Overview
The first of two planned phases of public engagement for the Protected Bikeways Update to the Minneapolis Bicycle Master Plan was held in May 2014. A public open house was held at the Minneapolis Central Library on May 8; this was a joint open house with Hennepin County for the update to their Bike Plan. An online survey was also available from May 1 to May 15 for people who could not attend the open house.

Participation
70 people signed in at the open house, and 35 people completed comment forms at the open house. 135 people completed the online survey. 4 additional emails with comments from the public were received.

Community Notification
The open house and online survey were advertised via press release to many media outlets on April 25. An email advertising the public open house was sent to the City’s bicycle e-gov delivery list on April 25. A second email to the City’s bicycle e-gov delivery list regarding the online survey was sent on May 9. A printable flyer advertising the open house was distributed to the Bicycle Advisory Committee on April 25. A presentation introducing the project and advertising the public open house and online survey was received and filed by the City Council’s Transportation and Public Works Committee on April 29.

Open House Format
The open house was held from 4:30 to 7:30pm. Information on the Protected Bikeways Update was shared via a project summary hand out (see Appendix C) and information boards around the room (see Appendix D). Attendees were invited to complete a comment form on the top 5 locations where participants think protected bikeways are needed in Minneapolis and to explain why protected bikeways are needed (see Appendix E). Attendees were also invited to mark 2-3 locations on an aerial photograph of Minneapolis showing their top priority locations for protected bikeways and top bicycling destinations. Hennepin County shared information via boards around the room, which included some interactive activities.

Online Survey
An online survey identical to the comment form at the open house (see Appendix E) was available on www.minneapolismn.gov/bicycles from May 1 to May 15.

Feedback Received
By far the most frequently identified corridor for protected bikeways was Franklin Avenue. Many other corridors were also identified, typically streets with high traffic volumes that connect high-density neighborhoods or that cross major barriers such as the freeway, river, or other physical barrier. Respondents also commented generally on the need to address intersection safety, not just the linear corridor facility, and specifically the difficulty for bicyclists to make left turns at busy intersections.

The locations where participants identified that protected bikeways are needed are summarized in Tables 1 and 2. With the 35 open house comment forms and 135 online surveys completed, participants identified their top 5 priority locations in a total of 371 survey responses. These detailed responses are included in Appendix A. Appendix B also includes a summary of input received by Hennepin County.

Appendices
A. Hennepin County Public Input Summary (6 pages)
B. City of Minneapolis Detailed Public Input (75 pages)
C. Open House Hand Out (4 pages)
D. Open House Boards (9 pages)
E. Open House Comment Form (4 pages)
<table>
<thead>
<tr>
<th>SUMMARIZED LOCATION</th>
<th>1&lt;sup&gt;ST&lt;/sup&gt; PRIORITY</th>
<th>2&lt;sup&gt;ND&lt;/sup&gt; PRIORITY</th>
<th>3&lt;sup&gt;RD&lt;/sup&gt; PRIORITY</th>
<th>4&lt;sup&gt;TH&lt;/sup&gt; PRIORITY</th>
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<td><strong>59</strong></td>
<td><strong>32</strong></td>
<td><strong>17</strong></td>
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</table>

Based upon 170 comments forms completed asking for top 5 locations where protected bikeways are needed – 135 online and 35 at public open house. The “summarized location” was determined by city staff, not the respondents and may not reflect the details of the locations identified; see appendix X for actual comments and location descriptions.
Table 2: LOCATIONS IDENTIFIED IN OPEN HOUSE INTERACTIVE MAPPING EXERCISE

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>NUMBER OF TIMES IDENTIFIED BY ADDITIONAL PARTICIPANTS</th>
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<tr>
<td>Franklin Avenue (Hennepin Av to 280)</td>
<td>+10</td>
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<tr>
<td>18th Avenue NE</td>
<td>+4</td>
</tr>
<tr>
<td>3rd Avenue S (downtown)</td>
<td>+4</td>
</tr>
<tr>
<td>4th/University Ave SE</td>
<td>+4</td>
</tr>
<tr>
<td>36th St W (Lake Calhoun to Bryant)</td>
<td>+4</td>
</tr>
<tr>
<td>5th Street S (downtown)</td>
<td>+3</td>
</tr>
<tr>
<td>Lake Street</td>
<td>+3</td>
</tr>
<tr>
<td>11th Ave S (downtown to 44th St)</td>
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</tr>
<tr>
<td>Dunwoody</td>
<td>+2</td>
</tr>
<tr>
<td>Northside Greenway</td>
<td>+2</td>
</tr>
<tr>
<td>32nd Street crossing Hiawatha (Minnehaha Av to 21st Av S)</td>
<td>+2</td>
</tr>
<tr>
<td>15th Ave SE</td>
<td>+2</td>
</tr>
<tr>
<td>Marshall St NE</td>
<td>+1</td>
</tr>
<tr>
<td>Oak St SE</td>
<td>+1</td>
</tr>
<tr>
<td>27th Ave NE</td>
<td></td>
</tr>
<tr>
<td>Lowry Av NE (also comment not to use Lowry - use 18th and 27th)</td>
<td></td>
</tr>
<tr>
<td>Upper River Trails</td>
<td></td>
</tr>
<tr>
<td>Lyndale Ave S (22nd St to Hennepin Av downtown)</td>
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</tr>
<tr>
<td>Pleasant Av S</td>
<td></td>
</tr>
<tr>
<td>24th St pedestrian bridge over I-35W</td>
<td></td>
</tr>
<tr>
<td>26th &amp; 28th Street</td>
<td></td>
</tr>
<tr>
<td>All river crossings between Lowry Ave and Franklin Avenue</td>
<td></td>
</tr>
<tr>
<td>5th Street from Hiawatha Trail to downtown (S side of Metrodome)</td>
<td></td>
</tr>
<tr>
<td>25th/26th Ave S “S” curve between Franklin and Riverside Avenues</td>
<td></td>
</tr>
<tr>
<td>20th Ave S / 10th Ave S bridge / 19th Ave SE</td>
<td></td>
</tr>
<tr>
<td>E Hennepin Av</td>
<td></td>
</tr>
<tr>
<td>Midtown Greenway extended over the River to St Paul</td>
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<tr>
<td>Cedar Avenue S (Franklin Avenue to Minnehaha Parkway)</td>
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<tr>
<td>Johnson Av N (18th Av NE to 19th Ave SE)</td>
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<tr>
<td>Plymouth Ave N/8th Ave NE (2nd St N to 5th St NE)</td>
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<tr>
<td>Nicollelt Mall</td>
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<td>50th St W (city limits to Pleasant Av)</td>
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<tr>
<td>46th St (Nicollet Avenue to Longfellow Ave)</td>
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<tr>
<td>2nd St N (Lowry Av to North Loop)</td>
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<tr>
<td>“Greenway” from Richfield to Brooklyn Park</td>
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<tr>
<td>29th Avenue S (Franklin Av to Minnehaha Av)</td>
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**APPENDIX A: City of Minneapolis Detailed Public Input**

**DOWNTOWN**

**Corridor: ???.**
**From:** Hiawatha Bike trail heading north into downtown  
**To:** North river road  
**Why?** The Hiawatha Bike trail coming into downtown suddenly ends without a clear bike lane through downtown or over to the river road. This would help clarify easier and safer directions than just meandering through parking lots and random roads near the metrodome. A bike trail that is wonderfully separated brings bikers into car traffic without a clear path for bikers.  
**Respondent ID:** 3241426615  **Priority #:** 2

**Corridor: 1st Ave / Hennepin / Central Avenue Bridges**
**Why?** downtown, many commuters, recreational cyclists, students, couriers high volume, buses, speeding, distraction - existing shoulders too mall. Bikes subject to wind and ice connectxst existing bike lanes, existing on streets that already have lanes, but not on the bridge  
**Respondent ID:** OPENHOUSE026  **Priority #:** 3

**Corridor: 1st Ave NE / E Hennepin**
**From:** E Hennepin NE/SE 8th St  
**To:** S Hennepin in DT Mpls  
**Why?** Dense areas with lots of places and diversity of use types and new development. Lots of turning traffic at University, 4th, 5th, Central. It's in the middle of the city, gap between bridge and 8th St SE/NE prevents use; sharrows on Central are not useful, more room on Hennepin.  
**Respondent ID:** OPENHOUSE029  **Priority #:** 1

**Corridor: 4th Street**
**From:** North Loop  
**To:** Hiawatha Trail  
**Why?** Many bicycle commuters use the Hiawatha trail, and many other cyclists use 4th street to connect to other routes. The current bicycle lane runs on the right side of traffic between three lanes of one way traffic and one lane of mostly bus traffic in the opposite direction. The largest conflict is at all lights that allow left turns (and some that don't because cars don't always obey the no left turn signage). Left-turning cars are supposed to yield to bicycles, but they rarely do (drivers are not used to checking for traffic from the rear when making a left turn; additionally drivers often have to wait to turn left and are focused on oncoming traffic and pedestrians and fail to notice approaching cyclists). In addition to the left-turn conflict, buses often encroach on the bicycle lane (especially when they make right turns), and impatient drivers waiting for bus traffic will sometimes illegally pass in the bicycle lane. This location connects the protected bikeway on 1st Ave with the Hiawatha trail.  
**Respondent ID:** 3242821566  **Priority #:** 1

**Corridor: 5th Av S.**
**From:** Convention center  
**To:** W River Parkway  
**Why?** This is a popular route from downtown to the stone arch bridge. I am concerned about existing bike lanes next to parking and the hazards they create (5th is just a good example). Staying out of the "door zone" often requires riding right at the edge of the bike lane right next to traffic. In some cases the entire bike lane is in the "door zone." This leaves riders with the unpleasant choice of riding in the door zone or riding in the regular lane right next to a bike lane. The first option is dangerous, the second creates conflict with motorists. I believe these situations need to be resolved by creating protected bikeways (preferred) or removing the bike lane altogether. There are numerous locations  
**Respondent ID:** 3236808591  **Priority #:** 1

**Corridor: 5th Ave**
**From:** Grant St.  
**To:** Washington Ave  
**Respondent ID:** OPENHOUSE025  **Priority #:** 5

**Corridor: 5th St**
**From:** Nicollet Mall  
**To:** Seward  
**Why?** continuation of LRT trail straight downtown cars try to pass on single lane road  
**Respondent ID:** OPENHOUSE007  **Priority #:** 1

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May 2014 - Detailed Public Comments
DOWN TOWN (continued)

Corridor: 5th St (north and south)
From: 5th St S / Hiawatha Trail
To: 5th St N / 10th Ave N
Why? It's downtown! Downtown lacks (NW bound routes on 5th St, 7th St, and 3rd St is a dead end at I-394). Also connects to all the LRT stations and Target Station which is "the big" inter-modal transit center downtown. Bikes lack a direct connect to this facility and 5th st goes right there (should also get a connection to the Cedar Lake Trail from 5th). Should just turn the shared lane over to bicyclists. Very few cars seem to use the lane since it doesn't provide a direct connection through downtown anymore (once LRT went in). This can be THE low stress facility through downtown (and Forest already has a plan). Connects to in place trails, bike lanes, protected bike lanes throughout downtown. There are NO protected facilities that parallel this route. Also connects to 10th Ave N bike lanes which can lead you to the trails along the river and the protected bike lane on the Plymouth Ave Bridge.
Respondent ID: 3240457219 Priority #: 5

Corridor: 6 street
From: Twins stadium where Cedar Lake trail begins
To: Metrodome and the LRT trail
Why? It would be a direct East/West connector route through downtown and connect cyclists coming in to either side of downtown with the otherside and all places between. Currently those routes are combined with downtown traffic it would be a good interconnector route between bike trails on the West side of Downtown and the East (including the University)
Respondent ID: 3240042959 Priority #: 3

Corridor: 7th Street
From: Government Center
To: Target Field
Why? There is already heavy bicycle traffic on this street, because there is currently no good bicycle route to north Minneapolis that is through the center of downtown. There used to be a bike route on Fifth Street, but we lost that due to the light rail. Nothing replaced the lost route. There are parking lanes and heavy traffic on 7th St. There isn't room for bikes. You have to either dodge traffic or take a lane (my preference) and anger motorists. Bikes are going to use this street, whether or not you provide some type of accommodation. It would be in the public interest to provide a solution. There is a bike route starting at Target Field. The proposed new bike lane would connect with that.
Respondent ID: 3251731180 Priority #: 1

Corridor: 7th street and Twins Way
From: 1st Ave & 7th Street
To: Cedar Lake Trail
Why? Many bicycle commuters and other downtown visitors use the Cedar Lake Trail. The current route (7th street to Twins Way) involves a lane change across many lanes of traffic to make a left turn from 7th street to Twins Way. At rush times, there is heavy traffic here. This location connects the 1st Ave bikeway with Cedar Lake Trail.
Respondent ID: 3242821566 Priority #: 2

Corridor: Any
From: University of minnesota To: Downtown minneapolis hennepin avenue
Why? Two areas with high densities of housing, employment, and educational opportunities High traffic volume and Too many people are texting while driving The trail along the light rail and across the washington avenue bridge are good, but there are not good connecting streets
Respondent ID: 3250257791 Priority #: 1

Corridor: At least two East West and Two North South each way
From: Downtown Minneapolis
To: Crosstown in each direction.
Why? Addition of the Green Line to the mass transit picture will mean more people heading Downtown to grab transit. Very dangerous riding, especially around events in Target Center and the Twins Stadium. In planning for the new Vikings Stadium, it is hoped that non-motorized transit is in the plan. I would think this an ideal time to develop protected bike lanes that avoid this area of congestion. As you can see on the current system map, there are no protected bike lanes in Downtown. Since almost all traffic and bridges converge on Downtown, many riders are funneled in there as well. I would suggest two routes running each way about 6 to 8 blocks apart, added to one way streets that facilitate passage across Downtown.
Respondent ID: 3239717952 Priority #: 1
**DOWNTOWN (continued)**

**Corridor:** center of downtown  
**From:** South of downtown Minneapolis  
**To:** Target Field/North Loop area  
**Why?** There is no comfortable way to get through downtown. Motorists drive recklessly downtown. Lots of road rage from suburbanites and confused tourists/outstate folks in town for games, concerts, etc. Connects to the River trail via some on-street lanes and the Cedar Lake trail.  
**Respondent ID:** 3236111121  **Priority #:** 2

**Corridor:** Chicago? Portland?  
**From:** Hiawatha Trail (Along the Blue Line LRT) where it ends near the Vikings Stadium  
**To:** Stone Arch Bridge  
**Why?** Hiawatha Trail will carry traffic to new football stadium Downtown streets. Hiawatha Trail connects greenway to downtown. Stone arch bridge, river parkway, etc. Would be great to close this link.  
**Respondent ID:** 3245989601  **Priority #:** 5

**Corridor:** Direct through Downtown  
**From:** Stone Arch Bridge  
**To:** Loring Park  
**Why?** Gets people through the city. The options to transit through downtown are on busy roads, it's not safe. You can go along the river, by the Twins Stadium, and by the lakes ~ that is a nice ride on the weekend, but not when you are trying to get somewhere. If people are going to bike downtown for various reasons, direct and safe routes that are time savers need to be accommodated.  
**Respondent ID:** 3250931772  **Priority #:** 2

**Corridor:** Downtown  
**From:** Northeast Mpls  
**To:** South or Seward  
**Respondent ID:** OPENHOUSE003  **Priority #:** 2

**Corridor:** Either Marquette, Second, or Third Avenues  
**From:** Minneapolis Convention Center  
**To:** West River Parkway  
**Why?** Downtown needs a good, safe, appealing north-south route. High traffic in this part of downtown discourages potential cyclists. Other downtown bike routes are only striped. Let's give the people who want a physically-separated cycletrack that option.  
**Respondent ID:** 3249726415  **Priority #:** 2

**Corridor:** I am not familiar with this path but your document looks like there are lots of accidents there.  
**From:** Target Field  
**To:** the River  
**Why?** Seems to have a lot of cyclists with accidents now. Looks like there are lots of accidents now which is why a protected lane is probably needed. The River Road path and the feeders from west and south of the city would feed into it.  
**Respondent ID:** 3241842467  **Priority #:** 3

**Corridor:** Nicollet Mall, Washington, Downtown Streets  
**From:** 1822 LaSalle Ave  
**To:** 212 3rd Av N  
**Why?** Lots of jobs in downtown Minneapolis  
**Respondent ID:** OPENHOUSE018  **Priority #:** 1
**DOWNTOWN (continued)**

**Corridor:** Nicollet, Marquette, 2nd, or 3rd Ave  
**From:** South end of Downtown  
**To:** River  
**Why?** There is no dedicated space for cyclists north/south through the core of the highest density job center in the upper midwest. Cyclists are asked to share space in every instance. Nicollet, Marquette, and 2nd have obvious obstacles for adding a protected bicycle facility. Nicollet should be the premier pedestrian street, Marquette and 2nd serve transit above other modes, but 3rd Avenue is intriguing. To me, it seems the traffic that exists on 3rd could very likely be accommodated on a combination of Marquette, 2nd, 4th, and 5th Avenues. 3rd Avenue could easily connect to a protected facility that starts on 1st/Blaisdell in Southwest, jogs over to 3rd Ave via 12th St S, and head through downtown and across the 3rd Ave Bridge to become the NE protected facility on Central/2nd/Marshall. Traffic counts are high, and the lack of a designated bike lane, let alone a separated facility does not encourage predictability among motorists and cyclists. Motorists are often weaving in and out of parked cars and left turning vehicles to the detriment of cyclists. Cyclists are often cue-jumping on Marquette, 2nd, and Nicollet. These are the streets that should be focused on for connecting protected facilities in Southwest and Northeast to the Downtown grid. You cannot simply dump protected facilities onto regular city streets downtown, the success of the protected facilities will be diminished.  
**Respondent ID:** 3239494302  **Priority #:** 4

**Corridor:** West River Road  
**From:** Chicago Avenue  
**To:** 4th Street North  
**Why?** It already serves a lot of bicyclist The road is narrow  
**Respondent ID:** 3243760744  **Priority #:** 1

**Corridor:** Nicollet, Marquette, or 2nd Ave  
**From:** I-94  
**To:** Mississippi River  
**Why?** Before 2nd and Marquette Avenues were reconstructed, there was substantial bike traffic on the bike lanes on those streets. Those lanes were lost with the reconstruction (in favor of limo pullouts for the hotels, which was a terrible political decision). Nicollet Mall was offered up as the alternative, but it’s illegal to cross the double yellow to pass the slow-moving buses. And of course it’s being reconstructed soon. We are left with no north/south bike facility in the core of a downtown with 150,000 workers and nearly 40,000 residents. Downtown Minneapolis has a lot of traffic. Would/should connect with protected bikeways on 1st/Blaisdell and then intersect with future protected bikeway on Washington Ave, and possibly with parkway trails on the river.  
**Respondent ID:** 3239445478  **Priority #:** 2

**Corridor:** Nicollet, or Marquette & 2nd  
**From:** Bike lanes on Blaisdell and 1st  
**To:** running north through the heart of downtown Mpls  
**Why?** Downtown Mpls is one of the top bike commuting destinations yet it lacks a safe, non-scary north south route that connects to SW Mpls. Riding on Marquette & 2nd is terrifying during rush hour with the number of right and left turning motorists and the lack of space for cyclists. Riding on Nicollet weaving in between buses is not much better. Hennepin is also not much better and doesn’t connect to Blaisdell and 1st. Hennepin is not really a bikeway, it is a glorified version of riding in traffic. The only north south bike lanes in downtown are over on Park & Portland but they don’t do much good for people traveling anywhere west of 35W.  
**Respondent ID:** 3239509847  **Priority #:** 1

**Corridor:** Ninth Street passed Hennepin, existing bike lane on First Ave going north, street by the parking garage that intersects with Seventh Street  
**From:** Ninth Street  
**To:** Target Field  
**Why?** There isn’t a lot of bike traffic on this route, but it would be handy. Right now you just get dumped off at Hennepin with no easy route to north Minneapolis. You need to use motorist lanes to get to the Target Field bike lane from Ninth Street. It doesn’t feel safe. Connects Ninth Street bike lane to Target Field bike lane on Seventh Street, serving north Minneapolis biking community better.  
**Respondent ID:** 3251731180  **Priority #:** 2
**DOWNTOWN (continued)**

**Corridor:** Washington
**From:** Portland Ave
**To:** Cedar Ave
**Why:** This is a major road that would clearly benefit from this. Many parking spaces / storefronts making biking a dangerous game of “avoid the car”

**Respondent ID:** OPENHOUSE025  **Priority #:** 3

**Corridor:** West River Parkway
**From:** West River Parkway at Plymouth Ave
**To:** West River Parkway at Stone Arch Bridge
**Why:** It's the river - one of the City's Jewels. This protected bikeway already exists, but it’s in horrible condition. Should we maintain the routes we have before we start building new ones? Fantastic connections: Plymouth Ave Bridge bikeway, Cedar Lake Trail, Stone Arch Bridge. This trail should be one of our center pieces, but it’s very difficult to ride.

**Respondent ID:** 3245989601  **Priority #:** 1

**Corridor:** Hennepin
**From:** Loring Park
**To:** Hennepin Avenue Bridge
**Why:** the previous bike lane on Hennepin (in the middle of the road) was a bad idea, and was avoided by many cyclists who didn’t want motorists turning left into them. Hennepin is a major southwest-to-northeast route, with lots of destinations (restaurants, bars, theaters, retail) along the way that need to be more accessible and inviting to cyclists. Recent studies have shown that providing bike facilities, including protected bike lanes, can correlate with increased retail sales and profits for the businesses on the adjacent streets. See Chapter 9 of Bikenomics by Elly Blue, where this phenomenon is discussed. See above. See above.

