 2

Lyndale Manor

600 18th Ave. N

1

W Broadway Ave

- High traffic speeds
- 🚧 Narrow sidewalk, electricity box and traffic light poles too close to each other
- ▨ Uneven sidewalk, several cracks

2

N Lyndale Ave

- 🚧 At Walgreens driveway, cars pull out too far and block pedestrians
- Residents feel that bus stop is too close to driveway
- ▨ Uneven sidewalk
- 🚶 Walk signal to cross Broadway is not automatic - creates issues for residents

3

18th Ave N

- High traffic speeds

4

18th 1/2 Ave N

- 🌨 Poor snow clearance behind the property

5

Lyndale Manor Property

- 🔴 Residents stated that people have been seen doing drugs behind bushes
- No pedestrian lighting at the walking path east of the building



Map 3

Heritage Commons at Pond's Edge

350 Van White Memorial

1 Heritage Commons Property/ N Dupont Ave

- Building entrance from the parking lot - ramp is uneven and steep
- ||| Cracks along the sidewalk near the YMCA
- Sheets of ice form at the front sidewalk of the MPHA building

2 Van White Memorial Blvd

- High traffic speeds
- ||| Entrance into the park, at the fork in the road: big bump, uneven pavement

3 N Fremont Ave

- ||| Large tree has raised the sidewalk

4 Glenwood Ave

- ||| Uneven sidewalks along the south side of Glenwood Ave and a few on the north side

5 Dupont Ave/Glenwood Ave

- ||| Uneven sidewalks
- Bus stops are very narrow and cracked; residents would like shelters at these stops and would like the stops to move to Van White Memorial Blvd. and 4th Ave.
- Fire hydrant narrows the sidewalk near the bus stop
- ||| No marked crosswalk - scary to cross, fast traffic

6 Dupont Ave/N 4th Ave

- High traffic speeds; no traffic control at intersection



Map 4

Parker Skyview

1815 Central Ave. NE

1 Parker Skyview Property

- ||| Uneven sidewalks on NE 18 1/2 Ave in front of property
- ▶ Sidewalks have steep slopes where they cross the parking lot entrances, which causes problems for wheelchairs and walkers
- ||| East of property - uneven sidewalks

2 18th Ave NE

- ☁ Poor snow clearance
- ||| People jaywalk because the nearest marked crosswalk is too far
- ▶ Gutter pan has sunk below the street level, creating a bump where wheelchairs and walkers get stuck.
- ▶ On the north side of 18th Ave at Polk Ave NE, residents would like to have curb cuts that allow them to cross 18th Ave NE; however, these curb cuts would lead to driveway entrances on the south side of 18th

3 18th Ave NE - east of Polk St

- ⚠ South side - light poles obstruct the sidewalk

4 NE 18th Ave/Central Ave NE

- ☁ Poor snow clearance at the bus stop
- ||| Not enough crossing time and wait time to cross is lengthy

5 NE 18th 1/2 Ave/Central Ave NE

- ||| Not enough crossing time
- Bus stop - not enough bench space and heat lamp is needed



Legend			
	MPHA Property		Accessibility Issues
	Uneven sidewalk/pavement		Traffic Concerns
	Poor snow Clearance		Personal Safety Issues
	Walking path obstruction		Lighting Issues
	Crossing issues		Bus stop Issues

Map 5

Spring Manor

828 Spring St. NE

1

Spring St NE

- High traffic speeds on Spring St. make it difficult to cross Spring St. at Jackson St. NE

2

Central Ave NE

- High traffic speeds
- ||| Uneven sidewalk on the west side, near Clare Housing
- ☁ Poor snow clearance at the bus stop on the west side of the street

3

Central Ave NE/Spring St NE

- 🚧 Several traffic light posts and boxes obstruct and narrow the walking path, creating a barrier for those who use walkers or wheelchairs
- 🚗 Residents report that in the winter, Vegas Lounge customers park on the sidewalk
- ||| Not enough crossing time and wait time to cross is lengthy during rush hour

4

Central Ave - North of Spring

- ||| Uneven sidewalks (route to community garden)



Legend

(green diagonal)	MPHA Property	🚧 (orange)	Accessibility Issues
(green vertical)	Uneven sidewalk/pavement	■ (red)	Traffic Concerns
☁ (blue)	Poor snow Clearance	○ (red)	Personal Safety Issues
🚧 (orange)	Walking path obstruction	(yellow)	Lighting Issues
(red)	Crossing issues	(brown)	Bus stop Issues

Map 6
Franklin Terrace
 2728 E Franklin Ave.