**Respondent ID:** 3249726415  **Priority #:** 3

**Corridor:** Hennepin Ave & Central Ave.
**From:** Hennepin Avenue Bridge
**To:** Broadway & Central Avenue
**Why:** This Bridge and Corridor serve a lot of cyclists going from or to downtown. Vehicle Traffic on Hennepin Bridge is rather fast. Many bike on the sidewalk over this bridge especially those with children. The problem is that there is not enough space on the street to for many cyclists to feel comfortable to bike there but there is also no clear indication if bicycles can go on the sidewalk. Part of the sidewalk on this bridge needs to be designated to cyclists with painted lines. This location connects cyclists to the Grand Round Scenic Bikeway along the river as well as 5th Ave NE and Central Ave.

**Respondent ID:** 3242724039  **Priority #:** 1

**From:** Anywhere within downtown Minneapolis. Scary, scary, scary!
**Why:** There’s bicyclists now all over downtown struggling to commute via bicycle but scared of aggressive drivers who in turn are trying to get in or out of downtown during rush hour or any hour. Because no one pays attention to the bike lanes there now. You name it — the Grand Rounds, Cedar Lake Bike Trail, the LRT paths, the Park and Portland bike routes, etc. The dilemma is that once you ride into downtown via one of those phenomenal bike-friendly routes, you’re in a terrifying no man’s land. I commuted downtown for 7 years, year-round, only got hit twice, which seemed damn lucky.

**Respondent ID:** 3239496990  **Priority #:** 2

**From:** NE Minneapolis - Main Street & 1st/Hennepin
**To:** Across the Hennepin Ave Bridge + a couple of blocks more into DT
**Why:** 1. It already does serve a high number of bicycles. There are many cyclists crossing this bridge, but the bike lanes are narrow. I often ride over the bridge with my daughter, and I don’t feel safe, yet taking the sidewalk is not appropriate due to the high number of pedestrians. 2. It’s the route from/to NE Minneapolis to get to the Cedar Lake Trail. The bike lane is too narrow. Cars goes faster than they should. There are many, many cyclists. There is a dangerous cross over area - cars heading over the Hennepin Ave bridge and into DT like to turn right onto 1st Ave S and many (most) bikes go straight. It’s a poor design. It is a connection from NE Minneapolis to the Cedar Lake trail and to downtown. There really is no good safe bikeway for heading from NE Minneapolis into DT.

**Respondent ID:** 3240297816  **Priority #:** 1
Why? Other top priorities in my opinion should be four? Streets downtown whichever best meet demand / avoid conflict / integrate with network to start creating a protected downtown network. Calgary just passed a pilot for downtown cycle track network. We should have the same to help more people bike to work! Maybe Hennepin from bridge to Calhoun.

**Respondent ID:** OPENHOUSE017  **Priority #:** 2

**Why?** Grid in downtown so that people can get into/out of, and through downtown on bikes. Grid is needed because we need to connect multiple points. Think of it like a transit line: one LRT between downtown and the airport is nice, but it's not a system. 2 lines is better, but it's still not a system. We need a grid of protected bikeways so it becomes a transportation SYSTEM.

**Respondent ID:** 3239407468  **Priority #:** 2

**Corridor:** 5th St, Central Ave Bridge and continue on 3rd Ave  
**From:** Holland neighborhood (22nd & 5th)  
**To:** Downtown (3rd & 7th)  
**Why?** 3rd starts with a shared lane, and it seems like an easy way to connect to many places downtown getting through NE is great, bridge is OK, downtown is often very congested adnt eh current bike lanes don't always go to where one needs to go. Or having to turn left at intersections downtown feels unsafe

**Respondent ID:** OPENHOUSE008  **Priority #:** 1
10TH AV S

**Corridor:** 10th - 11th Avenue give or take.
**From:** Powderhorn Park area
**To:** Guthrie Theater, passing Vikings stadium, HCMC complex, South Mpls medical complex, Midtown Exchange, Andersen School.

**Why?** Large number of jobs along corridor, as well as large number of residents. Parks, schools, retail, entertainment, and cultural destinations are also abundant. It would serve as a more direct into downtown for many in South Minneapolis than their current best alternatives. Park & Portland, Chicago Ave, are relatively uncomfortable places to bike for many beginners/families still. The bike lanes on Park & Portland are better than 3 years ago, but there is still much room for improvement before they become inviting to the average person. Even after they are improved, Park and Portland wouldn't totally replace a 10th/11th Ave route because they don't provide the same direct access to so many jobs in the medical corridor along Chicago Avenue. Good connection to Midtown Greenway (at Cypro site), could connect to River-Lake Greenway south of Powderhorn Park, would be a good North-south connector to the East-West routes leading to the U of M and central Downtown, such as Washington Avenue.

**Respondent ID:** 3250288275  **Priority #:** 1

**Corridor:** 10th Ave S
**From:** 11th Ave S & 24th St
**To:** 10th ave S & 40th St

**Why?** destination areas! Midtown building, Powderhorn Park and the 10th/11th ramp to the Greenway  10th Ave and Lake is dangerous! Also 10th ave is a major bike thoroughfare that is 31st spliced between 31st & Lake as well as 34th and 33rd. Would connect 40th St Blvd, Powderhorn Park, Midtown Greenway and 11th Ave bike lanes to downtown. Several blocks away from Park/Portland lanes. 31st-35th are easy to do. Adjoin the park. Would be part of a N-S Greenway system.

**Respondent ID:** OPENHOUSE009  **Priority #:** 3

**Corridor:** 10th Ave S
**From:** Lake street/the greenway
**To:** 24th st south

**Why?** South hosts a lot of bike commuters, and is increasingly home to college students and others affiliated with the U. This connection would drastically improve the connection to dinky town, which is already used by many people. 10th avenue always has a large number of cars, as it is close to interstate entrance ramps, 28th st, 26 st, and other high-volume car streets. This section of 10th avenue connects a greenway stop (right by the freewheel midtown bike center) and the bike lane on 11th ave, which itself connects to path along the river, and a pedestrian bridge to dinky town.

**Respondent ID:** 3242952413  **Priority #:** 1

**Corridor:** 10th Ave. S
**From:** Powderhorn park
**To:** Downtown

**Why?** This corridor could become one of the primary north-south axes for bike travel/commuting, similar to the midtown greenway. The street currently offers convenient greenway access and runs adjacent to powderhorn park. The route would continue south of powderhorn park and maybe at some point transition from a bike-only street to a bike blvd or something like that. There would be a bike/pedestrian bridge over 94 into downtown. There isn't a good north-south commuting street in this area. Either streets have too much fast traffic like chicago or Bloomington or are slow and congested neighborhood streets with too many stop signs. The obvious connection is the midtown greenway. Also this alignement connects Powderhorn park, Stewart Park, Elliot park downtown, and potentially the Minnehaha pkwy.

**Respondent ID:** 3221379994  **Priority #:** 1
**10TH/19TH AVE NE**

**Corridor:** 10th Ave Bridge  
**From:** West Bank  
**To:** East Bank  
**Why?** This bridge connects Dinkytown and Seven Corners, Cedar-Riverside. A lot of students cross this bridge to, and from class. It’s a pretty miserable bridge to cross. I would like to see this bridge used as a testing ground for lane allocation. Paint and potted plans could be used for the bike protection, and edited as seen fit. Also, if the barricade could be removed, pedestrians would feel more comfortable. There is a lot of space on this bridge and I think it could be used as a pilot for creative streets. The 4 automotive lanes are so wide that drivers feel comfortable driving over the speed limit. Allocating one lane in each direction for biking would make bikers more comfortable and save drivers from unexpected speeding tickets. There’s really no need for fast travel here, as both sides of the bridge are slow, city streets. This bridge connects a lot of bikeways on both sides of the Mississippi. Most important, it needs to be a safer trail for students. It could be a very attractive place.  
**Respondent ID:** 3241709735  **Priority #:** 1

**Corridor:** 10th Ave., Johnson  
**From:** University of MN - East Bank  
**To:** The Quarry shopping center in N.E. Minneapolis  
**Why?** The U of MN is one of the most heavily used areas for bicycle traffic in the city. Getting from there to the Quarry is a challenge even for advanced bikers. There is high traffic volume especially near the I-35W freeway interchanges on Hennepin and on Johnson and there is a lot of large vehicle traffic on these roads. There are also no shoulders in this area and few alternative side routes. 10th Ave. has on street bike lanes to 8th Ave. SE. Como has on street bike lanes from 10th Ave SE going to St. Paul. The Quarry is across Hwy 88 from the NE Diagonal trail and just north of the Quarry a short distance is St. Anthony Parkway that has a separate bike path on parts of it.  
**Respondent ID:** 3234749425  **Priority #:** 2

**Corridor:** 10th Avenue/19th Avenue  
**From:** West Bank to  
**To:** Marcy homes.  
**Why?** If using this route, it would be good to separate from all the cars. high traffic and bicycle use area. Alternative to bridge 9 which is not a direct route.  
**Respondent ID:** 3250305717  **Priority #:** 2

**Corridor:** Minnehaha, 20th Av S, 19th Av S, 10th Av Bridge, 10th Av SE  
**From:** Minnehaha and 24th St E  
**To:** 10th Av SE & 8th St SE (or Como)  
**Why?** major trip generators (U West Bank, Hiawatha LRT Trail) high-ish traffic for most of the route crosses I-94, Mississippi River  
**Respondent ID:** OPENHOUSE005  **Priority #:** 3

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**10TH/19TH AVE NE/20TH AV SE/RIVERSIDE**

**Corridor:** M'haha north from 24th St to 20th Ave, 20th Ave from Franklin to Riverside, Riverside 20th to 19, 19th Ave and 10th Ave bridge  
**From:** Seward Neighborhood  
**To:** West Bank, U of M and Cedar Riverside and University Avenue  
**Why?** Connecting University Ave, U of M east and west banks, Cedar Riverside and Seward N'hoods-connecting to Hiawatha LRT trail and Greenway Cedar/M'haha/Franklin avenue intersection is REALLY dangerous, car speeds on 20th, 19th and 10 Ave bridge. It needs protected intersections at Franklin/Cedar/M'haha and 20th/Riverside and 19th/Riverside connects to Hiawatha LRT trail, Franklin bike lane, Riverside bike lane, future University Ave protected bike way, and west bank U of M bike facilities  
**Respondent ID:** 3250343182  **Priority #:** 1
15TH AVE SE

Corridor: 15th Ave SE  
From: 15th and Como Ave SE  
To: 15th Ave SE  

Why? It's got the highest on-street demand in the state. Relatively high traffic, at least one fatality in past 10 years. Critical connection between U of M east bank campus and Marcy Homes, Como, points NE  
Respondent ID: OPENHOUSE005 Priority #: 1

Corridor: 15th Ave SE  
From: Como Neighborhood  
To: University of Minnesota  

Why? There are an extremely high number of students in Dinkytown and Como who bike to the University via 15th Ave SE. While the on-street bike lanes are a good start, there are still a high number of bicyclists being hit or nearly hit by turning traffic, especially into and out of the McDonald's parking lot and the Athletic Complex driveways. Since traffic is so heavy on this street, drivers see a gap in car traffic and quickly make their turn without noticing bikers in the bike lanes. Also, buses spend a lot of time parked outside the athletic complex, blocking the bike path and forcing bikes and cars into the oncoming lane. 15th Ave SE connects to the 5th St SE bikeway planned for this summer, and also will connect to the Dinkytown Greenway that runs beneath the 15th Ave SE and 4th St SE intersection.  
Respondent ID: 3244034834 Priority #: 1

Corridor: 15th Ave. SE  
From: Dinkytown  
To: Como neighborhood  

Why? There are many students living in the Como neighborhood who could use a good bike route to campus. 15th Ave. is probably the most direct connection between these areas, but also has quite a bit of car/bus traffic. In addition to providing a connection to the university area, this would also connect with the Dinkytown greenway for access to downtown Minneapolis, and potentially, with the St. Anthony Main area.  
Respondent ID: 3251363580 Priority #: 3

Corridor: 15th Avenue SE  
From: The intersection of 15th Avenue SE and University Avenue  
To: The intersection of 15th Avenue SE and Como Avenue  

Why? University student cyclists living in South East Como frequent this corridor to get to and from campus and their residence. The University has a large number of cyclists. This is a frequently traversed corridor that draws personal and commercial vehicles in close proximity and frequently turning across cyclist lanes of travel. A protected bikeway at this intersection would tie to University bike infrastructure as well as the granary road trail and number 9 bridge to the West Bank.  
Respondent ID: 3250237418 Priority #: 2

Corridor: SE 15th Ave  
From: como neighborhood  
To: uofm  

Why? highly biker path, very dangerous in the winter  road is too narrow for the commercial traffic + students biking, even narrower in the winter with snow  there is no other route between these areas due to the railroad tracks  
Respondent ID: 3239491102 Priority #: 1

15TH ST W

Corridor: West 15th Street  
From: Hennepin Avenue by Walker Art Center  
To: Nicollet Avenue  

Why?  
Respondent ID: 3228896011 Priority #: 1
18TH AVE NE

**Corridor**: 13th avenue NE and 18th Ave NE
**From**: West River Parkway
**To**: Monroe
**Why?**: avoiding Lowry Travel
**Respondent ID**: OPENHOUSE001  **Priority #:** 3

**Corridor**: 18th
**From**: 18th ave & Diagonal Trail
**To**: 18th and Mississippi River
**Why?**: It goes through NE - a big bicycle community and connects with other trails  Not that good east-west options in that area.
**Respondent ID**: OPENHOUSE004  **Priority #:** 3

**Corridor**: 18th
**From**: Monroe & 18th
**To**: The Quarry and 18th
**Why?**: It's a good way to get through NE Could use more differentiation
**Respondent ID**: OPENHOUSE021  **Priority #:** 2

**Corridor**: 18th Ave NE, abandoned RR corridor
**From**: 18th Ave NE / Marshall St NE
**To**: 18th Ave NE / Stinson Blvd
**Why?**: This facility is partially in place and needs to be finished to provide a protected bikeway that connects over the river to North Mpls on a future abandoned RR bridge and connects Marshall St NE to Stinson Blvd. The bike way needs to be finished so users can access the Quarry - a major retail/service area for NE residents (and jobs for NE residents). The stretch between Central Ave and Stinson is heavily used by cars travel to destinations along Central Ave, the Quarry, and the I-35W interchange off of Johnson St NE. Connects to NE diagonal trail, arthur st ne bike blvd, president's bike blvd, 5th st bike blvd.
**Respondent ID**: 3240457219  **Priority #:** 3

**Corridor**: 18th Avenue NE
**From**: Johnson Street NE
**To**: Monroe Street NE
**Why?**: Windom Park neighborhood group has pledge a large sum of money to help this happen, and this project has been requested by neighborhood residents for over 10 years! 18th Avenue is a very busy street, with lots of car and truck traffic. There is a growing number of young families in the area. The sidewalks are right at the curb line and have lots of utilities in them, so they aren't safe for kids to use. 18th Ave connects the Quarry shopping center and the NE diagonal trail, intersects the bikeway on Filmore Street, and connects up with a bikeway on Monroe. There is another parallel bikeway at 22nd Avenue, but that does not connect as well with the Quarry. There are no parallel bikeways south of 18th because that area is blocked off by industrial uses and has several railroad track crossings.
**Respondent ID**: 3239419831  **Priority #:** 1

**Corridor**: 18th Bike Route
**From**: Central and 18th
**To**: River Road
**Why?**: Get southbound bikes off of Central.
**Respondent ID**: OPENHOUSE003  **Priority #:** 1

**Corridor**: Getting moving on the off-street 18th Avenue NE completion like you’ve been saying you would for 15 years! Offstreet only. Do not put bike planes on these narrow, heavily traveled streets. You are going to kill someone by your foolishness.
**From**: not on existing streets -- too narrow and doesn't work; make them all off-street or don't waste money on them at all
**To**: remove from Central Avenue -- does not work there, and no room off street either.
**Why?**: The city needs to fix the streets, potholes, and patches, especially on the concrete roads. This will help not only vehicles but bikers. It's not safe the way they are now. Minneapolis has spent more than an adequate amount of money per capita on biking items, given the overall numbers of users. Get a grip. You're embarrassing us in front of the rest of the Twin Cities, making this city the butt of many jokes. Open your eyes and ears. There are other priorities now in Minneapolis, now that we've spent tons on bikeways, biketrails and such.
**Respondent ID**: 3239416413  **Priority #:** 1
1ST/BLAISDELL/NICOLLET

**Corridor:** 1st ave or blaisdell  
**From:** lake street  
**To:** grant street  
**Why?** Already high volume bike paths. It would become the best N-S connection between downtown Minneapolis and South Minneapolis. High speed one-way traffic Connects greenway to nicollet mall with a direct separated bike facility.  
**Respondent ID:** 3233630685  
**Priority #:** 1

**Corridor:** 1st Ave/Blaisdell (LaSalle) pair  
**From:** E 40th St  
**To:** As far into downtown as possible  
**Why?** Currently the only consistent on-street striped lane in and out of downtown west of 35W, with a high density of origins and destinations along the way. Future development at Lake and Nicollet and other places will increase demand even more. The 1st Ave bike lanes have some buffered segments, but they are in the places with lower traffic counts where it was apparently easier to eliminate a traffic lane. Closer to downtown on 1st ave the traffic counts increase and the buffer goes away, making it uncomfortable for less advanced cyclists. Southbound on Blaisdell, traff counts are high the entire route and there are no buffered segments. The LaSalle segment is just a sharrow and PM rush hour drivers are not respecting the cyclists' right to take the lane. Intersects the River-Lake Greenway and Midtown Greenway, and connects to downtown. No parallel routes west of 35W. Park and Portland are there, but too far out of the way for a Southwest resident headed to the downtown core or the west side of downtown.  
**Respondent ID:** 3239445478  
**Priority #:** 1

**Corridor:** Blaisdale Ave South  
**From:** DT Mpls  
**To:** Lake street  
**Why?** it already serves many cyclists. it is very busy with cars during rush hours. Could it be made two way bike route also. I have avoided it for years due to cars driving at high speeds with minimal separation form bike lane. it is a branch route from DT Mpls traveling south  
**Respondent ID:** 3239440426  
**Priority #:** 1

**Corridor:** Blaisdell  
**From:** Franklin  
**To:** Lake  
**Why?** It's a major north-south throughway for bikes, connecting downtown to the Greenway/South Minneapolis. It already has a bike lane, so it's heavily used. Delivery trucks and residents frequently (in my experience, one out of every three days I commute along this passage) park within the bike lane. For them to park in the lane with a protected bikeway, they'd need to consciously drive over a barrier. Parallel route is Portland, I believe, or Nicollet.  
**Respondent ID:** 3248356256  
**Priority #:** 1

**Corridor:** Blaisdell (going south) and 1st Ave (going north)  
**From:** 38th Street South (or even 46th if possible)  
**To:** Downtown Minneapolis  
**Why?** There is no protected route from South Minneapolis to Downtown other than the indirect route provided by the lakes. There are a ton of bicyclists along this corridor, however -- the bike lanes on 1st and Blaisdell get a fair amount of use even though they are exposed. Traffic moves really fast on Blaisdell - I am a seasoned cyclist and it worries me. First ave is a little better, but a cycletrack there would still be nice. These streets are obvious choices for cycletracks because almost no parking would have to be moved/removed. What is the hold up? If it went to 46th it would connect with the River-Lake Bikeway. It also connects to the midtown greenway. It also could connect to the 36th street cycletrack if you build that and extend it to 1st ave.  
**Respondent ID:** 3239417310  
**Priority #:** 1

**Corridor:** just a good connection that is simple to follow  
**From:** Midtown Greenway  
**To:** Art Institutue  
**Why?** The green way currently does not connect to well to get to Art Institute and Franklin Ave. Is just too dangerous. Just crossing 26th and 28th Street is so hard. greenway is used a lot but connection over to MIA is convoluted.  
**Respondent ID:** 3250305717  
**Priority #:** 3
1ST/BLAISDELL/NICOLLET (continued)

Corridor: LaSalle/Blaisdell
From: 11th St
To: Blaisdell & 40th St.
Why? major commuter route out of downtown, could accommodate families. 1-way makes for higher traffic speeds, existing "lanes" is a gutter often used for idling that is useless in winter connects commuters to lanes downtown, drops them in quieter parts of S. Mpls

Respondent ID: OPENHOUSE026 Priority #: 5

Corridor: Nicollet
From: 29th and Nicollet
To: Nicollet & Grant
Why? It's a direct way north thru the city and only allows buses traveling on the shared road north of grant. Due to the degraded road, cyclists have to dodge traffic and potholes leaving little room to safely pass. Connects the midtown greenway to west river parkway.

Respondent ID: OPENHOUSE014 Priority #: 3

Corridor: Nicollet
From: Richfield
To: Downtown Minneapolis
Why? There is already transit extending this far south (rt 18) there is enough community coming from the south, but bike lanes only start (NB) after Lake. There is two-way traffic and parking on either side, so it's nerve-wracking - from the left and right. Parallel bikeways such as Bryant or Park/Portland are inconvenient and out of the way, especially when trying to connect with hwy transit. Blaisdell has a shared lane SB, but it is both dark and only extends as far as 35th-ish. Nicollet feels much safer at night when traffic is lower because it is much better lit.

Respondent ID: OPENHOUSE022 Priority #: 1

Corridor: Nicollet and 15th
From: Midtown Greenway
To: Loring Greenway
Why? Nicollet is the entry / exit point to the Greenway. 15th allows (through sharrows) connection from Nicollet to Loring Greenway and with a small amount of travel further west, the Cedar Lake Trail. Nicollet and Franklin is (I believe) one of the less successful intersections in the city for biking and pedestrians. Nicollet south between Franklin and the Midtown Greenway does not have bike lanes (yes, there are northbound and southbound lanes on 1st and Blaisdell, respectively), and Franklin to 15th, while wider than many places, does not have lanes either yet seems to be a main route into downtown and to the Loring Greenway. See above. I don't have a bulletproof reason why the lanes on 1st & Blaisdell don't accomplish most of what new lanes on Nicollet would, it seems mostly to be convenience. Of course, there are many destinations on Nicollet (many restaurants, even a school!) and it connects directly to the Midtown Greenway.

Respondent ID: 3244627041 Priority #: 1

25TH/26TH AV S

Corridor: 25th/26th Ave "S" Curve
From: Franklin Ave
To: Riverside
Why? both now and in future "S" Curve causes dangerous sigh line issues, traffic speeds through S Curve Franklin to Riverside, 26th Av S to Riverside

Respondent ID: OPENHOUSE019 Priority #: 2
26TH AV N & 2ND AV N

Corridor: 2nd Ave North
From: down 26th Avenue in North Minneapolis from Wirth Park - the entire length
To: to the Mississippi

Why? There is absolutely no safe bike access from North Minneapolis to the Mississippi. As a Hawthorne member of Above the Falls Citizen's Advisory Committee we have struggled with this issue for years. If the city can negotiate with a railroad, a federal reserve bank and a major league baseball stadium and raise 9 million dollars for the final mile of the Cedar Lake trail linking St. Louis Park to the river, surely they can safely provide access across the freeway for folks from North. Broadway is not the answer as 55,000 cars pass the corner of Broadway and Washington on a daily basis. 26th and 2nd are a disaster with high truck traffic, potholes, pavement in need of repair for years and drivers ignoring the bike lanes on both streets see above - 26th for one isn’t even that great to drive on with the potholes and poor pavement - and 55,000 cars daily on Broadway does not provide a safe access either. There is no parallel route - North Minneapolis has been ignored for years - in visiting a high school classroom in North Minneapolis last year, we asked the students where they bike - no one biked to the river, which was less than 2 miles from where some of them live - they felt it was not safe, one girl said her dad put their bikes on a bike rack and took them to Lake Calhoun. Not everyone has a dad, much less one with a bike rack.

Respondent ID: 3240871640 Priority #: 1

26TH/28TH ST

Corridor: 26th
From: hennepin ave
To: hiawath trail

Why? There is currently no east west bike route in South Mpls north of the greenway. It is very difficult to travel between neighborhoods. The greenway is good for long distance trips but there is nothing for local trips. High speed one-way traffic Connects to Hiawatha trail as well park/portland and 1st/blaisdell and other N-S routes. The greenway is four blocks south but there is currently no east-west bike route in South Mpls north of the greenway (not even a bike path). This bikeway would serve a more local function for Whittier, the Wedge, and Phillips neighborhood. 26th is one of the only streets that crosses 35W and therefore one of the only options for this connection.

Respondent ID: 3233630685 Priority #: 2

Corridor: 26th and 28th street
From: Cedar
To: Hennepin

Why? because the greenway is not always a feasible option especially at night, there are also businesses along these corridors that people need to get to via bicycle because the cars think the bikes should be on the greenway... The greenway has limited access and can be dangerous at night with out quick escape routes. My partner was attacked and bike stolen and despite cameras being down there -there was not enough evidence to pursue anything.

Respondent ID: 3239438035 Priority #: 2

Corridor: 26th and 28th Streets (both, each with a two-way off-road bikeway)
From: Hiawatha Ave
To: Lake of the Isles

Why? S Mpls (Phillips, Whittier, Wedge) laoded with cyclists. Flat terrain, continuous roadways. These roadways are dangerous for cycling now. Midtown Greenway too far south to serve every inner-neighborhood trip.

Respondent ID: OPENHOUSE015 Priority #: 3

Corridor: 26th St
From: Hiawatha
To: Hennepin

Respondent ID: OPENHOUSE006 Priority #: 5

Corridor: 26th St
From: The river
To: Hennepin Ave

Why? local traffic for whom the Greenway doesn't make sense - lots of bicyclists in this area cars use 26th St as a highway - very high traffic. The greenway is like a freeway, and 26th/28th are "local streets"

Respondent ID: OPENHOUSE011 Priority #: 1
26TH/28TH ST (continued)

Corridor: 26th street  
From: 26th street and Hiawatha  
To: 26th street and Hennepin

Why? Although the greenway goes along this path, many many riders avoid the greenway at night (due to safety) and over the winter (due to poor riding conditions). 26th street This street as a tendency to be dangerous because there is no shoulder and people tend to drive fast. There are three lanes though, so one could easily be turned into a bike lane. As mentioned above, while the greenway is great for during rush hour and daytime, many riders avoid the greenway at night (due to safety) and over the winter (due to poor riding conditions). 26th street crosses with many main streets and bike paths (park, portland) and goes all the way to Uptown.

Respondent ID: 3239416954  Priority #: 1

Corridor: 28th St  
From: Hiawatha  
To: Hennepin  

Why?

Respondent ID: OPENHOUSE006  Priority #: 4

Corridor: 28th St  
From: the river  
To: Uptown  
Why? cuts through communities with high participation in bike people drive very quickly The greenway is like a highway, and 26th/28th are "local streets"

Respondent ID: OPENHOUSE011  Priority #: 2

27TH AV SE

Corridor: 27th Avenue  
From: Franklin Avenue Bridge (intersection of 27th, East River Road, Franklin Aves)  
To: U of M bike transitway  

Why? There are lots of recreational bikers on River Road and lots of University students biking in this area. The intersection at the east side of the Franklin bridge is very confusing to drivers. Bikers trying to go straight onto 27th Avenue to get to the bike lane there are often cut off by drivers turning right onto Franklin from the wrong lane and also drivers turning onto 27th Avenue from westbound Franklin Ave. There are bike trails on River Road and the U of M transit way. Having a safer bike corridor that goes all the way from the river to the transit way would help keep bikers off of University Avenue, which is an extremely busy, crowded, confusing street, especially with the addition of light rail.

Respondent ID: 3251118124  Priority #: 3

27TH AVE NE

Corridor: 27th Ave NE  
From: Marshall St NE / Mississippi River  
To: Roseville  

Why? great location for a recreational trail for children/families. Not particularly, but this is an extra wide street that would easily accommodate a protected bikeways this route sis already complete in some sections (e.g. in Holland neighborhood). Essential connection to Mississippi River from eastern area of Twin Cities.

Respondent ID: OPENHOUSE032  Priority #: 2

Corridor: 27th Ave SE and ???  
From: NE end of Grand Rounds  
To: Mississippi River  

Why? Closing the loop on the Grand Rounds (the "missing link") would make the Grand Rounds a natural excursion for people who want to make a pleasure trip in a loop. It would also provide University area riders with a safer way to get to their homes in SE Como. The current bottleneck for students leaving the U to the north is an underpass under a railroad bridge that is dark and narrow. It is scary to bike under that bridge during high traffic, poor road conditions, or in the dark. See comments above.

Respondent ID: 3244729615  Priority #: 4
27TH AVE NE (continued)
Corridor: Put in the 27th Avenue bridge over the tracks east of University and do the boulevard on this lightly used street/Ave.
From: Lowry Avenue N E from the river to the EAST. Terrible traffic area needs alternate route?
To: St. Anthony village
Why? Access to the river for those to the East and commuting down the river Too much Large Truck traffic to trimodal yard on University.
Respondent ID: 3240478324  Priority #: 1

2ND ST N
Corridor: north 2nd street
From: The west river road bike path going north disappears just past Broadway. The bike lane on North 2nd street has many large trucks hauling materials that cause lots of flats.
To: North toward Brooklyn Center or the bike path near North Mississippi Park
Why? There are a high number of bicyclists AND a high number of large vehicles/trucks. I myself have popped tires just riding this way past the metal processing or recycling plants and I have seen lots of people with flats in this direction too. The road is not straight and often has large vehicles or cars drifting into the bike lanes. There are also quite a few places where vehicles are parked in the bike lanes too. This could connect the river road bike paths south of Broadway to north of the 42nd avenue bridge. I know it would be a huge project, but there's also a huge gap there too. Connecting these paths would also help connect to Theodore Wirth and close the gap for the grand rounds.
Respondent ID: 3241426615  Priority #: 1

35TH/36TH ST
Corridor: 35th St
From: 35th St from 42nd Ave S
To: to Lake Calhoun
Why? Its about halfway between Midtown Greenway & the 40th St bikeway and another thru street is needed to serve bikes East to West across the city and this is about halfway between the two. Its very busy, traffic-wise from Minnehaha Ave to Hennepin. It would serve connections at M'haha Ave, Longfellow, Bloomington, Park & Portland avenues as well as Lyndale, Bryant and the Lakes parkways.
Respondent ID: 3239813169  Priority #: 1

Corridor: 36th St
From: 36th and Lake Calhoun
To: 36th & Bryant
Why? Lake Calhoun is a big destination, Bryant Ave is a bike boulevard. Tons of use. 36th is a busy commercial area near Bryant. Lots of parking and other traffic conflicts. Connects Lake Calhoun bike path with Bryant Ave Bike boulevard
Respondent ID: OPENHOUSE009  Priority #: 1

Corridor: 36th St
From: Lake Calhoun
To: Bryant Avenue Bike Blvd
Why? huge lack of E-W connection between two of the highest trafficked routes Very high traffic. connects with Bryan Ave and Lake Calhoun MPRB trail.
Respondent ID: OPENHOUSE006  Priority #: 2

Corridor: 36th St
From: Lake Calhoun
To: Mississippi
Why? Connection between Greenway and 40th St From Calhoun to Chicago high traffic volume
Respondent ID: OPENHOUSE020  Priority #: 3
35TH/36TH ST (continued)

**Corridor:** 36th Street  
**From:** East Calhoun Parkway & 36th Street  
**To:** Bryant Ave S & 36th Street  
**Why?** Would make for a great connection from Bryant to Lake Calhoun. Cars traveling too fast & not a safe route in its current form. It would connect the Bryant which is a Bike Boulevard directly to Lake Calhoun. A lot of people would use this route.

**Respondent ID:** 3239813175  **Priority #:** 2

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36TH/38TH ST

**Corridor:** 38th St. or maybe 36th St.  
**From:** Mississippi River  
**To:** The park adjacent to Lake Harriet and Lake Calhoun  
**Why?** I think 38th would be particularly good as a north-south route as it would enhance the current small business growth on, and atmosphere of, the avenue. Also its farther from the greenway than 36th. Both streets currently have high traffic and and unsafe for bike/car road sharing. Either would connect to the river road, park and portland, and hopefully another, farther south, north-south crosstown route. 38th could have good signage to Harriet/Lake of the Isles-- 36th would actually connect to Lake Calhoun.

**Respondent ID:** 3241729306  **Priority #:** 2

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37TH AV NE

**Corridor:** 37th Ave NE  
**From:** 37th Ave NE / Main St NE  
**To:** 37th Ave NE / Stinson Blvd NE  
**Why?** Most direct connection for NE residents to access the retail/service areas at Central Ave/37th Ave NE and at Stinson/37th Ave NE. Other parallel routes are not direct as they run into RR tracks and dead ends. This road represents the border between Mpls/Hennepin County and Columbia Heights/Anoka County and seems to be overlooked by all four governmental units. This is also the least hilly route for Columbia Park Neighborhood residents to bike their kids to Waite Park Elementary. The other alternative goes up Demming Heights which is a challenging hill for kids (and their parents). 37th provides signalized crossings at University, Central, Johnson and Stinson, which also makes it attractive for cyclists wanting to cross these busy roads. 37th is a rare, direct, east/west connection through NE that crosses all major roads, RR and is not hilly. Its attractive to motorized vehicles and has truck traffic as well. Connects to Main St (which then connects to St. Anthony Parkway trails), 5th St Bike Blvd, almost connects to the trail within Columbia Park along Central Ave NE (short gap from the trail to 37th/Central), president's bike blvd. The closest parallel route is the bike trail along St. Anthony Parkway - the trail serves a recreation purpose and does not connect you to retail/service destinations. Also the trail is really hilly and if you are hauling kids to school or your purchases from the store you avoid the Demming heights hill along the trail.

**Respondent ID:** 3240457219  **Priority #:** 4
38TH ST

Corridor: 38th
From: 38th and Kings Highway
To: river
Why? Well, it was enough demand to make 40th a bikeway, but 40th is too hilly for people with kids on their bikes or trailers. Who's picking these routes? Why would you choose 40th which is one hill after another when 38 th is almost completely flat and never uses all of its parking? Bicycling is no longer for the single-superfit triathlon trainers. It is for family transportation and I challenge you to find many families who can lug their kids up and down that many hills--all with a stop sign at the bottom so you can't get started up the next hill. Cars often use the parking lanes on 38th to pass the cars in front of them. This makes them treacherous for hiking. See above--40th is too hilly and impossible for families hauling children. I ride with my kids often and can only manage 2 hills on 40th--after that I'm beat. 38th is flat--what do cars need a flat road for? Also, parking is never too full on 38th. It could easily be limited to one side of the street.

Respondent ID: 3250362898 Priority #: 3

Corridor: 38th St
Respondent ID: OPENHOUSE020 Priority #: 4

Corridor: 38th st.
From: lakewood cemetery
To: mississippi river
Why? 38th st is a major commercial corridor south of Lake st and will probably have a lot more bike traffic once the new co-op gets built at 38th and clinton. currently there are no bike facilities on the street. This route would connect the bike trail running along the mississippi river to lake harriett/calhoun bike trails.

Respondent ID: 3221379994 Priority #: 3

42ND ST

Corridor: 42nd Street
From: Nicollet Avenue
To: Hiawatha
Why? It could serve to better connect to existing facilities along Hiawatha, and various other north south routes. I suggest 42nd Street in large part because there is a need for traffic calming in the corridor. Autos drive far too fast here because there usually aren't any parked cars for most of the route. The route would help to strengthen the network, connect people to Hiawatha light rail and the destination therein, could also extend to the river and serve as a way to get to St. Paul. High speed of travel for cars makes the route undesirable. The parallel bicycle boulevard on 40th Street doesn't do much of anything well for cyclists. Some of the intersection treatments are nice, but the route is very hilly, and many stop signs make it an inconvenient route for someone traveling for more than a couple of blocks.

Respondent ID: 3239494302 Priority #: 5

Corridor: 42nd Street
From: Portand and Park Avenues
To: Minnehaha Ave
Why? There are some now but I expect there would be more. Motorists drive fast and don't want bikes on their roads. connects to other bike paths, the bike boulevard on 41st has many large hills with stop signs at the bottom which is very inconvenient, especially after work when I am tired or after grocery shopping

Respondent ID: 3240368411 Priority #: 1

Corridor: eastbound across Hiawatha
From: 42nd St
To: 42nd St
Why? Is a bike corridor Bikes have a lane on 42nd, which then abruptly ends without any guidance on what to do. The only signage is on the east side of Hiawatha, where it reminds cars (about 100 yards late) to share the road. Either sign it to encourage cars to share the road with bikes, or make it clear that bikes should take the sidewalk there and *make it easy to do so*. Also, cars turning right often aren't looking for bikes or ped's there!

Respondent ID: 3243136095 Priority #: 3
APPENDIX A: City of Minneapolis Detailed Public Input

46TH ST
Corridor: 46th St
From: Cedar Ave
To: Bryant (or beyond)
Why? connects people coming into Mpls from south suburbs/airport to 35W ramp via 46th St. especially Chicago ave to Grant Ave (at least to Niccolot) preferably starting at Cedar. Traffic speed is too high from cars coming off Hwy 77 trying to get across 35W crosses new southern bike connection, (buffered) bike lanes on park and Portland, 46th Stop on 35W.
Respondent ID: OPENHOUSE023 Priority #: 1

49TH ST N
Corridor: 49th Street
From: Bryant Avenue North (53rd)
To: Mississippi Regional Interperative Center
Why? Jenny Lind Grade School is on this street. Highly trafficked area. Very poor access anywhere to get from the north side to Mississippi Regional Park. 49th street is already part of the network. Can be easily integrated.
Respondent ID: 3240457141 Priority #: 1

4TH/UNIVERSITY
Corridor: 4th St NE
From: 4th St NE and University Ave SE
To: Central and 4th St SE
Why? route from U of M campus to nrotheast, southeast and St Anthony Main traffic is heavy and unpredictable coming off the 35W intersection as well as the dinkytown area 5th Ave SE has a bike route, but is not the quickest way swest due to a numbwer of stop signa dn the samll footbridge. Also, the bike lane should be on the left side of the oneway. Vehicles can judge appropriate dianranct from cyclist.
Respondent ID: OPENHOUSE014 Priority #: 2

Corridor: 4th St SE and University Aves
From: Hennepin and Central Ave
To: University of Minnesota
Why? It already serves one of the highest traveled corridors of cyclists in the city which will only expand as more students and non-students move into the area with new developments. Because a lot of the bike facility users along these corridors are pedestrian cyclists who don't know how to ride with traffic, often riding on the sidewalks or disrupting traffic. It connects with a huge bike hub in the area! 15th Ave SE, the U campus, Hennepin and Central Avenues, the River! The Dinkytown greenway provides a similar off street option but ends at bridge 9. 4th St and University Avenues connect as a through way to the rest of the grid
Respondent ID: 3239625979 Priority #: 1

Corridor: 4th St? Uni? 5th?
From: 4th St SE & 27th Ave SE
To: 1st Ave NE & University Ave NE
Why? used by commuters, students, etc in both commercial and residential areas. Major thoroughfare that connects different parts of town. High speed traffic busy/confusing freeway exchange, highly dangerous, many inexperienced cyclists and new residents Connects to U of M Transitway, river parkways via 27th, lower stress NE routes north-south. 5th St as is is insufficient because traffic fails to obey stop signs, often distracted - would benefit from better designation.
Respondent ID: OPENHOUSE026 Priority #: 2

Corridor: University and/or 4th St SE
From: Oak St SE/Huron and University Ave SE
To: 1st Ave NE
Why? Huge trip generators (U, etc.) high #s today. Very high traffic. Extremely limited options in this corridor. I-35W is a major barrier.
Respondent ID: OPENHOUSE005 Priority #: 2
4TH/UNIVERSITY (continued)

Corridor: University Ave  
From: Marcy-Holmes Neighborhood  
To: Prospect Park  
Why?  many students travel this route every day and as the cities cycling infrastructure improves this trend will only increase students are often new to biking. This separation adds a physical laye of protection that could increase comfort and lead to better access. You prep an entire generation of people for protected bike lanes and you provide better safety. many of the arterial roads have bike lanes.

Respondent ID: OPENHOUSE025  Priority #: 2

Corridor: University Ave  
From: Northeast  
To: University of Minnesota/Dinkytown  
Why?  Again, you are serving a youthful demographic with the UofM and a burgeoning young neighborhood in Northeast. Marcy-Holmes also has a large young population, with limited resources and a transient lifestyle (both of which are easily supported by bikes). Needed safety, or even the perception of safety, is needed to convert car users to bikes. By reducing the space dedicated to cars, auto users are forced to find alternative routes/transportation methods to reach destinations. It's too easy to drive cars, so naturally people are going to continue to use them. This route parallels the east river trail. This trail is needed because of the lack of a strong existing bike infrastructure in Northeast. Develop a spine from which a network can grow.

Respondent ID: 3239482530  Priority #: 2

Corridor: University Ave  
From: University Ave and Hennepin  
To: University and St Paul Border  
Why?  Major cross-town route not a very safe route, but very improtant for getting around

Respondent ID: OPENHOUSE004  Priority #: 2

Corridor: University Ave & 4th Street from TCF stadium to 1st. & Hennepin area of Northeast Minneapolis  
From: U of M East Bank / Dinkytown  
To: Near-northeast business district and St. Anthony Main  
Why?  Connects the most populous part of the U of M campus to a nearby commercial district. These neighborhoods are some of the most rapidly-growing in Minneapolis, with over 2,000 new apartments under construction this year. University and 4th Street are a pair of 1-ways that each have 3 lanes of traffic in their typical section. The streets are hostile and dangerous to pedestrians, and not optimally designed for bicyclists. They hinder the economic development of the Marcy Holmes neighborhood, which has done very well in a few 'hot-spots,' but has a hard time extending the successful walkable commercial nodes beyond their historic boundaries. The opportunities presented by an influx of population and a more pedestrian-friendly corridor along University and 4th could give the area a much-needed boost. There are parallel routes along the Riverfront (somewhat ad hoc though - not a consistent bike route today), and north of 4th. These routes don't provide the same direct connections to businesses, and don't substitute for a better walking and biking environment along University & 4th.