① **Franklin Terrace Property**

- 🚗 Cars park in front of the building and obstruct the ramp entrance
- 🚦 High traffic speeds inside the parking lot
- 🚦 Three pedestrian lights on the south side of the property no longer work

② **E Franklin Ave**

- ❄️ Poor snow clearance west of the property until 25th Ave
- 🚶 Uneven sidewalks in front of the Perkins Restaurant parking entrance
- 🚦 High traffic speeds at the Perkins Restaurant parking lot driveway

③ **E Franklin Ave/27th Ave S**

- 🚦 High traffic speeds - especially cars that go in/out of the parking lot and garage
- 🗑️ Trash can and newspaper box crowd the bus shelter
- 🚦 Resident reported that people are being harassed near the bus stop

④ **E Franklin Ave/Riverside Ave**

- 🚦 Wait time to cross is lengthy and drivers don't yield to pedestrians in crosswalks
- 🚦 Traffic signals are confusing - results in people jaywalking to cross Franklin at the gas station



Map 7

Cedar High Apartments

1627 S. 6th St.

1 16th Ave S

- No adequate pedestrian lighting
- Personal safety concerns due to poor lighting conditions and people who loiter

2 S 6th S

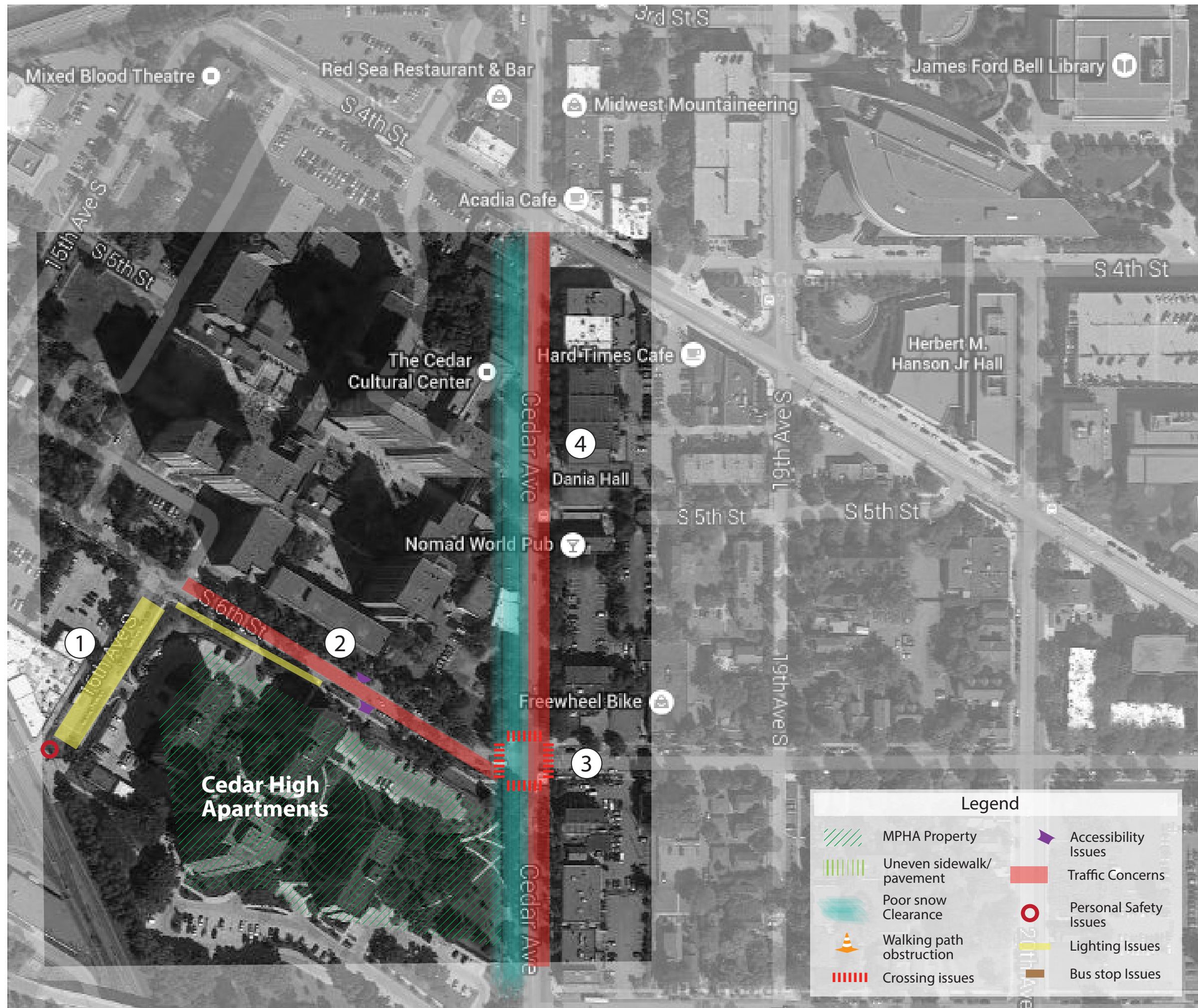
- No adequate pedestrian lighting
- High traffic speeds
- The sidewalk adjacent to the Riverside Plaza parking entrance is not wheelchair accessible (no curb cut)
- Tripping hazard: driveway ramp into Cedars High Apartment parking lot does not transition into the street smoothly. Residents feel concerned because this route is frequently used to go to the Islamic Center across the street