Respondent ID: 3250288275  Priority #: 4

Corridor: University Ave NE  
From: Plymouth Ave NE counterpart  
To: 30th Ave NE  
Why?  So many cyclists already use this path, but especially at night, cars are jerks and the road is not safe. This would be a good connection to Downtown and to Dinkytown. above Currently, there is not a whole lot of dedicate bike lanes in NE, which is why this path would be crucial in developing a part of town that has a lot of nightlife, as well as young people.

Respondent ID: 3239427988  Priority #: 2

Corridor: University Ave SE  
From: 280  
To: Hennepin Ave SE  
Why?  university students, people going downtown to work from Prospect Park, and soon connecting to LRT cars go FAST on University. LRT, U of M transitway

Respondent ID: 3239636004  Priority #: 4
4TH/UNIVERSITY (continued)

Corridor: University Ave SE - two-way on University  
Why?  duh  
Respondent ID: OPENHOUSE019 Priority #: 3

Corridor: University Ave.  
From: University of Minnesota  
To: St. Paul (ie University and Raymond)  
Why?  Only way to go east on the east side of the river but south of the railroad trenches in St. Paul. Insistance on two lanes for car traffic plus new light rail has left no room for bikes. Connects at U of M Minneapolis campus. Transitway is almost parallel but veers north.  
Respondent ID: 3239525317 Priority #: 1

Corridor: University Avenue  
From: East Hennepin Area  
To: Prospect Park Area  
Why?  Tons of students use this route now. Getting through Dinkytown, specially from east to west is very difficult and dangerous. Perhaps the 4th Street SE bike lane could be taken out and a two way protected bike way could be put on University Avenue  Shear value of bikes, conflicts between bikes and buses on University is bad and the overall traffic levels are very high. The area is getting more and crowed with new residents many of whom bike and walk  
Respondent ID: 3239467182 Priority #: 1

Corridor: University Avenue  
From: Minneapolis  
To: St. Paul  
Why?  This area currently serves many students and community members using bike transportation to travel to the University and the commerce on this avenue. There is heavy car traffic on this corridor which endangers people using bikes as transportation.  
University Avenue has a parallel with the bus/bike road only as far as 280; there is huge disconnect around 280 going east and north. University is simply the most efficient way to get MANY places where people want to go and people on bikes need to be able to use it -- people, not just the dare devils willing to use the road in its current state. People includes parents with kids.  
Respondent ID: 3244664593 Priority #: 1

Corridor: University Avenue/4th Street  
From: The intersection of University Avenue and Central Avenue  
To: The intersection of University Avenue and Oak Street  
Why?  This corridor is highly traveled by a large number of University of Minnesota student cyclists who live in Marcy Holmes and bike daily to the University. Traffic on University Avenue/4th Street is 3 lanes each direction. This encourages faster driving by vehicles which are in close proximity to cyclists. The frequency of bus stops on the right hand shoulder also adds risk for cyclists who either have to stop and wait behind buses and/or go out into traffic to get around buses  A protected bikeway at this intersection can provide connections to the number 9 bridge for access to the West Bank and for the granary road trail that begins near the number 9 bridge and proceeds east.  
Respondent ID: 3250237418 Priority #: 1

Corridor: University Avenue--two way bike lane  
From: East Hennepin  
To: U of M and St. Paul  
Why?  duh-- University Avenue  Speed and volume of traffic on University ave, making it two way eliminates the problem of bikers using the University and 4th ave lanes the wrong direction  Central Ave, East Hennepin, 10th Ave bridge, U of M bike facilities, future parkway rounds missing link on East side  
Respondent ID: 3250343182 Priority #: 2
4TH/UNIVERSITY & COMO AVE
Corridor: From: Como Ave & 4th st To: University of Minnesota campus Why? Most of the students on the University of Minnesota Campus bike to school from their homes. 4th street is dangerous to bike on because the lines are not clearly marked and with the 35W N exit ramp bikers are not very safe on either side of the road. Como is also dangerous because there is no room between parked cars, bus stops, and traffic! 4th street!!! Between Dinkytown and 4th and central. There is no route on these streets. On Como bicyclists have to bike with traffic. On fourth st there is no pathway.
Respondent ID: 3241790969 Priority #: 1

4TH/UNIVERSITY & OAK ST
Corridor: 4th St./University Ave & Oak St. From: Washington Ave To: Central Ave Why? Currently serves a high number of cyclists, Nordeast & the U of M are both growing. The current bicycle lanes are poorly maintained, an afterthought or non-existent despite the high volumes of bicycle traffic. These streets are unneccessarily wide for the volume of traffic which leads to high speeds and ample opportunity for improved bicycle infrastructure. 4th & University are all ready part of the network, but unpleasant and poorly executed. Extending the infrastructure to Washington Ave via Oak St would connect two busy corridors.
Respondent ID: 3239544818 Priority #: 3

50TH ST
Corridor: 50th St From: France Ave To: Minnehaha Parkway Why? From the 50th and France district, this would cut through a slice of the city with a young, mobile population that is set to ride for decades to come. It also is a route that serves multiple business nodes and is currently dangerous to cycle down. Protected bike lanes on 50th would serve to help people navigate SW Minneapolis and also more easily visit those businesses – as a resident, I would visit these businesses more if biking was safer. The road is relatively narrow, there are lots of buses and construction traffic, and there is high traffic for a relatively residential street. Besides side streets, there is no other good way to traverse this corridor via bike. This would connect the Minnehaha trail, work nearby the chain of lakes trail, and connect bike boulevards like Upton Ave S and Bryant Ave S. It would also nearly reach the Portland/Park Ave bike lanes.
Respondent ID: 3246941407 Priority #: 1

7TH ST N
Corridor: Going south on 7th Ave N/10th Ave N From: Plymouth Ave To: Hennepin Ave Why? It is a direct route to connect North Minneapolis to downtown. It would also help people staying at places like Mary's place be safer and more comfortable trying to walk to the bus or downtown. Going south the existing bike lanes cross from one side of the road to the other. You are forced to cross 2 lanes of fast moving traffic with no indication to merge. The traffic is going up a slight incline so does not have a good view of cyclists at all time. It has some very fast moving areas when crossing 55. It is one of the few routes that give North Minneapolis a good connection to downtown. It could connect all the way to the protected bike lane on 1st Ave in downtown.
Respondent ID: 3240043608 Priority #: 2

Corridor: N 7th St. From: Downtown To: W. Broadway and Emerson Ave. N Why? Only connection from North Minneapolis to downtown 7th St. has a lot of nasty freeway overpasses. Connects to downtown network. No alternatives.
Respondent ID: 3239525317 Priority #: 3
7TH ST N (continued)

Corridor:
From: 7th St. N from downtown
To: the Emerson and Fremont Ave N bike lanes that connect to W. Broadway

Why? There are almost no safe connections by bike (and in general) to and from North Minneapolis and downtown or Northeast, aside from Lowry and the Lowry bridge. North is the area with the least amount of households with cars. There are so many metro transit and suburban buses that use this corridor. Also, the intersection with 55 and 6th Avenue N is harrowing. Something needs to be done, if not protected bike lanes. connects with Emerson and Fremont and the Cedar Lake Trail and somewhat the Plymouth Ave bridge. There is nothing that serves a similar purpose for going to and from downtown to Near North.

Respondent ID: 3239636004  Priority #: 1

From: Olson Memorial Highway & 7th St   To: Target Field
Why? now and future multiple lanes going north/south/east/west

Respondent ID: OPENHOUSE034  Priority #: 1

BLOOMINGTON AV S

Corridor: Bloomington
From: Franklin Ave   To: Lakes (before the highway to the mall)

Why? A significant number of bikers already use this avenue to bike. This avenue is a major connector between Franklin Ave and Lake Street, connecting two important economic and cultural corridors. Safety, livability and needing more organized way to encourage biking. The Bloomington avenue is big enough to accommodate protected lanes. Biking on Bloomington Avenue with a protected bike lane will encourage safety, lessen crime, and promote economic development. We need more direct ways to connect ethnic communities to biking in a visible, safe and easy manner.

Respondent ID: OPENHOUSE002  Priority #: 1

BROADWAY ST NE

Corridor: Broadway
From: Stinson Blvd/Diagonal Trail   To: North Commons Park

Why? This area of northeast and north Minneapolis are currently completely disconnected from each other by bike except by making an indirect trip through downtown to cross the Mississippi River. Northeast is dissected by highways and railroads, meaning that bicycles must have access to arterial roads to make direct routes between destinations. This connection would connect North Minneapolis to the West River Road bike trail, then to the Diagonal Trail. By extension it would be connected to bike lanes on Como, which would connect it to the St Paul and East Bank campuses of the University,

Respondent ID: 3241796506  Priority #: 3

Corridor: Broadway and Johnson Streets
From: New Brighton Blvd an Broadway NE Intersection
To: 5th Ave SE and Hennepin Ave NE Intersection

Why? I have worked along this corridor - both ends of it - for 5 years. I have seen the number of cyclists steadily increase on this route, as well as use it regularly rather than any alternative routes. There is an existing demand that should be accommodated. I previously worked at the 5th and Hennepin Avenue Intersection and would see people on bicycles struggle all day to cross here, as well as along E Hennepin Avenue. People disregard the speed limit along this corridor because it is heavily used by people trying to get to the Interstate, both cars and large cargo vehicles carrying rail cars. I am often nervous about the number of bikes I see using this route and the cars speeding by them. I am glad to see the recent signage go up, but then where do people ride when they are on Hennepin?? I now work on the North end of this corridor at the end of the Diagonal Trail and the Intersection of Broadway and Johnson. People are speeding through this area to get to the interstate. As a cyclist, I have NO WHERE to go at the South Terminus of the Diagonal Trail. At rush hour, this area is difficult to navigate on a bicycle, and a dangerous place to ride on the road, so cyclists (including me) take to the sidewalk here - which isn't a great idea, but a lesser of two evils. The Broadway/Johnson Intersection is a high accident intersection, I see an accident here almost monthly out my office window. I barely want to ride through this intersection in my car, let alone on a bike! Some work has been done on Johnson Street to reduce lanes, add bicycle lanes, add a green lane, but something needs to be done on Broadway. This area connects the South terminus of the Western Diagonal Trail Spur (that ends at the Waste Management Facility) to the Stone Arch Bridge. Going on the Eastern Spur of the Diagonal Trail, and Winding your way through the U and over I35 on 6th to the Stone Arch is an Alternative, but it is not a direct route. Clearly people see a need for biking this corridor because they use it regularly and risk their safety to take it because they feel it is more direct and faster.

Respondent ID: 3250931772  Priority #: 1
APPENDIX A: City of Minneapolis Detailed Public Input

BROADWAY ST NE/WEST BROADWAY

Corridor: Broadway
From: Bottineau Library
To: North Memorial Hospital

Why? Northwest Minneapolis appears to be underserved for bikeways. I can see that there are efforts to develop this area. MPS has build their headquarters there and other things are going up. People who live in Robbinsdale, Crystal and Brooklyn Center/Park might bike commute if many others were doing it and a few bicycle police were riding too. Drivers are aggressive along this route. On the west end it would connect with the Wirth bike path. On the east end with the one that goes under the Hennepin bridge.

Respondent ID: 3240783832 Priority #: 1

BRYANT AV S

Corridor: 58th and Nicollet
From: Bryant Ave S and 58th
To: South of Hwy 62

Why? Highway 62 is barrier that discourages any bike traffic across it by being crossable only at heav traffic, poorly maintained thoroughfares. Roads are too narrow, filled with potholes, traffic travels at too high a speed for comfortable bike travel and drivers are not used to looking for bikes in these areas. Bryant is a good bikeway only to 58th...a crossing at 62 is needed. Portland provides and option, but is separated from N/S streets to the west by 35W. This connection provides and essential way to connect SW Mpls with inner ring suburbs such as Richfield and Bloomington, which are otherwise all but inaccessible by bike from the north.

Respondent ID: 3241796506 Priority #: 2

Corridor: Bryant Ave
From: Franklin & Bryant
To: 58th & Bryant

Why? There are already a large amount of bikes on this bikeway, but it is too narrow. With parking on both sides of the street, this bikeway is too narrow. It doesn't need to be traffic separated, but parking should restricted to one side of the street. I've had too many close passes by impatient drivers on this stretch.

Respondent ID: 3241796506 Priority #: 4

Corridor: bryant, aldrich, other
From: minnehaha creek
To: lake street

Why? Many bicyclists commute from SW Minneapolis to downtown--some children ride their bikes to schools at Barton and Lyndale. Bryant ave is supposed to be a bicycle boulevard but with narrow streets, parking AND buses, this is NOT a safe section to be riding on--especially not with kids. SW needs a good north south route like the greenway is for east west. Narrow streets, parking, city buses make Bryant, south of Lake, a bikeway by name only. It is not safe for children. Make a protected bikeway on a nearby street. Bryant is the bikeway and it doesn't work for reasons already listed. We hand an E/W option with the greenest. We need a N/S option.

Respondent ID: 3250362898 Priority #: 1

Corridor: not bryant- another low traffic street
From: franklin
To: Kings highway

Why? Very high level of bike use. Share the road doesn't work - too may parked cars with new apts there is no room, busses not enough room. Many, many near accidents every day. never made sense to put this on bryanat all the way because it is a much busier street than nearby street. remove aprking on another rkignon another side street adn put in protected bikeway connects to greeneway and other streets.

Respondent ID: 3239466988 Priority #: 2
APPENDIX A: City of Minneapolis Detailed Public Input

BRYANT AV S/1ST/BLAISDELL/PARK/PORTLAND/4TH

Corridor: Bryant, 1st, Blaisdell, Park, Portland, 4th Ave S
From: South or Southwest Minneapolis
To: Downtown
Why? They have the potential to connect with and intersect other major corridors that funnel traffic into and around downtown, the largest trip generator in the City. For myself, primarily for winter riding. I feel uncomfortable riding on the street in winter without separation from motor vehicles. In addition, I feel forced to stick to trails and side streets when riding with my 3-year old son. This limits the destinations accessible to us. Protected facilities would allow us to make more trips as a family without our car such as trips to the grocery store, coffee shop, etc. These streets intersect other existing and planned bicycle infrastructure on 42nd street, 40th Street, 36th Street, 31st Street, Midtown Greenway, Franklin Avenue, etc. Some of the streets intersect parks and also the parkway system of trails. Some facilities already exist on these streets, but are uncomfortable to ride on for various reasons. Bryant Ave S often causes confusion about where cyclists and motorists should be, particularly south of the Greenway - I've had a number of close passes occur on this facility. Park and Portland both have 3rd lanes in higher auto traffic areas, from observation they seem completely unnecessary - these spots constrain the space for cyclists, which may be limiting people's comfort to use the facility at all.
Respondent ID: 3239494302 Priority #: 1

CEDAR AVE S

Corridor: Cedar
From: Cedar & 24th
To: Cedar & Franklin
Why? students / staff going to Augsburg College/U of M. Many children/youth in area. Street looks like a freeway. Drivers drive as though on freeway. Connect to Franklin on road paths to U of M Augsburg
Respondent ID: OPENHOUSE028 Priority #: 3

Corridor: Cedar
From: Lake St. To: Lake Nokomis
Why? South has a large number of bike-commuters, who frequently ride this segment already and hold up traffic. Cedar is full of traffic at almost all hours during the day, especially during rush hour. There is currently no good north-south path for this part of South Minneapolis. This path would make it easier to access the Greenway, Lake Nokomis, the Hiawatha trail, the LRT, etc. There are so many non-car modes of transportation surround this swath of South that it is a shame that we don't have a better route in between Park/Portland and the Hiawatha trail, since most of the residential roads in this area are not the easiest to traverse.
Respondent ID: 3239427988 Priority #: 1

Corridor: Cedar ave
From: 7 corners
To: 24th
Why? There is a lot of bike traffic from the U area and it is very confusing around Cedar Riverside and the area where Franklin, Cedar, and Minnehaha all meet up. It is not easy to get over to the trail along the light rail, plus there are points in between that people need to get to. Traffic doesn't know what it is doing or where it is turning oftentimes in these areas. I know this both from a cyclist and a driver perspective. Once getting to 24th street that is a bicycle blvd to turn onto and go south on 17th Ave if needed. It connects with 24th street and if Washington ave gets any protected paths that would be great. Cedar Riverside area is hard to bike through, 20th Ave always gets tore up from all the potholes, it is like it needs to be resurfaced every year. Scary to bike in the bike path there. biking over the 24th st bridge over hiawatha can be hard if not in good shape and there is often broken glass on the bridge.
Respondent ID: 3239438035 Priority #: 1

Corridor: cedar ave
From: cedar ave 56th st.
To: cedar ave 38th st.
Why? speed limit is too high on cedar, this MUST be changed. all the ball games that occur at lake nokomis, everyone parks on the street, people are always speeding on cedar ave. There are bike paths that work, but the intersections are still not safe for bikers, pedestrians, anyone. speeds are too high on cedar avenue from 46th all the way to 56th (just south of fat lorenzos) see above
Respondent ID: 3250358697 Priority #: 3
CEDAR AVE S (continued)

**Corridor:** Cedar Ave  
**From:** Franklin Ave  
**To:** Washington  
**Why?** Northbound bicycles frequently exit the LRT trail at the Franklin station to access the University West Bank, which provides a more direct route with less pedestrian conflict that exiting at the Cedar-Riverside station. Cedar is one way in front of The Junction and Cabooze, making a northbound exit technically illegal. Crossing the junction between Cedar and Minnehaha involves a quick dash through rapidly moving traffic, often with sightlines too short for the speed people are driving. Further north it’s necessary to cross a freeway exit. The road is wider than most; this actually makes the cycling less comfortable, because cars increase their speed. This connection would connect the Hiawatha LRT Trail bike bike lanes on Riverside (and by extension 10th Ave bridge and Bridge 9), and the proposed Washington Ave protected bikeway.  
**Respondent ID:** 3241796506  **Priority #:** 1

**Corridor:** Cedar Ave  
**From:** Franklin Ave (or 46th St for long-term dreamy option)  
**To:** Washington Ave  
**Why?** many businesses, U of M, route to downtown  high speeds from cars, no current bicycle facility  
**Respondent ID:** OPENHOUSE023  **Priority #:** 3

**Corridor:** Cedar Ave S  
**From:** Cedar Ave S from 38th St  
**To:** at least Franklin  
**Why?** There are a lot of people that want to connect from the Greenway and the LRT, moving from South Minneapolis to downtown. There is no bike lane, at times no shoulder, and cars go very, very fast. would connect to 20th Ave S, the path along the LRT  
**Respondent ID:** 3239636004  **Priority #:** 2

**Corridor:** Cedar Ave.  
**From:** Cedar and Minnehaha  
**To:** Lake Nokomis  
**Why?** Major north/south route between Park/Portland and Hiawatha  Two lanes of traffic, no shoulder, and poor pavement make this unbikable between Franklin and 38th St. Connects to Hiawatha on the north and Minnehaha trail on the south. Hiawatha is almost parallel but veers east; existing boulevard on 16th ave has no right of way and too many stops to be efficient.  
**Respondent ID:** 3239525317  **Priority #:** 2

**Corridor:** cedar ave.  
**From:** lake nokomis  
**To:** u of m west bank  
**Why?** good north-south commuting corridor  cedar ave especially at minnehaha and franklin is HORRIBLE and i seriously cannot even believe how bad and HORRIBLE this intersection is. HORRIBLE. connects to bike paths on the west bank and the hiawatha bike trail from cedar riverside.  
**Respondent ID:** 3221379994  **Priority #:** 4

**Corridor:** Cedar Ave. and 20th Ave  
**From:** Little Earth Housing project (24th St and Cedar Ave.)  
**To:** University of MN - West Bank  
**Why?** 1) Univ. of MN is one of the highest concentrations of bike users in Minneapolis  2) The Phillips neighborhood has no direct connections to the U that are safe to bike on.  3) 20th Ave. has on street bike lanes that feed directly into the Cedar & Franklin intersection  4) Park access at 24th St. & Cedar  1) Large volumes of traffic on Cedar especially near the Hwy 55 interchange  2) No shoulders on Cedar  1) 20th Ave. has on street bike lanes that feed directly into the Cedar & Franklin intersection  2) There is a pedestrian/bike bridge over Hwy 55 that terminates directly at 24th St & Cedar  
**Respondent ID:** 3234749425  **Priority #:** 3
CEDAR AVE S (continued)

**Corridor:** Cedar Avenue  
**From:** Cedar Riverside  
**To:** Lake Nokomis  
**Why?** Provides an amenity for an under-served portion of the city (largest urban Native American population in the country in East Phillips). Growing neighborhoods in Corcoran, Standish, and Northrup neighborhoods are great for first-time homebuyers. Creating safe, bicycling amenities is a draw for future residents. Cedar Avenue is an ugly and congested thoroughfare running into one of our best parks in Lakes Hiawatha and Nokomis. City beautification alone should merit a response, we want our major streets to be beautiful AND well used. Cedar Avenue intersects with the Midtown Greenway and Minnehaha Parkway. Northern end can be integrated into the Franklin-Hiawatha Lightrail and be used as a catalyst for neighborhood development for the immigrant community in Cedar Riverside.  
**Respondent ID:** 3239482530  
**Priority #:** 4

**Corridor:** Cedar Avenue  
**Why?** calm traffic, safety health, reduce air pollution in a neighborhood with high air contamination  
**Respondent ID:** OPENHOUSE002  
**Priority #:** 4

**Corridor:** frontage road  
**From:** Cedar Ave & Nokomis Parkway (close to Fat Lorenzos)  
**To:** Bloomington Ave. into Richfield - at 58th Ave?  
**Why?** very dangerous area, bike path along edgewater boulevard from triangle park would alleviate the danger in front of fat lorenzos. Dangerous, crashes occur many times in front of fat lorenzos. the speed limit is too high leading up to lake nokomis good connection to lake nokomis paths, minnehaha parkway paths  
**Respondent ID:** 3250358697  
**Priority #:** 2

CENTRAL AV NE

**Corridor:** Central  
**From:** Columbia Heights  
**To:** Northeast Mpls  
**Why?** Not a good direct route 16K motorists  
**Respondent ID:** OPENHOUSE003  
**Priority #:** 4

**Corridor:** Central Ave  
**From:** Broadway  
**To:** Lowry  
**Why?** Northeast lacks for good North-South routes, and there's plenty of great stuff on Central to visit Central drivers drive fast and recklessly and they do NOT put up with cyclists. The network in NE is pretty weak but I think this bisects some East-West bike routes. But Central is a destination in and of itself.  
**Respondent ID:** 3239631255  
**Priority #:** 2

**Corridor:** Central Ave  
**From:** Central Ave @ Lowry  
**To:** 37th & Central  
**Respondent ID:** OPENHOUSE013  
**Priority #:** 2

**Corridor:** Central Ave  
**From:** Downtown  
**To:** Northeast  
**Why?** Lots of cyclists and destinations in NE. Central is full of drivers who ignore traffic laws and put cyclists in danger. Central has the destinations. Why shouldn't cyclists have access to them like drivers do?  
**Respondent ID:** 3236111121  
**Priority #:** 3
CENTRAL AV NE (continued)

Corridor: Central ave
From: Downtown Minneapolis
To: Ne minneapolis
Why? Close proximity ot Marcy homes neighborhood, as well as connection to homes and duplexes on the east side of ne. The broadway bridge negates taking alternative routes and it's not a safe intersection until you hit 18th and can get off of it. Currently there is none. Downtown to 18th ave ne via central is the most direct route. The broadway bridge, Marcy homes, and university heading too far west make for a longer ride for those commuters. Downtown, university of mn - linking up with university, and another bike path, adding more safety to the road that needs it.