3 S 6th S/Cedar Ave

- Not enough crossing time for the elderly

4 Cedar Ave

- High traffic density results in cars blocking the intersections and crosswalks after lights change to red
- Snow clearance is a concern



Map 8

Hiawatha Towers

2121 16th Ave. S

① **Hiawatha Towers Property**

||||| Pot hole near the eastern entrance to Hiawatha Towers parking lot

② **Franklin Ave/16th Ave S**

||| No light to cross Franklin Ave

③ **Hiawatha Ave Bridge**

○ Personal safety concerns - under the bridge, people are intoxicated and pedestrians get mugged



Map 9

Park Center

1515 Park Ave. S

1

E 15th St

Uneven sidewalk east of Park Ave S

2

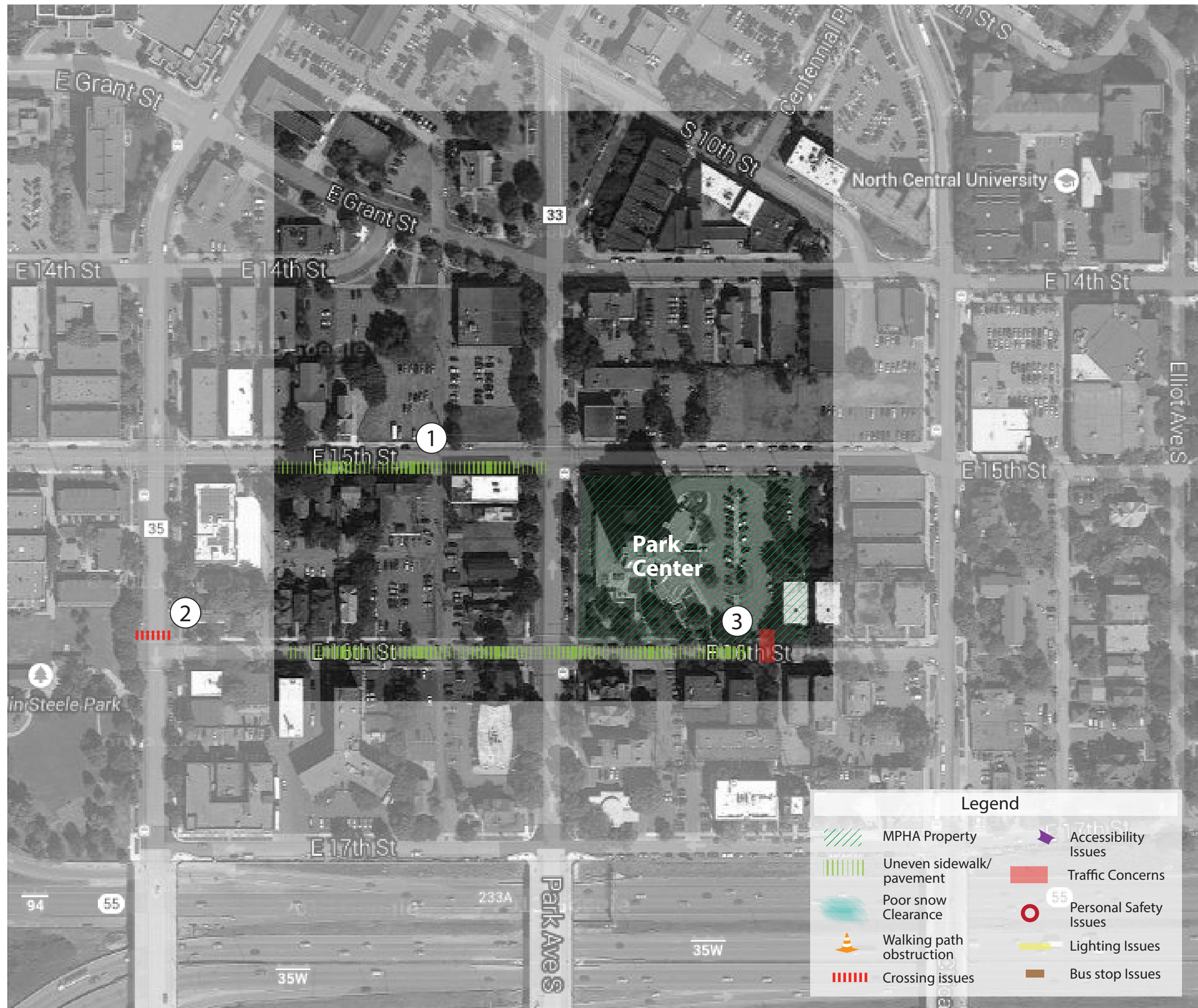
E 16th St/Portland Ave S

Not enough crossing time

3

E 16th St

Uneven sidewalks
Drivers come in/ out too fast at the Park Center parking lot



Map 10

Charles Horn Towers

3110 Blaisdell Ave. S

1 Blaisdell Ave/adjacent streets

- High traffic speeds
- ❄️ Snow clearance issues
- At Charles Horn Towers Property:**
- Resident are concerned about people who loiter and drink out in the garden
- At W 31st:**
- ⚠️ All curb cuts at the intersection are uneven and steep for wheelchairs
- 🚧 Storm drain plugs up during rain, water pools at curb cuts

2 W 31st St

- High traffic speeds
- ❄️ Snow clearance issues
- At Pillsbury Ave S:**
- ⏸️ Not enough crossing time and drivers don't yield to pedestrians in crosswalks
- At Grand Ave:**
- ⏸️ Crossing issues - cars don't stop at the stop signs