Respondent ID: 3240054843  Priority #: 1

Corridor: Central Ave
From: NE
To: Downtown/Uptwon
Why? It's a central thoroughfare that directly connects the University, Downtown, and North Loop areas. Drivers on Central do not respect the sharrows, or even the bike lanes going northbound. A protected cycletrack would keep everyone safe, and allow this major artery to be a shared route. It connects closely to St. Anthony and river road bike paths, major downtown bike routes, near the kenilworth trail, and others. The bikeways on parallel streets are not fully connected and don't provide direct routes for cyclists (and also don't provide safe or clear intersections). Central is a major artery and shouldn't discriminate against cyclists.

Respondent ID: 3239624494  Priority #: 1

Corridor: Central Avenue
From: Columbia Heights
To: downtown Minneapolis
Why? This clearly could serve the needs of many cyclists, as well as businesses along Central Ave. There's quite a bit of traffic on Central Ave. This would connect with 1st Ave. North for a good route across the Hennipin Ave. bridge into the downtown area. It could also, potentially, connect with the Dinkytown greenway for access to the University area, if the connection between the Dinkytown greenway and the St. Anthony Main area is developed. Biking on University Ave. is also an option for students heading towards the university area.

Respondent ID: 3251363580  Priority #: 2

Corridor: Central Avenue NE
From: Northeast Library/Edison High School
To: Downtown Minneapolis
Why? High volume of bike commuters on this road plus it's a straight shot from Northeast to Downtown. Central Avenue is dangerous to drive on, let alone bike on. High rate of vehicle speed with many active intersections. Connects Northeast and Downtown; connects to St Anthony Parkway and the Grand Rounds, connects to bike trails near downtown such as the Stone Arch Bridge and W River Parkway.

Respondent ID: 3239679835  Priority #: 2

CENTRAL AV NE/UNIVERSITY NE/MARSHALL/2ND ST NE

Corridor: Central Avenue, University, Marshall, 2nd
From: NE Minneapolis
To: Downtown, University of Minnesota
Why? There are very few streets that cut all the way through the rail corridors in NE. The above streets are probably the easiest to accomplish this on. There are no high amenity facilities for cyclists in NE. Connecting residents with high employment areas and with the river is important.

Respondent ID: 3239494302  Priority #: 3
CHICAGO AV S

**Corridor:** Chicago Av  
**From:** Guthrie  
**To:** Somewhere in S Mpls  
**Why?** Connection to Global Market, visible, easy and safe to ride on major economic corridors.  
**Respondent ID:** OPENHOUSE002  
**Priority #:** 3

**Corridor:** Chicago Ave  
**From:** Riverfront/Guthrie Theater  
**To:** Mpls Southern Boundary and beyond  
**Why?** Major thorough street. Lots of destinations along route. Already significant bike traffic. Cars travel through uncomfortably fast - especially where it's wider. No room for bikes to scoot over when it's narrower (near 25th-28th). Crosses the Midtown greenway. There are also bike lanes nearby on Park/Portland, but not as comfortable there (esp when it goes back to 3 lanes). People in cars tend to drive like it's a freeway.  
**Respondent ID:** OPENHOUSE031  
**Priority #:** 2

CHICAGO AV/BLOOMINGTON

**Corridor:** Chicago or Bloomington  
**From:** Pearl Park  
**To:** Through Downtown Minneapolis to Stone Arch Bridge  
**Why?** This would give a high number of bike commuters from South Minneapolis who currently ride in traffic or use a round about method via the greenway, The LRT Trail, and the Lakes, a direct and safe route to Minneapolis, the University, and other communities via other designated bike routes that connect with the downtown area. This would make the commute from South Minneapolis to Downtown safer by avoiding what is currently one of the most dangerous areas for pedestrians and bikers (Lake Street and Franklin Avenue). This would be a safer route for bikers from a high Density Bike population of Powderhorn and Phillips Neighborhoods to Downtown and connect the Greenway to downtown and the University area  
**Respondent ID:** 3240042959  
**Priority #:** 1

DUNWOODY

**Corridor:** Dunwoody  
**From:** Dunwoody & Lyndale  
**To:** Cedar Lake Trail  
**Why?** Lyndale/Hennepin is a crazy dangerous intersection for cyclists.  
**Respondent ID:** OPENHOUSE009  
**Priority #:** 2

E HENNEPIN AV

**Corridor:** Co Rd C Larpenteur / E. Hennepin 29th Ave NE  
**From:** Roseville, Lauderdale, St. Paul  
**To:** N.E. Minneapolis  
**Respondent ID:** OPENHOUSE024  
**Priority #:** 2
E HENNEPIN AV (continued)

Corridor: E. Hennepin Av
From: E Hennepin Ave at Mississippi River
To: at least 35W, maybe St Paul
Why? Yes. I bike here to work and see many cyclists every day and at night 2 lanes each way, cars go fast, no shoulder or current bike facility. Hard to cross Hennepin. Connects to 6th St SE, Buchanan/Pierce/Fillmore.
Respondent ID: OPENHOUSE033 Priority #: 1

Corridor: East Hennepin
From: East Hennepin and SE Main Street
To: East Hennepin and NE Stinson Parkway
Why? This is a good connection between downtown and NE Minneapolis. There are many businesses located on East Hennepin that cyclists could easily get to if there was a protected bikeway directly in front of them. There is currently no space for bikes on East Hennepin. There are three car travel lanes, and 2 car parking lanes for a stretch, and then three car travel lanes. If a bike does try to travel down the stretch with parking, they will have to take the lane to avoid a risk of doorig. If they try to bike on the stretch without parking, they will have very little space unless they take the lane. On such a high traffic street, taking the lane is unpleasant. Additionally, if a bike wants to turn left, they either have to merge through several lanes of traffic, which is frightening and can be dangerous, or do a pedestrian style cross, which is inconvenient and takes more time. This route would make a great connection to bike-friendly Main Street. It would also extend a connection from the Hennepin Avenue bridge, which currently just ends abruptly at Main Street, spitting a cyclist awkwardly into the unwelcoming and unsafe space of East Hennepin. If the facility extended at least to NE Stinson Parkway, it would make a convenient and enjoyable connection to that existing facility, which goes on to connect to the Diagonal Trail and provides access to the Quarry and NE Minneapolis. Additionally, if a cyclist wanted to continue East and the bikeway ended at Hennepin and Stinson, they could easily connect to Como Avenue only 2 blocks South. According to the Minneapolis Bicycle Map, the nearest parallel bikeway is on 3rd Street NE, which is 2-3 blocks away from the businesses on Hennepin. Additionally, if you were to take 3rd Street to continue going East, you would awkwardly run into Central Avenue, and would have to go very far out of the way to continue East, due to Central’s skew and the railroads that make for dead end streets. Central is not a welcoming space for bicycles either. Since 1st avenue is a one way in the opposite direction, East Hennepin is really the only option to travel East through this vibrant neighborhood.
Respondent ID: 3252038883 Priority #: 1

FILLMORE ST NE

Corridor: Fillmore St NE
From: St Anthony Parkway
To: East Hennepin
Why? It is a quiet commuter street that avoids Central and allows safer commuting through the NE Mpls section
Respondent ID: OPENHOUSE001 Priority #: 2

FRANCE AV

Corridor: France Ave.
From: Midtown Greenway
To: France Ave. & 50th St. South (Edina)
Why? Could provide a great link between uptown/downtown areas of Minneapolis, and the businesses in this part of Edina, as well as businesses along France Ave. Also a good route for bicycle commuters from Edina. Quite a bit of car/bus traffic on France Ave. Midtown greenway (to everywhere).
Respondent ID: 3251363580 Priority #: 4
FRANKLIN AVE & 20TH AV S

Corridor: Franklin Frontage Road and 20th Ave S.
From: Hiawatha Greenway
To: West Bank Campus

Why? Cyclists attend the U or work there. The Hiawatha greenway provides a connection between the U and the midtown greenway. However, the bike-friendly infrastructure falls apart between 20th Ave S and the Greenway entrance at the Franklin Ave light rail stop. It is actually very bike un-friendly there, and it seems like there could be some simple fixes to the plan of that already complicated intersection that would help bikes get across, and facilitate bike commuting to the U. If one is heading south on 20th, which is encouraged by signs, I believe, and one gets to the termination at Cedar Avenue and Minnehaha, it is INCREDIBLY TEMPTING to cross Cedar and bike the wrong way along the Franklin Frontage road for a block, to get to the greenway. This is of course totally illegal and not very safe, but the other option is to take Cedar Ave south, which has heavy, fast-moving, and oft-turning car traffic, so that is not very bike-friendly, either. This would be so simple to remedy with a two-way protected bike lane! The Hiawatha Greenway and bike paths around the West Bank and U campus are all low-stress, if you discount all the U students staring at their smart phones as they walk. However, the connection between these two zones is definitely a high-stress blip without a parallel bikeway. (It's been a long time since I tried going past Cedar on Riverside, and then turned to ride by Currie Park to get onto the greenway there. The route has much lighter traffic, but it is less direct and the pavement used to be so ill-maintained that I did not see it as an improvement over the alternative.)

Respondent ID: 3241679744  Priority #: 2

FRANKLIN AVE/24TH ST

Corridor: 24th St or Franklin Ave
From: Franklin Ave and W River Pkwy
To: Franklin Ave and Lake of the Isles

Why? Dense population areas, connects multiple neighborhoods and commercial areas as well as recreational trails (lakes & river), near downtown. Traffic on Franklin is dense, conditional parking is confusing, major bus route, includes multiple freeway ramps (5th Ave, Hiawatha, 22nd Ave). Super dangerous route that is still often used by commuters. Closest alternate east-west routes would be 9th/10th St Downtown and 26th/28th St - a huge spread! Making 24th into a protected bikeway and adapting 35W pedestrian bridge to accommodate bike traffic would offer solution. Connects river trail (part of Grand Rounds) to Lake trails plus Hiawatha and light rail trails, and many bike lanes in between.

Respondent ID: OPENHOUSE026  Priority #: 1

Corridor: 24th St.
From: Hiawatha and 24th st.
To: lake of the isles

Why? It's a good fairly low-traffic east-west far enough north of the greenway to be useful on its own. Currently the 24th pedestrian overpass over 35w is useless for bikes because of the stairs on one side - convert it to an street-grade pedestrian and bike bridge and convert 24th to a bike boulevard. When is there not? This would provide a much needed access point over 35w. Currently if you are at 25th st. and Nicollet trying to get east of 35, you have to either bike north all the way to Franklin, south all the way to 28th st., or negotiate the idiotic overpass on 24th that has a ramp on one side and stairs on the other.

Respondent ID: 3221379994  Priority #: 2

Corridor: 24th street (or alternatively, 22nd street)
From: Hennepin Ave S
To: 35 W bridge

Why? Currently there is limited E-W options for cyclists close to downtown. A number of cyclists use 24th to avoid Franklin and to take advantage of the 24th street bridge. A protected bikeway along 22nd or 24th would allow cyclists to have a convenient way to go from East Isles/north Uptown to eastern South Minneapolis, without biking on Franklin. This is less about separating bikes from cars and more about encouraging bike traffic on safer roads. The closest parallel is the midtown greenway. It's EXCELLENT, but it's very far south for someone going from Frankline and Hennepin to Steven's Square or Cedar Riverside. It'd be great to have a safer way to get to the 24th street bridge.

Respondent ID: 3241740219  Priority #: 1
FRANKLIN AVE/24TH ST (continued)

Corridor: All along Franklin Ave
Why? lots of businesses along Franklin. It's unsafe on Franklin around 35W.
Respondent ID: OPENHOUSE018 Priority #: 2

Corridor: Franklin Avenue - whole way (bridge/beyond to east all the way west to where it stops Hennepin?)
From: east of Franklin Bridge
To: west where Franklin Ave ends (Hennepin?)
Why? major east-west route that goes across whole city. Many destinations that people bike to very dangerous not a lot of space for people to bike comfortably. Recent fatality. People ride on sidewalks to avoid cars. No parallel bikeway close by - especially to get over 35W.
Respondent ID: OPENHOUSE031 Priority #: 1

Corridor: Franklin
From: Franklin & Minnehaha
To: Franklin & Hennepin (could go to Lake of the Isles)
Why? many U of M/Augsburg area students/staff. There is not an easy cross-city alternative due to 35W. Ped/bike bridge on 24th has reamp on west end, but stairs on east. I've been almost hit, run off the road, etc from speeding drivers who do not give space to bicyclists. Connects with Bryant, though I get on/off on street on west side of 35W unless I have destination between 35W and Hennepin on Franklin. Bicyclists may want to patronize businesses on Franklin.
Respondent ID: OPENHOUSE028 Priority #: 2

Corridor: Franklin
From: Franklin and 31st
To: Franklin and Hennepin
Why? This is a major thoroughfare connecting one part of town to another. Furthermore, a bicyclist may not feel safe biking on side streets in some of these areas. Franklin is slightly controlled chaos, with pedestrians walking out into traffic and a large number of vehicles. There are already a number of high crash areas along this strip. The parallel bikeway is, presumably, the greenway, but that is quite a bit south of Franklin.
Respondent ID: 3240116221 Priority #: 3

Corridor: Franklin
From: Franklin and Lyndale
To: Franklin and 22nd Ave
Why? Quite a lot of people ride on Franklin at the moment. If you live north of say 24th St and south of 94, riding on Franklin is the natural way to get to the LRT Trail and probably the most natural way to get to the U of M. Franklin is also the best way to get across 35W if you're going south on Portland from downtown. There's a bridge with a bikelane on 15th, but Metro Transit parks buses in the bike lane during rush hour, rendering it unusable. Riding on Franklin, especially at rush hour is hazardous. When it's not rush hour, there are occasional parked cars and it becomes hard for drivers to know if they should be in a one lane or two lane traffic pattern (and Franklin drops to one lane in places), so they're forever changing lanes, which is only complicated when you're there on your bike (never mind if you have to make a left onto Park or Portland. That's taking your life into your own hands). At rush hour, there are simply too many cars try to get to the interstate. If you live north of about 24th and are going east/west before going north, going down to the Greenway is way out of your way. Riding on 24th is usually not too bad, but you have to carry your bike up/down stairs to get over 35W. There's a bike lane on 15th St, but getting across 35W going west is tricky, especially at rush hour (when there are buses parked in the westbound bike lane). There are sharrowes west of 35W, but cars are not interested in sharing the road--cars try to force you over as much as possible. (Seriously, someone is going to be killed, probably by a bus pulling out of the bike lane at 4th and 15th. The bus driver will get blamed, but it'll be the fault of the impossible traffic pattern, not the driver, who isn't able to see the cyclist being pushed right up against the bus.)
Respondent ID: 3240414405 Priority #: 1

Corridor: Franklin
From: Franklin and the River
To: Franklin and Hennepin
Why? This is a major bike thoroughfare. The need for separation is already acknowledged with the existing bike lane, but the frequent accidents and high speed traffic are evidence that greater separation are required. Connects to the Greenway via Minnehaha, Park/Portland, and elsewhere. Already an established bike thoroughfare that needs greater cyclist/car separation.
Respondent ID: 3239569658 Priority #: 2
FRANKLIN AVE/24TH ST (continued)

**Corridor:** Franklin  
**From:** Franklin Ave W and River  
**To:** Franklin Ave and Irving?WEST!  
**Why?** Franklin is so problematic for bikes!!!  
**Respondent ID:** OPENHOUSE009  **Priority #:** 4

**Corridor:** Franklin  
**From:** Franklin bridge  
**To:** Franklin Ave SE  
**Why?** There are lots and lots of bikes turning in different directions coming off the bridge and it's confusing and dangerous. Confusion and visibility issues - sometimes higher speeds than feel safe. From Prospect Park to Greenway.  
**Respondent ID:** 3245383686  **Priority #:** 1

**Corridor:** Franklin  
**From:** Hennepin  
**To:** Minnehaha  
**Why?** Currently, many people already bike this route. I see a lot of bikers on Franklin every day, and I bike there as well. Franklin is a major connector between the Uptown/Lakes area and Seward, as well as all the areas in between. I think many riders use Franklin as opposed to other side streets is because so many of those streets do not cross over 35W or, as in the case of the 24th St Bridge over 35W, crossing feels cumbersome and slows the biker down so many people avoid it. Franklin is an extremely dangerous street for bikers, yet bikers continue to use it. The lanes are tight, there are sporadic parked cars, and the potholes are terrible. Cars swerving to avoid potholes would not endanger bikers on protected bike routes. While the Midtown Greenway is not too far from Franklin Ave, the Greenway is not a safe place to ride at night. Cyclists need a safe route to ride after dark, and currently Franklin is not safe either, but for other reasons. Franklin would be much safer with protected bikeways, and would provide an excellent alternative to the Greenway. Also, there are bike lanes on Franklin after Minnehaha, and it would be nice if that all connected up. Those eventually led to the West and East River Parkway bike paths, and it would be nice to have a safe route there all the way from the Lakes. Franklin is also near the Hiawatha Bike Trail  
**Respondent ID:** 3251250911  **Priority #:** 1

**Corridor:** Franklin  
**From:** Hennepin Avenue  
**To:** Riverside Avenue  
**Why?** It is already one of the most heavily trafficked bike corridors, with NO bike facilities west of Cedar. Franklin-Cedar and Franklin-Lyndale are cited as two of the worst bike-car crash intersections in Mpls. Franklin-Anystreet as far as I’m concerned. My guess: lots of bikers using this corridor and no bike facilities making it easier for cars to predict what bikes will be doing. Bottom line: it has a huge body of bikes on it. Build where they already are. Once could argue that 24th is a future bike blvd and they should us that or the Greenway isn’t far. The Greenway is too far. And 24th may not get used. Bikers like to use the road that’s there and takes them to where they are going. Make the used road safer. There’s space already there.  
**Respondent ID:** 3239965931  **Priority #:** 2

**Corridor:** Franklin  
**From:** Minneapolis/Uptown  
**To:** St. Paul  
**Why?** This area currently serves many students and community members using bike transportation to travel to the University and the commerce on this avenue. Franklin is also a way to connect with routes heading to south Minneapolis. There is heavy car traffic on this corridor which endangers people using bikes as transportation. Franklin does not have a parallel until the west side of the River; and then that parallel is interrupted. Franklin is simply the most efficient way to get MANY places where people want to go and people on bikes need to be able to use it -- people, not just the dare devils willing to use them now. People includes parents with kids.  
**Respondent ID:** 3244664593  **Priority #:** 2
FRANKLIN AVE/24TH ST (continued)

Corridor: Franklin
From: Mississippi River
To: Hennepin
Why? Minneapolis currently lacks a safe crosstown route for cyclists north of the Greenway. Drivers on Franklin are insanely dangerous. I am an experienced cyclist and I avoid the street. Connects to Mississippi River trail, Bryant Bike Boulevard, Lakes, Cedar Lake Trail. Greenway is 10 blocks south -- too far out of the way. And there are plenty of great destinations along Franklin -- that's why it has so much car traffic!
Respondent ID: 3239631255  Priority #: 1

Corridor: Franklin
From: Mississippi River and Franklin
To: North end of Lake of the Isles
Why? to get to the local businesses (for full route people can use Greenway, but from Phillips to Seward Coop or Seward neighborhood to ??? Or Phillips to Poj 4th street) crazy drivers
Respondent ID: OPENHOUSE019  Priority #: 1

Corridor: Franklin
From: Seward
To: Franklin & Hennepin
Why? major thoroughfare traffic goes too fast, passes inappropriately, too much parking could connect River Road to Isles
Respondent ID: OPENHOUSE007  Priority #: 2

Corridor: Franklin
From: Seward
To: Uptown
Why? It connects between two bike-use heavy neighborhoods and is a major artery. Experience has proven how dangerous this route can be for cyclists.
Respondent ID: 3239624494  Priority #: 2

Corridor: Franklin
From: Uptown
To: River
Why? Because it is already high bike traffic, and insanely dangerous. This question is interesting - when police make it a priority to enforce laws to protect cyclists, rather than assuming the cyclist to be at fault, when laws begin by placing the burden of proof on the larger, more dangerous vehicle, I will find more value in this question. As it stands now, any on-road shared-use situation is disproportionally unsafe for cyclists, and this corridor is no different - it's just really busy. Perfectly. There are bike paths at Hiawatha, the river road, a lane on Minnehaha, another on Riverside, and a bunch in Uptown. The greenway is parallel, but the city has to think in terms of transit, not recreation, for cyclists. Cyclists want to go the same places as drivers - business and homes near to busy corridors. The Greenway is a freeway, and has about as much interaction with the neighborhood as Hiawatha (not much). The Greenway is good for going through town, but not so good for local traffic.
Respondent ID: 3239411156  Priority #: 3

Corridor: Franklin and/or 24th East and Westbound
From: Franklin na nd 30th
To: Franklin and Hennepin
Why? Most bike traffic utilized due to it northern cetners location connecting the city. The amount of injury and death shows the immediate need to make cycling that stretch safer. Connects river and Lake of the Isles which connects to all chain of alikes and produces a safe way to bike north/south in a protected fashion
Respondent ID: OPENHOUSE014  Priority #: 1

Corridor: Franklin Av
From: Franklin & Emerald
To: Franklin & Hennepin
Why? many major destinations high traffic volumes few other routes that go across Mpls in near downtown area
Respondent ID: OPENHOUSE005  Priority #: 5
FRANKLIN AVE/24TH ST (continued)

Corridor: Franklin Av  
From: Lake of the Isles  
To: Mississippi River  
Why? We need better E-W connections in the grid. The greenway is great, but we need more. No one will travel 9 blocks south to access that. This is the most dangerous route in the city. of Mpls. We had a bicyclists killed this year! Many of our N-S facilities connect to franklin. We need safety on all of our roads. It's illogical to assume someone will go out of their way to safely access the streets system when we don't ask the same from auto drivers.  
Respondent ID: OPENHOUSE006  Priority #: 1

Corridor: Franklin Ave  
From: 2446 Aldrich Ave S  
To: 1311 Franklin Ave E  
Why? Because it's the most direct east-west route south of downtown and north of the greenway. Because Franklin Ave is ridiculously unsafe for cyclists. There's a gap south of downtown and north of the greenway. Franklin seems like the most logical choice for an east-west route.  
Respondent ID: 3239802217  Priority #: 1

Corridor: Franklin Ave  
From: Bryant Ave  
To: 21st Ave  
Why? Franklin currently serves a large number of cyclists and is an arterial route between areas of increasing population. The area has a high incidence of dangerous interactions between motorists and bicyclists. The corridor between about 3rd Ave and Chicago Ave is especially trecherous for bicyclists. While the Midtown Greenway is available 7 blocks south, the high levels of existant traffic clearly indicate Franklin serves a need the Midtown Greenway cannot. It intersects with the Bryant Ave bikeway, the 17th Ave bikeway, the Hiawatha LRT trail, the Blaisdale, 1st, Park, Portland, 11th, and 20th Avenues bike lanes, which also have high levels of bicycle traffic. While 24th St. may have been envisioned as a major bicycle corridor between the Midtown Greenway and downtown, its current usage pales in comparison to that of Franklin Ave. It's unfriendly crossing of I35W may contribute to this status, but I suspect Franklin Ave's greater density of destinations also contributes highly to its increased usage over 24th St.  
Respondent ID: 3239544818  Priority #: 1

Corridor: Franklin Av  
From: Franklin Ave  
To: Franklin Ave  
Why? Many people use it. Many accidents occur  
Respondent ID: OPENHOUSE025  Priority #: 4

Corridor: franklin ave  
From: franklin avenue at minnehaha  
To: franklin ave at east river road and beyond  
Why? university, Seward coop, prospect park traffic. Scary to ride on franklin connects to many routes  
Respondent ID: 3244586048  Priority #: 1

Corridor: Franklin ave  
From: From river  
To: Lakes  
Why? there are mny students living in area for Uof M and MCTC as well as many others who cannot or choose not to drive Franklin avenue is already too small for number of cars that need to drive on it. there are few alternatives due to highway crossings - closest through streets are 26th - 28th ave. there are high number of pedestrians and the number of ped/ car crashes are very high. so are bike/car crashes. serves low income pop, also high number of disabled, alcohol impaired and immigrant pop. has high services and commercial traffic. has several bus routes and highway access. High commuter traffic as well as local traffic. Biking is not safe on this street- esp. during commuter hours. either bikes should be banned form Franklin completely or one side walk should be removed form Franklin to create a bike lane on one side. do not make street any smaller. driver frustration is very high on this street and this leads to accidents. possibly have no left turns allowed?  
Respondent ID: 3239466988  Priority #: 1
FRANKLIN AVE/24TH ST (continued)

Corridor: Franklin Ave
From: Hennepin
To: Cedar
Why? Looks like you need a good east/west bike route in this area and it is a high traffic area. Your document indicates that this is where a lot of accidents have occurred. The best E/W route nearby is the Greenway or going into downtown that those are too far away. Bryant and River Road pathways would feed into this route.
Respondent ID: 3241842467 Priority #: 1

Corridor: Franklin Ave
From: Hennepin and Franklin
To: To the edge of the city and beyond (not sure where Franklin ends)
Why? Franklin is such a major street, yet it's so dangerous! I'd like to begin biking in Minneapolis, but I am afraid to do so. The Greenway is nice, but it's far out of the way for many people who are beginning and ending their route along Franklin. Why? Because bikers don't want to be killed by cars. I don't currently bike, but if it were separated from traffic then I might start. And Franklin is a major street with a lot of destinations. Intersects with other bike routes or lower-traffic streets.
Respondent ID: 3239424194 Priority #: 1

Corridor: Franklin Ave
From: Hiawatha
To: Hennepin
Why? There are many, many bikers that use Franklin already, and there have been several biker fatalities and injuries. It needs a bike lane! Not protected bikeways, but a road diet and bike lanes are needed. connects to Park and Portland, the LRT and bike lane on Franklin east of Hiawatha. The Greenway is 7 long blocks away and to the north you get into downtown and cannot find a straight shot east-west.
Respondent ID: 3239636004 Priority #: 3

Corridor: Franklin Ave
From: Lake of the Isles
To: St Paul
Why? Many cyclists are killed on this route less dead cyclists It is a main commute road from one end to another of Minneapolis
Respondent ID: OPENHOUSE001 Priority #: 1

Corridor: Franklin Ave
From: Lake of the Isles
To: The river
Why? This is a major route with a lot of shops and stops and neighborhoods. The bike lanes on Franklin make you feel like you are going to die (and in some cases do end up in deaths. . .). Getting separation here would be huge. Because Franklin is a high traffic scary place to bike. It connects with Bryant, Park, Portland, Hiawatha. There are no close east west bike paths.
Respondent ID: 3239417310 Priority #: 2

Corridor: Franklin Ave
From: Theo Wirth Parkway
To: Mississippi River
Why? no separation fo bikers and drivers
Respondent ID: OPENHOUSE013 Priority #: 1

Corridor: Franklin Ave
From: Uptown
To: Mississippi River
Why? There is extensive traffic that accumulates going into Uptown on this road. The road is dangerous because it varies from one to two through lanes along this stretch. These intersections are very busy and extremely hazardous to cyclists. With the fluctuating number of through-lanes and very large intersections (see area near Cedar / Hwy 55 bridge) cyclists have additional safety factora to attend to, weakening their ability to attend to every needed detail. There are no additional close routes to cross I-35; you have to travel farther south to the Greenway area. See comment above.
Respondent ID: 3244729615 Priority #: 2
FRANKLIN AVE/24TH ST (continued)

Corridor: Franklin Ave (W. and E.)
From: Franklin Ave and Hennepin Ave.
To: Franklin Ave and the Mississippi River
Why? This is the most northern route to get across town (without having to weave through downtown) and goes through many neighborhoods with many exits (instead of having to go south to the Greenway and be disconnected from street life). There are MANY pedestrians, walkers, wheelchair users, families, shops/business, etc. along Franklin. Protected bike lanes would slow down this route, create a more livable, safe, healthy and vibrant avenue and help encourage people to stop, instead of just go through. Drivers on this road have little to no respect for bikers. People are afraid of Franklin Ave. Many drivers use this to get across town, proximity to freeway entrances. But this is a residential and commercial thoroughfare, traffic needs to be slowed down and re-routed... This could connect paths around the Lakes in Uptown to the River, waterway to waterway. The Greenway (parallel bikeway) does not serve the needs of all bicyclists because it is 10 blocks south of where Franklin is and where people want to be/pass through.
Respondent ID: 3246179547  Priority #: 1

Corridor: Franklin Ave E
From: 2446 Aldrich Ave S
To: 1311 Franklin Ave E
Why? It's the most logical east west route south of downtown and north of the Greenway. Franklin Ave is not safe, it's high traffic and cars travel at a high speed limit. Other routes would make trip time twice as long.
Respondent ID: 3239813175  Priority #: 1

Corridor: Franklin Ave or a neighboring street
From: Mississippi River
To: Lake of the Isles
Why? East/West connector that would connect the Seward and Phillips Neighborhood with Uptown and the Lakes and the many Bike paths and routes that intersect this corridor. One of the most dangerous streets for Bikes it would interconnect a somewhat fractured bike path system
Respondent ID: 3240042959  Priority #: 5

Corridor: Franklin Ave SE bridge
From: East side, SE Franklin Ave bridge, over Mississippi River
To: West side, SE Franklin Ave bridge, over Mississippi River
Why? This bridge is major crossing for bikes between South and Southeast Mpls. Current bike lanes are "cross mixed" with traffic lanes, no barrier separation, so some bikers use the pedestrian sidewalk instead, which makes walkers subject to risk from bikes. At traffic light on east side, bikers have to wait IN FRONT of cars in a marked "box" - very bad design. Franklin Ave bridge over Mississippi connects to dedicated bike lanes along East and West River Roads.
Respondent ID: 3251491236  Priority #: 1

Corridor: Franklin Ave,
From: Hennepin and Franklin Ave.
To: Cedar and Franklin Ave.
Why? It is currently a high volume bike corridor for students and and workers. This would connect from the current bike lane from River Parkway to Cedar Ave and would provide a much safer path for riders in a dense biker, car traffic, and business corridor. This is a dangerous corridor for bikes from where the bike lane ends on Franklin and Cedar Ave to Franklin and Nicollet. This path would integrate with the Portland and Park Bike Lanes.
Respondent ID: 3246840890  Priority #: 1

Corridor: Franklin Avenue
From: East River Road/West River Road
To: Lake of the Isles
Why? provide bike access to businesses along Franklin Ave, Franklin Cedar M'hah intersection a major problem. Speed and volume of traffic on Franklin. Also need protected intersections all along Franklin River parkways, Hiawatha LRT Trail, Park and Portland buffered lanes, Parkways at Lake of the Isles, 17th Ave bike boulevard, 29th AVe bike boulevard, Riverside Bike lane
Respondent ID: 3250343182  Priority #: 3
FRANKLIN AVE/24TH ST (continued)

**Corridor:** Franklin Ave, 94, or somewhere in between. 24th Ave also a possibility.
**From:** Seward/West Bank
**To:** Whittier/Loring Park

**Why?** There are plenty of destinations all along Franklin Avenue. It is a main arterial for cars and bikes alike through Seward, Phillips, Whittier, and [whatever the next neighborhood is called]. Franklin also offers the best conduit for biking around downtown along the south border. The tilted grid downtown makes travel just north of 94 a cumbersome choice for most destinations. Going down to the Midtown Greenway adds over a mile to this trip, at minimum, so it is not a practical alternative. A protected lane along Franklin would be ideal for me, a female cyclist, as the high traffic along that road would mean I would feel secure taking the lane alone at night. I doubt this is practical, though. The real need for this arises during high-traffic daytime hours, so a quieter conduit could be utilized and I think it would serve the community well. Franklin Ave. traffic is scary and deadly to bikers. The city knows this. This could span from the Hiawatha Greenway to the Loring Park Greenway, maybe? As I state above, going down to the Midtown Greenway adds over a mile to this trip, at minimum, so it is not a practical alternative.

**Respondent ID:** 3241679744  **Priority #:** 1

**Corridor:** Franklin Avenue
**From:** Franklin Ave and Minnehaha Ave
**To:** Franklin Ave and Lyndale Ave

**Why?** Franklin is a major thoroughfare and I always see cyclists on it. I expect the numbers to increase as people move towards cycling, and as the downtown area continues to be renovated. Franklin Ave furthers the connection between the river and the lakes. It runs through dense neighborhoods, including Phillips, Whittier, and the uptown area. There are a lot of businesses along this corridor, as well as public spaces. The street narrows once it loses the bike lane that runs along Franklin in Seward, and biking becomes very scary. There are two car lanes, but no space for cyclists, unless they want to face the wrath of drivers and take over one lane. During peak traffic hours, this is impossible. Cyclists get caught up in the traffic of car rush hour, greatly reducing the individual (and social) benefits of biking. This section of Franklin Ave connects to the 20th Ave bridge to the West Bank of the U of M. It also connects to 11th ave and Park ave, both providing access to downtown. Further west, the Lyndale bike path connects to Loring Park and, beyond that, downtown Hennepin Ave. It also intersects Minnehaha, the Hiawatha trail, and Portland, all bike-friendly southbound options. And there are bike boulevards (I think) on a street or two in uptown that would provide an option for heading south. There is no alternative route north of Franklin without entering downtown. Even if one does want to venture north, Washington Ave has a lot of lights, and 2nd St has a lot of stop signs. South of Franklin, 24th is a good bike option until you hit 35W. The pedestrian bridge is scary at night and inconvenient and time-consuming during the day. 26th street is the next option, and 26th is also very scary for biking. I used to take it all the time but now I almost always feel uncomfortable when biking along 26th. I mentioned this to a friend and they said, "Duh! That's why I don't take 26th anymore." The Midtown Greenway is an alternative option, but I can only assume that I'm not the only one who chooses the less safe Franklin or 26th in order to save the time - especially on short commutes, such as from Bloomington Ave to Nicollet Ave.

**Respondent ID:** 3240467347  **Priority #:** 1

**Corridor:** Franklin Avenue
**From:** Franklin Avenue Station (Franklin and MN 280)
**To:** Hennepin Avenue S (Franklin and Hennepin)

**Why?** This is about the most trafficked, unmarked bike road in Minneapolis. I ride it frequently late at night and always see at least five other bikers... during the day, many more. This section of Franklin is a major commercial stretch with a high and very diverse population density. It is also a mile from the nearest east-west route, the midtown greenway. This is the most dangerous bike road in Minneapolis. There is no separation or even a marked lane. This would connect with: the Bryant Ave. bike boulevard the Loring Park Bikeway the protected lanes on Park and Portland Streets bike lanes on First Ave and Blaisdell Ave a bike lane on Minnehaha Ave and 21St Ave and the bike lane on Franklin Ave from Minnehaha to East River Boulevard. While 24th street is great, the bridge over I-35W requires a dismount, which is a serious impediment to crosstown bike traffic. 24th street is also a bit far south from the businesses and residences on Franklin and north of Franklin, doesn't have a dedicated bike lane, has slower traffic signals, and is a much rougher road than Franklin. These all mean that 24th just doesn't win out, despite being somewhat safer than Franklin for east-west traffic.

**Respondent ID:** 3244675663  **Priority #:** 1
FRANKLIN AVE/24TH ST (continued)

**Corridor:** Franklin Avenue  
**From:** Franklin Avenue Bridge over the Mississippi River  
**To:** Franklin & Hennepin  
**Why?** Relatively high population density, and relatively dense set of destinations along this route. Franklin also serves as the first major east-west option south of Downtown. (Cars have 1-94, but bicyclists don’t.) The bike lanes in Seward are a huge improvement over no bike lanes. Even greater separation would provide even greater comfort, and would bring even more bicyclists to the corridor. Improved connection is still needed at LRT trail, would be a helpful part of the corridor improvements. Franklin connects to all the major North-south routes that enter Downtown from the south. It also connects to the Grand Rounds at the Mississippi River.  
**Respondent ID:** 3250288275  **Priority #:** 5

**Corridor:** Franklin Avenue  
**From:** Franklin Light Rail Station  
**To:** Kenwood Park  
**Why?** To access the Franklin Library and connect to downtown bikeways would connect to bike lines on Franklin between Cedar and River Road  
**Respondent ID:** 3240368411  **Priority #:** 2

**Corridor:** Franklin Avenue  
**From:** Hennepin Avenue South  
**To:** Cedar Avenue  
**Why?** High traffic area and many bicyclists High traffic area and many bicyclists. This is a very difficult street to bike safely The bike path from loring park heading south stops just short of Franklin. I believe the greenway is the closest parallel bikeway option and that is several blocks away.  
**Respondent ID:** 3239425645  **Priority #:** 2

**Corridor:** Franklin Avenue  
**From:** Hennepin/Franklin  
**To:** Mississippi River  
**Why?** Lots of riders on this street. Natural path East-West. The greenway meets the needs of long distance commuters: Franklin could provide E/W access for shorter rides (likely given the number of amenities on Franklin) Lots of aggressive driving on Franklin Connect Lakes with River road/U of M/Seward  
**Respondent ID:** 3239450239  **Priority #:** 3

**Corridor:** Franklin Avenue  
**From:** Lake of the Isles  
**To:** Mississippi River  
**Why?** This street already does serve a large number of cyclists. If it were safer, many more would be able to ride safely on the street to get across Minneapolis and to get to many destinations including the University of Minnesota. Franklin is a very busy street, and neither cars nor bicyclists have a clear idea of where they should be. As it is, the street is not safe. Improvements are needed!!! and both motorists and bicyclists will benefit. Though there are many people (myself included) who won't bike on Franklin, it is still a street that many cyclists use. They aren't going to go away, so we may as well make it a safer street for everyone. Franklin is a major east-west route, and crosses a number of bike routes and boulevards. If Franklin was a safer bike route, it could also connect two sections of the Grand Rounds to each other - the Lakes and the River.  
**Respondent ID:** 3244265427  **Priority #:** 2

**Corridor:** Franklin avenue  
**From:** Seward neighborhood  
**To:** Uptown  
**Why?** High density street Too much traffic and no bike land Don't know  
**Respondent ID:** 3250257791  **Priority #:** 2

**Corridor:** franklin avenue bridge and 5-way intersection at east end of bridge  
**Why?** cars and bikes too close; confusing lane markings no parallel route; connects with river road pathways  
**Respondent ID:** 3251360773  **Priority #:** 1
FRANKLIN AVE/24TH ST (continued)

Corridor: Franklin Avenue E and W  
From: Minnehaha Avenue  
To: Hennepin Avenue  
Why?: Franklin Avenue through Phillips and Whittier/Stevens Square already has very high bicycle traffic counts, and remains a major East-West connector across 35W and Hiawatha for folks across South Minneapolis. With continued development in Uptown, downtown, the University area, and even along Franklin itself, those numbers are likely to grow. There currently are no bicycle lanes of any kind on this stretch, and it is one of the worst corridors in the City for all modes of transportation (car, bicycle or pedestrian). There was a recent fatality along this stretch for a bicyclist, shining a light on how unprotected bicycles are on this corridor and how unsafe it is relating to the auto traffic. There are already bike lanes on Franklin in Seward (which this would connect with), major crossings with Park/Portland, First Avenue, Blaisdell, 11th Avenue, and the Hiawatha bike trail, allowing N-S access at all those points.
Respondent ID: 3239551930  Priority #: 1

Corridor: Franklin bridge above Mississippi river  
From: Franklin bridge - Seward  
To: Franklin bridge - east river  
Why?: The bridge as it is is dangerous for riders. Many bicyclists, especially families, end up using the somewhat narrow sidewalk, endangering pedestrians. Some cars cut the bicycle lane early one, a few use it as a second lane for cars. Connect to both river parkways, but when riding west, bicyclists are expected to go down to river road, not bike lane, and back up an incline to go south
Respondent ID: 3250239770  Priority #: 1

Corridor: Franklin, Greenway, Minnehaha Ave  
From: 1822 LaSalle Ave  
To: 3209 E 38th St  
Why?: Franklin very dense, connects E-W speeding cars
Respondent ID: OPENHOUSE020  Priority #: 1

Corridor: Intersection of Cedar, Franklin, Minnehaha  
Why?: connects rail to campus to business the traffic in this area is very aggressive there is no other direct way from the river to transit
Respondent ID: OPENHOUSE014  Priority #: 1

Corridor: the Franklin Ave Bridge  
From: Franklin Ave  
To: U of M  
Why?: There are always a large number of cyclists on the bridge. Traffic doesn’t seem to understand the bike lane and almost every day I see a car in the bike lane I don’t know
Respondent ID: 3240116221  Priority #: 1