3 Pillsbury Ave S, south of W Lake St.

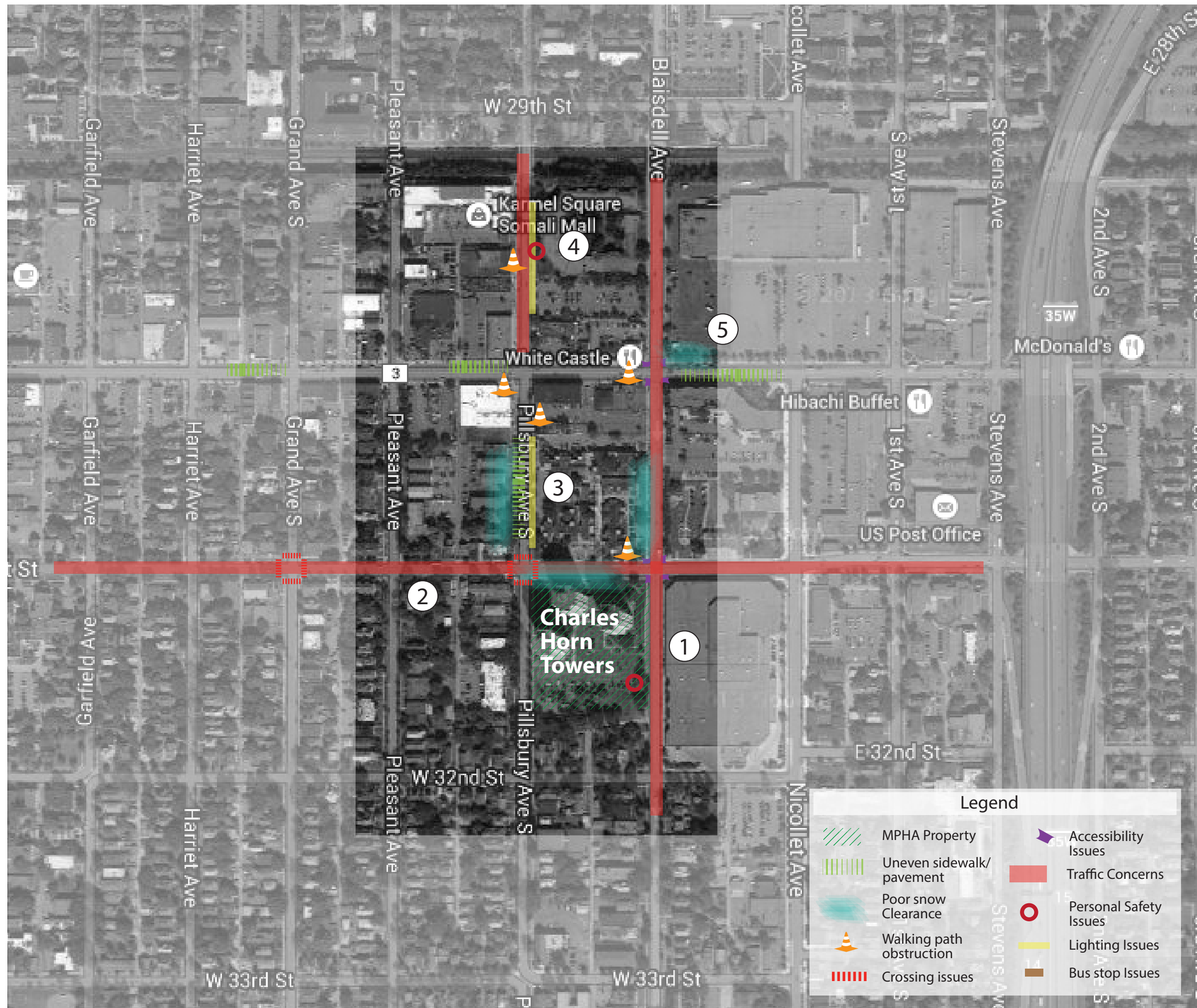
- 🚶 No pedestrian lighting
- ❄️ Snow clearance issues
- 🚶 Uneven sidewalks
- 🚗 Several parked cars obstruct the sidewalk in front of local business

4 Somali Mall

- 🚗 Cars double park
- ⏸️ Drivers don't yield to pedestrians
- Intimidating people in the area
- 🚶 No pedestrian lighting

5 W Lake St

- ❄️ Poor snow clearance at bus stop
- 🚶 Uneven sidewalks
- At Blaisdell Ave:**
- ⚠️ Not all curb cuts are updated



Appendix C: MPHA residents' concerns about Glenwood Ave N near Dupont Ave N

Background: MPHA residents and other seniors travel to the Heritage Park Senior Services Center, which is located at 1015 North 4th Avenue. Many take the #9 bus to travel to and from the center, and they have some concerns about bus stops and the condition of the adjacent sidewalks. They also find crossing Glenwood Avenue to be challenging. Their concerns are described in more detail below.

- **Sidewalk conditions:** The sidewalks are cracked; there are no boulevards, and they are relatively narrow. In some places, sidewalks are further narrowed by obstructions like light posts and fire hydrants. The photos below illustrate some of these challenges. Both photos below show sidewalks on the south side of Glenwood just west of Dupont.



- **Bus stop conditions:** The sidewalks at the bus stops are narrow and in relatively poor condition. Residents would like to see shelters at the bus stops. The picture below shows the bus stop on the south side of Glenwood. The pictures on the next page show the bus stop on the north side of Glenwood in the fall (which shows the pavement condition) and in the winter, when it is often not cleared of snow.





- Crossing Glenwood: Residents getting off of or onto the eastbound #9 bus must cross Glenwood Avenue. This is difficult for residents because the street, while not exceptionally wide, can take some time to cross for people who are elderly or who have disabilities. Residents also feel that cars traveling down this section of Glenwood move too fast. Cars traveling on Glenwood between Lyndale and Cedar Lake Road do not have to stop at any traffic lights or stop signs. During rush hour, the volume of cars is higher, and residents find they have to wait a long time to find an interruption in traffic in order to cross the street. The photo below shows where residents must cross Glenwood Avenue to get to the bus stop on the south side of the street.