Corridor: W 24th Street  
From: Hennepin Avenue South  
To: Lyndale Avenue South  
Why?: High traffic area and many bicyclists In addition to this street being a high traffic area with many bicyclists, it is also a bus route. Connect with Bryant street bike lane
Respondent ID: 3239425645  Priority #: 1

From: Franklin and Cedar AV S  
To: Franklin and Morgan AV S  
Why?: From the U of M area to the chain of lakes. part of it is regular bike lanes but from Cedar to Hennepin, you have to run the gauntlet. Students and faculty would have a safer commute. Have you driven Franklin from Cedar AV to Hennepin VA??? It is one busy street and doesn’t Cedar have the worst record for bike safety in the city @ Franklin AV? 28th/ midtown is good but is nearly one mile away and the westbank area serves many who could be on bikes as it ties into several trails in the area along with the light rail
Respondent ID: 3244544619  Priority #: 1
FRANKLIN AVE/24TH ST (continued)

From: Franklin Avenue  
To: Franklin Avenue!  
Why? Franklin Avenue currently has a bike lane from the Mississippi River to Hiawatha, but westward beyond that the roads become very rough and the bike path is lost. Franklin crosses both Park and Portland, which have beautiful, wide, safe bike lanes, but it remains quite narrow and without bike protection. Franklin crosses various major roadways where there is a lot of car and bike traffic, including Chicago Avenue, Nicollet Avenue, and Lydale. As far as I know, there isn’t a parallel route.  
Respondent ID: 3246970577  Priority #: 1

GIRARD AV S

Corridor: Girard, ped / bike overpass over MTG, Mosaic plaza & Calhoun Square driveway.  
From: Girard Ave. just south of 26th St.  
To: Girard south of 31st St.  
Why? With the addition of the per/bike bridge (and ramp) over the MTG, Girard has become an amazingly quiet way to ride with kids to or thru the heart of Uptown. Girard has almost zero auto traffic from just south of 26th to 36th St. but the one-way section between 31st and 36th is awkward for northbound bikers. 27th is a good street for connecting with Humboldt & Isles or Bryant. For extra points, the crumbling layer of asphalt could be milled off between Lagoon & Lake to reveal the old streetcar tracks - super cool! No great need for separation - just a legal way to ride north bound between 31st & 36th. It is such a quiet, low traffic route its a crime to not mention it. Bryant, of course, is unsuitable for children and/or people who value their lives much.
Respondent ID: 3239264947  Priority #: 2

GLENWOOD AV

Corridor: Glenwood  
From: Wirth Park  
To: Downtown  
Why? near northside access to downtown  current bike lane is hazardous: potholes, gravel, construction projects  
Respondent ID: OPENHOUSE012  Priority #: 1

HENNEPIN AV

Corridor: Hennepin  
From: Basilica of St. Mary  
To: 36th St.  
Why? This is one of the densest areas of the city and full of destination businesses/ Traffic on Hennepin is fast and inattentive, yet it is an essential street for all users. Bryant bikeway is relatively far away from a lot of final destinations on hennepin.
Respondent ID: 3239631255  Priority #: 3

Corridor: Hennepin  
From: Downtown  
To: South Minneapolis  
Why? This is a significant commuter path that serves downtown and all of Uptown (and some of northeast). Downtown traffic and buses make this a dangerous route for cyclists. Greater separation would help everyone travel more safely.
Respondent ID: 3239624494  Priority #: 3

Corridor: Hennepin  
From: downtown Minneapolis end of bike lane on Hennepin  
To: Hennepin & 36th St W  
Why? many residents and visitors use bicycles  rush hour traffic moves slowly. Bicyclists can go much faster. Limited or no space for bicyclists some businesses are on Hennepin and are destinations. One way street (28th) runs east for persons. Lake & Hennepin had one of the highest air pollution readings.
Respondent ID: OPENHOUSE028  Priority #: 1
HENNEPIN AV (continued)

Corridor: Hennepin and Lyndale Aves
From: Downtown
To: Uptown
Why? A lot of people go from downtown to uptown and back at all hours of the day. Because those areas are particularly unsafe for cyclists with high vehicle speeds and 4 lane wide 'streets.' Convenience.
Respondent ID: 3239625979  Priority #: 2

Corridor: Hennepin Ave.
From: Downtown
To: Uptown
Why? Tons of traffic of all modes between these locations. Still a very awkward break in bike system on south end of Hennepin downtown. Hennepin gets increasingly unfriendly; not clear where you're supposed to go except through Loring Park on that shitty little MUP and then over the super awkward roundabout bridge that either spits you onto Bryant (no use if you're going to Whittier) or else onto the sidewalk by Liquor Lyle's facing the wrong way on Lyndale. Ick.
Respondent ID: 3239525317  Priority #: 4

Corridor: Hennepin Avenue
From: Hennepin Avenue
To: Hennepin Avenue
Why? Lots of businesses and other destinations (libraries, etc.) on Hennepin. Increasing number of homes, too. Lots of cars and buses on Hennepin. I'd be scared to bike on it. Bryant is fine if commuting, but all of the businesses are on Hennepin.
Respondent ID: 3239424194  Priority #: 2

Corridor: Hennepin Avenue
From: Lake & Hennepin
To: Franklin & Hennepin
Why? It is very difficult to reach downtown from Uptown in a direct path without using a high-traffic street. This is one of the highest traffic surface streets in Minneapolis. The frequent bottlenecks, especially during rush hour, cause motorists to change lanes quickly and without warning, making cycling a difficult mode of transportation on this stretch of Hennepin Avenue. This would connect the Midtown Greenway and the new protected bikeway near Loring Park. Bryant Avenue is the closest north-south Bikeway, but requires cyclists to use Franklin Avenue to travel between downtown and Uptown.
Respondent ID: 3244024446  Priority #: 1

Corridor: Hennepin Avenue - Lyndale Avenue
From: Downtown
To: Uptown
Why? The demographics of the two destinations support the increase of bicycling. Young-urban residents of Uptown should be encouraged to commute to work via Hennepin-Lyndale corridors. By reducing the physical space devoted to cars, mass transit and bicycling can grow faster, transit can move faster and more efficiently, and travel more safely, by forcing Hennepin Avenue auto commuters off the street and into alternative modes of transportation. Subsequently we could see parking congestion fall if more uptown residents saw alternative modes of transportation as a faster and more reliable option. Safety, Hennepin Avenue in Uptown is a nightmare for commuters of every kind. This would compliment the Bryant Avenue corridor by providing bicycle access to actual destinations, connections to midtown greenway, 36th street corridor, and the chain of lakes.
Respondent ID: 3239482530  Priority #: 1

Corridor: Hennepin Avenue bridge
From: Downtown Minneapolis
To: 5th St NE
Why? Connects 5th St NE, a bike commuter thoroughfare, to downtown Minneapolis where many people work including myself. Hennepin Ave bridge is fast and dangerous, with no demarcated bike lane. Intersecting streets like University on the north end and most streets downtown are dangerous. Connects with 5th St NE, bike trails on W River Parkway, Cedar Lake Trail, Stone Arch Bridge, etc and links Northeast with Downtown.
Respondent ID: 3239679835  Priority #: 1
HENNEPIN AV (continued)

**Corridor:** Hennepin Avenue in downtown Minneapolis

**From:** Hennepin Avenue in downtown Minneapolis starting around 12th Street approximately

**To:** Hennepin Avenue in downtown Minneapolis ending at Washington Ave. approximately, or to the bridge

**Why?** Downtown is a great place to bike because parking is so difficult. Also, people like to bike there in the evening so that they don’t have to worry about drinking and driving. Plus there are numerous Nice Ride stations in downtown for workers to use to do errands over lunch, etc. Vehicle traffic is dangerous downtown both because of the high volume, especially during rush hour, but also because there are a lot of drivers who make unexpected turns, stops, and starts because they are lost, looking for parking, confused by one way streets, etc. It is very dangerous to bike in the bike lanes on downtown streets, and many bikers have been killed here by careless drivers, with no repercussions to the drivers so there is no real incentive for them to improve. Downtown Minneapolis is connected to bike paths through the Stone Arch Bridge trail, Cedar commuter trail, the Greenway spur that goes from the Greenway to downtown, etc. There are so many bike paths leading to downtown Minneapolis, but then it is very dangerous to bike down there, especially now that Nicollet Mall does not allow bikers.

**Respondent ID:** 3251118124  **Priority #:** 1

HIAWATHA

**Corridor:** Hiawatha

**From:** from 54th street and Hiawatha

**To:** The fort Snelling Park and Ride by Wiegel blvd.

**Why?** Because it is connected with mass transit/light rail from the south and from the north it is connected to the whole Minnehaha park and the Grand round trail system. It is very dangerous to ride or walk a bike on the center median. There is virtually no safe way of using a sidewalk or even much of a shoulder as one traverses the clover leaf area there. I am not aware of any safe direct way to get from one side of the North to south interchange.

**Respondent ID:** 3239617630  **Priority #:** 1

**Corridor:** Hiawatha Avenue

**From:** Minnehaha Falls  **To:** Lake Street and on to Franklin Avenue

**Why?** There are a lot of bicyclists using this thoroughfare now, and it’s dangerous for cars and bikes. Turn Snelling Avenue, one block over, into a bicycle highway. Dangerous street: Lots and lots of traffic and for some reason it’s not bike-friendly folks driving cars here. If you run the bike highway down Snelling Avenue, it would connect with the Grand Rounds at Minnehaha Falls, the bike trails out to Fort Snelling, the 42nd Ave Bike Route, the Midtown Greenway, and the LRT bike path. It’s the important missing link.

**Respondent ID:** 3239496990  **Priority #:** 1

**Corridor:** Hiawatha Avenue

**From:** Minnehaha Parkway  **To:** Sabo Bike Bridge

**Why?** Minnehaha Parkway is a popular bike route, and obviously the Greenway is as well. Plus, there is the spur trail from the Greenway that leads to downtown Mpls, and some people like to bike to stops along the light rail line. Hiawatha Avenue is extremely busy, with cars traveling at 40 mph. The intersection at Lake Street in particular is challenging for bikes. While using sidewalks is an option, it makes it difficult when there are pedestrians. Minnehaha Parkway is a popular bike route, and obviously the Greenway is as well. Plus, there is the spur trail from the Greenway that leads to downtown Mpls, and some people like to bike to stops along the light rail line. There isn’t really a great way to get directly from Minnehaha (south Minneapolis) to the Greenway without going up River Road and then cutting back West when you get to the Greenway, but that is pretty far out of the way.

**Respondent ID:** 3251118124  **Priority #:** 2

**Corridor:** Utility and Rail Corridor - Snelling Ave - Utility and Rail Corridor

**From:** Minnehaha Park

**To:** Midtown Greenway / Sabo Bridge

**Why?** This would be a much safer alternative to cycling on busy and fast Minnehaha. The cycle track on Minnehaha failed, let find a safe and low-stress solution to connect with downtown and midtown from the highly bike populated South/Longfellow-Powderhorn-Nokomis communities. The highest need that this bikeway would help is the challenge of safely connecting to the Greenway and Hiawatha Trail from the south. The Snelling Ave bikeway would connect to Park Board trails/Minnehaha, the 40th/42nd Street Bike Blvd, Midtown Greenway, and the Hiawatha Trail. Minnehaha Ave is a dangerous feeling road for cyclists. Cars drive fast, there is bus traffic, there are many parked cars, intersections are at odd angles, and it overall feels like a heavy auto-centric thoroughfare. Snelling could provide a low-stress bike friendly alternative. If a full protected facility is not possible by a combo with bike-blvd could be designed with completely protected solutions at heavy intersections especially on the north and possibly south ends.

**Respondent ID:** 3239901813  **Priority #:** 1
HIAWATHA CROSSINGS

**Corridor:** across Hiawatha (both ways)
**From:** 38th St
**To:** 38th St

**Why?** I ride this daily and see many other bikers riding there too. It's another ambiguous situation. Would be nice to have signage encouraging drivers to share the road with bikes. Also, could have a bike waiting box on the eastbound side that is closer to Hiawatha (ie west of the LRT tracks) so bikes could get a head start on greens. Like the river, there's only so many ways across Hiawatha, and unfortunately, other than the Sabo bridge, none of them are very friendly for bikes. Very disappointing. For example, if I want to bike to the river with my kids, I have to be damn careful getting us all through Hiawatha or make my 6 year old bike an lot extra to get to the greenway or minnehaha creek.

**Respondent ID:** 3243136095 **Priority #:** 4

**Corridor:** Hiawatha Crossings 32ND St, 38th St, 42nd St, 46th St
**Why?** to or from LRT. Support businesses on Minnehaha fast traffic and high traffic count on Hiawatha connects with Hiawatha trail (west side of street)

**Respondent ID:** OPENHOUSE028 **Priority #:** 5

HUMBOLDT AV S

**Corridor:** Humboldt Ave. S.
**From:** 26th & Humboldt Ave. S.
**To:** The Mall & Humboldt Ave. S.

**Why?** Humboldt currently serves a large number of cyclists inasmuch as it is the quietest north / south in the neighborhood and connects with the Midtown Greenway on the south and to Kenwood Pkwy. and the Cedar Lake Trail on the north. However, the one way sections on Humboldt north and south of 28th St. make it difficult for cyclists to safely and legally use Humboldt. As mentioned above, the one-way sections on Humboldt mess with cyclists. Being a one way street, there would be adequate room for a protected lane and parking. Connects with MTG and The Mall (and beyond) on the south and Douglas, Mt. Curve, Kenwood Pkwy. and CLT (and beyond) on the north. Irving Avenue is shown on bike maps as a preferred biking street but has the same one-way issue, a steep hill between 22nd and Franklin, and generally carries too much traffic to be a comfortable biking street.

**Respondent ID:** 3239264947 **Priority #:** 1

INDUSTRIAL BLVD

**Corridor:** Industrial Blvd., St. Anthony Parkway
**From:** East Hennepin and Industrial Blvd.
**To:** Hwy 88 and St. Anthony Parkway

**Why?** This is part of the Minneapolis Park Board's "complete the Grand Rounds" master plan. The industrial area north of E. Hennepin is the location of many jobs and is difficult to access on a bicycle. Heavy traffic volumes and large trucks make it a dangerous area to traverse on a bike. 1) Many large vehicles (sems, UPS delivery vans, other large vehicles servicing the warehouses) 2) Lots of automobile traffic from interchanges at I-35W and Hwy 280 3) Currently there are no shoulders on any of the roads in the area It crosses the NE Diagonal trail and feeds directly into the St. Anthony Parkway that has a separate bike trail on parts of it. It's also close to the on street bike lanes on Como Ave. and will eventually connect with the U. of MN transit way and the Prospect Park neighborhood when the "complete the Grand Rounds" connection over the railroad tracks is built.

**Respondent ID:** 3234749425 **Priority #:** 1

JOHNSON

**Corridor:** Johnson
**From:** NE Minneapolis
**To:** University

**Why?** Connect a high density Bike population of NE Minneapolis w/the University and Downtown areas. Currently there isn't a direct route between the two areas which doesn't cross several high traffic thoroughfares and industrial zones. It would be ideal to connect the developing Bike system in NE Minneapolis with the University and the rest of the city which is currently fractured and inconsistent.

**Respondent ID:** 3240042959 **Priority #:** 2
JOHNSON (continued)

Corridor: N Johnson  
From: 8th St SE & 10th Ave SE  
To: 18th Ave NE & Johnson St NE  
Why?  schools, parks, and shopping nearby  lots of lane changes for autos, high speed due to limited cross streets  connects U of M / Marcy Holmes with major shopping area and potential improved routes across NE  
Respondent ID: OPENHOUSE029  Priority #: 2

LAKE ST/31ST ST

Corridor: 31st  
From: Lake Calhoun @ 31st  
To: Minnehaha  
Why?  Lots of destinations on Lake, plus Minnehaha and the lakes on either end  There's a lot of traffic on both 31st and Lake, and I'd like protected lanes on either one.  Currently it looks like bike traffic is about even; enhancing one or the other would concentrate that traffic.  Greenway is limited access, requires going out of the way.  Intersections:  Chain of Lakes, Bryant, Minnehaha, 1st /Blaisdell.  
Respondent ID: OPENHOUSE027  Priority #: 1

Corridor: 32nd, Minnehaha, 31st Street (or LAKE)  
From: 32nd (or LAKE) and Cedar  
To: The Lake / Marshall Bridge  
Why?  For riders seeking to cross South Minneapolis south of Lake street to get to the river or to Hiawatha, reaching the Greenway means going a long way out of the way and crossing Lake street at least once.  This proposed corridor also passes South High, and crosses Hiawatha near the Lake Street rail station, crosses Minnehaha, and connects to the river.  It can serve as a collector for bike trips from South of Lake Street, especially those headed north on Minnehaha and Hiawatha, to the Lake / Marshall Bridge.  Biking on Lake is currently very dangerous, with high-speed and impatient car traffic.  If there isn't enough room on Lake street to separate bike traffic, my proposal is to shift the bike traffic to 32nd / 31st by designating those streets for bikes, thereby reducing the traffic conflict of cyclists who want to take a course parallel with Lake Street but for whom the Greenway is so far out of their way (or too limited-access) they opt not to travel there.  Minnehaha, Hiawatha, and the River are existing bike corridors.  This route is parallel to the greenway, but would serve cyclists taking local trips that would ordinarily take them on Lake Street and for which they would not go out of their way to take the limited-entrance Greenway.  
Respondent ID: 3239569658  Priority #: 1

Corridor: East Lake Street  
From: East Lake St. and West River Road  
To: East Lake St. and 26th Ave. S  
Why?  It has many destinations - along Lake Street.  Several travel lanes and parking lanes with higher speeds (many people go over the posted 30mph) make it intimidating to bike on and to take the lane.  This would connect the river road to the 26th avenue bike lane.  The Midtown Greenway is 3 blocks away, but it does not allow access to the businesses on Lake Street.  It also is out of the way to get onto coming from the South.  
Respondent ID: 3252038883  Priority #: 4

Corridor: East Lake Street  
From: East Lake Street - Mississippi River  
To: Hiawatha Ave - Light Rail  
Why?  Light rail! Also, East Lake Street does not have any user friendly bike paths, even though it's a main thoroughfare through the city.  East Lake Street is incredibly busy and drivers need more biker awareness here.  Connects to Greenway, River Roads, Hiawatha Bike Trail, etc..  
Respondent ID: 3251762576  Priority #: 1
LAKE ST/31ST ST (continued)

Corridor: Lake St
From: Lake-Marshall bridge
To: 45th Ave (or 38th Ave)
Why? Lots of bikes move through this area--major bridge across the river. 45th & 38th are slated to be future bikeways. Many bikers turn at the west end of the bridge to get to the River Road or river bike path, but some bikers continue straight on Lake St. Westbound cars are often frustrated by waiting on the bridge, and often drive badly once they get off the bridge (high speeds, weaving to the right around cars turning left, weaving left around parking cars, driving too close to bikers if bikers don't take the lane). Even better signage (such as the "bikes may take lane" signs on westbound Marshall Ave on the other side of the bridge) would be an improvement, but a protected lane (for ex. sheltered by parked cars) would be even better. Not all bikers want to ride out of their way just so they can get to the river bike path or Midtown Greenway. There is no parallel bikeway to the south of Lake St (one on 32nd St is "planned but not funded") until 42nd St.
Respondent ID: 3243136095  Priority #: 1

Corridor: Lake St
From: Lakes (east to west)
To: River (east to west)
Why? We have to compete with Copenhagen. If Copenhagen had a Lake Street, they would have a protected bike lane on it.
Respondent ID: OPENHOUSE002  Priority #: 2

Corridor: Lake St
From: St. Paul/Marshall
To: Calhoun
Why? Yes, also would serve underserved/diverse pop. Cars go fast, not much respect for cyclists. This is a major artery with access to lots of businesses, housing, etc. It would be well used.
Respondent ID: OPENHOUSE017  Priority #: 1

Corridor: Lake Street
From: Hiawatha & Lake
To: Mississippi River
Why? A huge number of cyclists come over the river bridge daily, and are faced with a bike lane which just ends. North/South routes are dealt with by the river trail. The greenway is too far from Lake to be considered a viable option. Lake street itself should have measures take to reduce speed, increased pedestrian & bike access. Adding a protected bikeway would be a good step in that direction. Drivers view Lake as a freeway, trying to race around people turning and parked cars. If there were just one lane for traffic, it would significantly reduce the amount of 'competition' drivers feel towards each other - which directly endangers everyone else along that corridor. Perfectly. There's a bike lane on the bridge already, and another running north/south at the river, and at Hiawatha.
Respondent ID: 3239411156  Priority #: 2

Corridor: Lake Street
From: Lake Street near Calhoun/Hennepin Ave
To: Cedar Ave
Why? Lots of restaurants, shops, bars in area is a big draw. Lots of car traffic, bad to ride on sidewalk in this area. How else can we get to shops/restaurants? Connects with greeneway, portland, park, bryant. Greenway is good for going longway but the exists aren't at every block.
Respondent ID: OPENHOUSE033  Priority #: 2

Corridor: Lake Street / Marshall Ave
From: St Louis Park
To: St Paul
Why? Good fuor business. Has tons of destinations that people visit. Lake St Council is trying to attract more bike traffic. Very dangerous because of speed and space. Could also encourage more people to bike. Midtown Greeneway. It's great, but doesn't go all the way through. Also, not always exists where you need to go.
Respondent ID: OPENHOUSE031  Priority #: 4
LAKE ST/31ST ST (continued)

**Corridor:** lake street and hiawatha area  
**Why?** close to high school, light rail no obvious bike lanes  
**Respondent ID:** 3251360773  **Priority #:** 2

**Corridor:** Lake Street/Marshall or the freight rail bridge that ends the Greenway  
**From:** Minneapolis  
**To:** St. Paul  
**Why?** Lake St is dangerous to bike on due to the county's road design. The bridge itself is poorly maintained for cyclists. It is terrifying to ride a bike along East Lake and over the bridge. Close to the Greenway and Hiawatha trails and protected bike lanes on Marshall in St. Paul.  
**Respondent ID:** 3236111121  **Priority #:** 1

LOWRY AV

**Corridor:** Lowery Bridge  
**From:** Mississippi Regional Park  
**To:** N.E. Minneapolis  
**Why?** N.E. Minneapolis offers alternatives to activities and dining options not available in North Minneapolis. Already used by bicyclists on Washington Avenue to the Lowery Bridge, the road is very unsafe and not well lit at night. There is no access from the North side of Minneapolis to N.E Minneapolis without having to navigate unsafe and poorly unkempt roads.  
**Respondent ID:** 3240457141  **Priority #:** 2

**Corridor:** Lowry  
**From:** Central and Lowry  
**To:** 2nd St N and Lowry  
**Why?** Lots of people commuting on Lowry east and west connects Roseville to Mpls  
Cars see Lowry as a speedway - almost been hit on this road. There is a path that starts on 77 and can be accessed via Lowry.  
**Respondent ID:** OPENHOUSE003  **Priority #:** 3

**Corridor:** Lowry Ave  
**From:** North Memorial Hospital  
**To:** Lowry Ave Bridge (or beyond, all the way to St. Anthony Parkway)  
**Why?** There already is enough demand for a bike lane, but the bike lane is poorly maintained and enforced. Motorists view the existing bike lane on Lowry Ave as an extra parking area. Also, the bike lane starts and stops abruptly, so cyclists currently have to hop in and out of traffic often for both reasons. This connects the N/S routes already existing in North Minneapolis with NE Minneapolis. 22nd, just south of Lowry is a Bike Boulevard, which connects to other route options in Northeast. Lowry is the only real East/West route through North Minneapolis.  
**Respondent ID:** 3239424634  **Priority #:** 1

**Corridor:** Lowry Ave or parallel route one block over on either side  
**From:** Lowry Ave N.E. and Marshall St. N.E.  
**To:** Lowry Ave N.E. and St. Anthony Parkway N.E.  
**Why?** It would connect most of N.E. Minneapolis to the neighborhood that border it. Lowry Ave is too busy to safely ride a bicycle in traffic, a parallel bike way route would prevent accidents and allow bicyclists/pedestrians to access schools, stores, homes, bus routes, and medical facilities along this route without being hit by cars, trucks and buses. Not enough space to share the road, too many accidents. No known bike way on parallel route. Hopefully in the future there will be a bike route along the river, that can connect to St. Anthony Blvd. This would be practical for bicyclists and pedestrians both. In the future this route could be connected to the North Mpls river road parkway bike way, and the Mpls Lakes and Minnehaha parkway bike ways.  
**Respondent ID:** 3251139006  **Priority #:** 2
LOWRY AV (continued)

Corridor: Lowry Avenue
From: Lowry Avenue NE and Marshall Street NE
To: Lowry Avenue NE and Johnson St. NE
Why? There are many destinations along Lowry Avenue that would be great to access via bicycle. It could also be used by commuters from North Minneapolis to Northeast or vice versa. Lowry has a pretty high level of traffic and parking lanes. Even though parking is restricted in one direction at that direction’s rush hour, both lanes are often very full. If they aren’t full constantly, the right becomes occupied by drivers going around drivers trying to turn left, often unexpectedly at the last minute. Taking the lane is very uncomfortable in this setting. This would connect the new Lowry bridge, which has bike facilities, to Northeast. It would connect with the President’s bike boulevard. The 22nd avenue bike boulevard is 3 blocks away, but is out of the way of destinations on Lowry.
Respondent ID: 3252038883  Priority #: 3

From: Central Avenue N.E. and Lowry Ave. N.E.
To: Marshall Avenue N.E. and Lowry Ave. N.E.
Why? Currently there is no connection from my house on 7th Street N.E., to the Mississippi River. YES, definitly! Lowry Avenue has to be one of THE worst neighborhood streets in Minneapolis. It is owned by Hennepin County and has THE most narrow sidewalks, so if a person steps off the side walk they would immediately get hit by a car. Lowry Avenue has been neglected for decades. It’s time to redevelop this street, as promised by Hennepin County years ago. Lowry Avenue, from Central Avenue to Marshall has so much potential. It connects to Monroe Street, where it connects to 8th Avenue, and then to the University of MN. Lowry connects to the Mississippi, river, the Lowry Avenue Bridge, into North Minneapolis, where they just redeveloped that area! N.E. Minneapolis, could also use a protected bike path, along Marshall street, both directions, going North and South. Marshall Avenue could connect to St. Anthony Parkway, going North, over the Camden Avenue bridge. Marshall Avenue and Lowry travelling south, would connect to Boom Island and St. Anthony Main, Downtown, over the Hennipen Avenue bridge, and the University of MN too!
Respondent ID: 3240368625  Priority #: 1

LYNDALE AV N

Corridor: interstate 94
From: Broadway/Washington
To: lyndale and dunwoody
Why? Because instead of having to go east or west before heading south and then having to head back over, cyclists in NE or Uptown that need to head in that direction could have a more direct route from one end of town to the other. because the most direct route is via freeway it could connect to the loring bike way as well as the river path.
Respondent ID: 3239453699  Priority #: 1

Corridor: Lyndale
From: Hennepin/Lyndale
To: Farmers Market/Washington Ave N/ Connection to Plymouth
Why? destination farmers market/N or S Mpls drivers drive as though on freeway I ride on West side on sidewalk from Walker Art Center to Plymouth
Respondent ID: OPENHOUSE028  Priority #: 4

Corridor: Lyndale Ave N
From: Camden Bridge
To: Weber Parkway
Why? Connects the grand rounds to NE Lyndale is busy - traffic lights and left turns. Limited sidewalks. A missing link in the Grand Rounds. Webber/Victory Parkways to NE Minneapolis.
Respondent ID: 3245989601  Priority #: 4
LYNDALE AV S

Corridor: Lyndale
From: Lyndale and Franklin
To: Lyndale and Lake
Why? Lots of businesses and existing cyclists High/fast traffic volumes
Respondent ID: OPENHOUSE020 Priority #: 2

Corridor: Lyndale Ave
From: I94 eastbound on-ramp
To: Wedge Co-op
Why? The Bryant Ave bike bridge funnels north-bound bicyclists onto the Hennepin bike path, but those intending to go south along Lyndale face a divided roadway, oncoming traffic (with a divided roadway) and only the sidewalk for safe riding. The Hennepin path and Bryant bridge attract many cyclists, but those intending to go east on Hennepin face major obstacles. Again, the bridge and Hennepin paths are great assets; a protected bike path between the bike bridge and Franklin would complete it.
Respondent ID: 3248356256 Priority #: 2

Corridor: Lyndale Avenue
From: Minnehaha Creek
To: Loring Park
Why? Lots of amenities on Lyndale. Currently, there is no good way to travel North-South in this part of Minneapolis. Bryant Avenue is not working well as envisioned: motorists speed often and fail to yield to bicyclists Connect downtown to South Minneapolis
Respondent ID: 3239450239 Priority #: 2

Corridor: Lyndale or nearby
From: Mid-town greenway
To: 76th Street
Why? There are currently very few north-south bike routes. The creek offers an east-west route, as does the Greenway, but there is no safe and convenient way to travel north south in the uptown area, where there's a high housing density, a lot of cyclists, and also people who work either north or south of the greenway. My husband used to be a year-round commuter, but he takes the bus now because he works near 494 and Lyndale. Lyndale is not a safe street for cyclists. Bryant is okay for a while, but not further south. There's no good way to get north to south. Connect right to the Greenway and Creek trails!
Respondent ID: 3240088537 Priority #: 1

LYNDALE AV S (N OF FRANKLIN)

Corridor: Lyndale
From: Loring Park
To: Franklin St
Why? yes yes
Respondent ID: OPENHOUSE012 Priority #: 3

Corridor: Lyndale
From: northbound Lyndale entrance to 94W
To: Franklin Ave
Why? CONNECT Loring Greenway to S Mpls going south very high traffic - cyclists on sidewalk! Dangerous for peds.
Respondent ID: OPENHOUSE006 Priority #: 3

Corridor:
From: Lyndale, on ramp to I-94
To: bicycle path that runs along east side of Lyndale to Loring Park
Why? Major route from downtown to wedge. Especially when southbound, it is a very disorderly area and confusing. Very likely to have car-bike collision. Bicycle traffic is 2 way. Cars are only northbound. Very confusing for people.
Respondent ID: OPENHOUSE004 Priority #: 1
LYNDALE AV S/NICOLLET AV S
Corridor: Lyndale Ave. OR Nicolet Ave.
From: Richfield neighborhood
To: downtown Minneapolis
Why? At the moment, it's hard to find a good bicycle route from downtown area to points south of the crosstown. There are many people living in the Richfield area who could commute by bicycle to the downtown area if there were a better connection to get under the crosstown freeway. There are also many business near the 394 crossing in Richfield (REI, for example) that cyclists from the downtown area could have better access to. As mentioned above, neither Lyndale Ave., nor Nicolet Ave. are very cycling-friendly connections between these parts of South Minneapolis at present, due to the number of cars that use these routes. A protected bikeway on one of these avenues could connect with the Bryant Ave. bicycle boulevard, and/or Blaisdale Ave. and 1st Ave. South, which in turn also connect with the midtown greenway.
Respondent ID: 3251363580 Priority #: 1

MARSHALL AV N
Corridor: Marshall
From: Broadway & Marshall NE To: Marshal & Lowry NE
Why? Lots of bikers in area and only semi safe N&S route in area with few stop signs. NE is home to a a lot of bikers and Marshall is becoming popular for businesses drawing even more bikers. Psycho Suzies parking is dangerous. Lots of stopped and swerving vehicles. 5th St NE is parallel, but too far over. Lowry to Broadway area connection to cross river on both west and south side.
Respondent ID: OPENHOUSE010 Priority #: 1

Corridor: Marshall St
From: Boom Island To: Camden Bridge
Respondent ID: 3245989601 Priority #: 3

Corridor: Marshall St NE
From: Fridley/Mpls City Limits To: Downtown Mpls
Why? direct route from northern suburbs and NE Mpls very, very busy street - lots of trucks! Major connection to other routes (east-west). Planned as a "parkway like street" with bike trails in the Above the Falls Plan. Completes the Grand Rounds. Is planned route for the Mississippi River Trail (from Itasca to New Orleans)
Respondent ID: OPENHOUSE032 Priority #: 1

Corridor: Marshall St NE
From: Marshall St NE/St. Anthony Parkway (Grand Rounds)
To: Marshall St NE / 8th Ave NE (Plymouth Ave Bridge)
Why? Many cyclists use Marshall St NE for commuting (I am a regular commuter on this route and see many others), to travel to/from the emerging river/entertainment district along Marshall St NE (parks along the river, bars/restaurants, library, cultural resources, etc.), there are three Nice Ride stations along this segment, the route is designated for facilities in the city, park board's and county's bike plans, the street designated as part of Minnesota's first State Bikeway - the Mississippi River Trail - and is designated as United States Bicycle Route 45 - Minnesota's first route in the USBR system. There is a vision of an off-road separate trail along the riverfront that will take decades to complete. In the interim a two-way cycle track on the west side of the street could provide a facility that works for both transportation and recreation purposes. Users desire a trail experience may still bike if they have a protected facility. Marshall St NE is a truck route and has many industrial properties along it. More separation from trucks is ideal. The ADT is fairly high. During bustling times in the evenings and the weekends there are lots of distracted drivers (looking for parking, slightly intoxicated). With enough redevelopment and intensification of use, Marshall may become a transit route again and separation from buses would be ideal. Many "party buses" already use Marshall St NE. "Pedal pubs" also use Marshall St NE. Marshall St NE intersects with the Grand Rounds bike trails at St. Anthony Blvd. Marshall St NE connects with existing 22nd St NE and 18th St NE bike boulevards, 8th Ave bikeway (including the protected lanes on the Plymouth Ave Bridge. The Lowry Avenue Bridge includes both an on-road bike lane and an off-road shared use path (then east bound users have no facility on Lowry and need to use low stress alternatives). Marshall St NE represents a gap in the bike way system to connect Lowry Ave bridge users to the existing bike blvd on 22nd Ave or the planned bikeway on 27th Ave NE. There is no parallel facility nearby. The closes existing low stress bikeway in NE is the 5th St bike blvd. Other parallel roads are not direct as they are interrupted by rail road tracks and dead ends.
Respondent ID: 3240457219 Priority #: 1
MARSHALL AV N (continued)

**Corridor:** Marshall St. NE  
**From:** Marshall St. NE and 10th Ave. NE  
**To:** St. Anthony Parkway

**Why?** This facility would make it easier and more pleasant to get to the network of trails that start at St. Anthony parkway. It would also make it easier and more pleasant for commuters who live in NE and work downtown or in Marcy-Holmes. The speed limit increases north of Lowry avenue, which makes cycling more uncomfortable without a designated space for cyclists, and indeed without a separated/protected space for cyclists. The bike lanes that run from Main Street to 10th Avenue NE end abruptly, and spit cyclists out where there is no dedicated space for them, but there are several lanes of traffic and parking. Door is a concern, and taking the lane is sometimes necessary, which can be uncomfortable and unpleasant, especially at higher speeds. This connects the current bike lanes that end at 10th Ave. NE to St. Anthony Parkway. It also connects to the new Lowry Avenue Bridge. According to the Minneapolis Bicycle Map, the closest parallel bikeway is 5th street NE, which is around 7 blocks away. Grand St. NE is marked as a low-stress street, and is 1 block away, but does require going out of the way at some spots to stay on it. It also does not have a designation for bikes and does not connect to another bikeway until 3rd Ave. NE via 2nd street - 2nd street doesn’t have a bikeway either, but is marked as a low-stress street. 2nd street can be intimidating for bikes due to travel lanes and parking lanes, especially with any snow on the ground and with any amount of traffic. Marshall would be a much smoother, simpler, intuitive connection.

**Respondent ID:** 3252038883  **Priority #:** 2

**Corridor:** Old Main/Marshall  
**From:** Stone Arch Bridge  
**To:** Boom Island

**Why?** "Downtown" Northeast Minneapolis. St. Anthony Main area is congested. And Rough cobblestone. Hennepin ave crossing is tricky. Stone Arch Bridge, Boom Island, Plymouth Bridge.

**Respondent ID:** 3245989601  **Priority #:** 2

MINNEHAHA AV

**Corridor:** Mineaha Ave  
**From:** Mineaha Ave  
**To:** Minnehaha Falls Park

**Why?** It's the gateway to amazing Twin Cities riding: solo, group, and family! Cars go fast down Mineaha Ave because it's easy to do so. Takes you to Minnehaha Falls, paths to the Mississippi River, Fort Snelling, etc.

**Respondent ID:** 3251528964  **Priority #:** 1

**Corridor:** Minnehaha  
**From:** Midtown Greenway and Minnehaha  
**To:** Lake and Minnehaha

**Why?** Lots of bikes coming off the Greenway heading south and east into the Longfellow area. Busy Minnehaha and lots vehicles entering and turning into shopping plazas. Connect the Greenway with Minnehaha bike lane and lower traffic roads off of Minnehaha.

**Respondent ID:** 3240025756  **Priority #:** 1

**Corridor:** Minnehaha  
**From:** Minnehaha and Franklin  
**To:** Minnehaha Falls

**Why?** This corridor connects the Greenway to trails in South Minneapolis, and is a major North-South bike thoroughfare. It is parallel to the LRT. Increasing separation from the significant traffic on this route will increase ridership, making everyone safer. There is ample room on the road for separation, and the extra space on the road promotes higher speed car traffic to the detriment of cyclists. This corridor connects the Greenway to trails in South Minneapolis, and is a major North-South bike thoroughfare. It is parallel to the LRT.

**Respondent ID:** 3239569658  **Priority #:** 3
MINNEHAHA AV (continued)

Corridor: Minnehaha
From: Minnehaha and Lake
To: 46th and Minnehaha
Why? I try to avoid riding on Minnehaha because the bike lane is so poorly maintained. I know others who avoid the street also, but there are businesses within my neighborhood that I want to go to on Minnehaha. A fair number of people get off Highway 55 and onto Minnehaha and use Minnehaha as a faster option than the highway. I think traffic goes too fast. I fail to understand why bicyclists are expected to go someplace other than where they intend to go in order to be on a bike boulevard. Bicyclists want to go to the same businesses cars go to.

Respondent ID: 3240116221 Priority #: 2

Corridor: Minnehaha
From: Minnehaha Falls park
To: UMN West Bank
Why? It would serve south Minneapolis residents going to work in downtown and school at the U and Augsburg. Because the speed of traffic is too high along this corridor, and because at intersections cars drive into the existing bike lanes without slowing down to go around left-turning vehicles and take shortcuts to turning right. Perfectly. It expands an already high-use corridor and increases safety. There is no parallel bikeway, just a bike lane which is used by cars as much as bikes.

Respondent ID: 3239411156 Priority #: 1

Corridor: Minnehaha Ave
From: End of Hiawatha LRT trail (future end at Lake Street)
To: Minnehaha Park
Why? The bike lane along Hiawatha Avenue is a joke. This would provide better biking and access to local businesses. Speeding cars, cars "buzzing" bikes. Provides a good connection to the south from the Hiawatha LRT trail, connects to 40th/42nd "greenway" connections to Minnehaha creek trail, provided connection to south from Midtown Greenway

Respondent ID: 3250343182 Priority #: 4

Corridor: Minnehaha Ave
From: Godfrey Parkway
To: Cedar Avenue
Why? Anyone accessing stores, entertainment, residences in Longfellow and parts of Powderhorn and Nokomis. It's frighteningly dangerous at all times. Motorists avoid Hiawatha using Minnehaha all year round. In winter it's life threatening to bike here. Yes, the bike lanes are insufficient for the potential and risks of such a heavily used street.

Respondent ID: 3239940016 Priority #: 1

Corridor: Minnehaha Ave
From: Highway 62
To: 26th St
Why? This is a huge bike demand area with tons of cyclists daily using the lanes already there. A protected track would bump ridership significantly. There is plenty of traffic here, but the diagonal orientation of Minnehaha makes it especially dangerous for turning vehicle traffic. Also the nearby industrial zones create large amounts of truck traffic. It could connect West River Parkway at Minnehaha Falls and the Midtown Greenway.

Respondent ID: 3246941047 Priority #: 3

Corridor: Minnehaha Ave
From: Lake Street
To: Minnehaha Park
Why? This is a well-placed location for bikes to move north to south in Mpls. The River Road is too far east to consider an alternative. The 17th Ave Bike Blvd is not very far, but does not serve as an alternative if there is no need to cross Hiawatha. It does serve a lot of bikes. It has great logical businesses along the route (Post office, HUB bike coop, library, cafes, coffee shops, and many other shops are popping up). This road is horrible for bike safety. Cars drive terribly fast. Many commuters use this residential street as a route in and out of our city and drive very fast. I don't feel comfortable riding in the bike lane when I'm solo. I never take my children on cargo bikes or in trailers on this street. It's scary. My daughter has commented from the back of our cargo bike on a recent trip where I felt we needed to try it once again (it was the logical route to go to the library after we were at Minnehaha park): "why does everyone go so fast and why is it so loud on this street." I guess I keep taking the longer out of the way path on the river road. It connects Minnehaha park (Grand Rounds at the roundabout) to the 40th Street Bike Blvd to the Midtown Greenway (more or less). It also gets one close to the Lake Street Metro stop and not far from other stops south of Lake. There isn't another north south bikeway alternative.

Respondent ID: 3239965931 Priority #: 1
**MINNEHAHA AV (continued)**

**Corridor:** Minnehaha Ave  
**From:** Minnehaha Falls Park  
**To:** Franklin Ave  
**Why?** Thoroughfare to downtown Minneapolis and Lake Street. Access point to many businesses. Bike Lanes between parked cars and moving traffic are scary for families. I know about planned buffers, but I’d like to see separation from cars. River Road, Minnehaha Parkway, crosses with Midtown Greenway, RiverLake Greenway bicycle boulevard  
**Respondent ID:** OPENHOUSE023  **Priority #:** 2

**Corridor:** Minnehaha Ave  
**From:** Minnehaha Park  
**To:** Lake Street  
**Why?** This route allows families to move through the neighborhood on bikes - get to shopping (on the Lake Street end) neighborhood businesses, and recreation (on the park end) - Hiawatha does not meet these needs because it does not go through the shopping and neighborhood corridor. There is high vehicle traffic, and cars & busses frequently drive across the bike lane. This route allows families to move through the neighborhood on bikes - get to shopping (on the Lake Street end) neighborhood businesses, and recreation (on the park end) - Hiawatha does not meet these needs because it does not go through the shopping and neighborhood corridor.  
**Respondent ID:** 3239821538  **Priority #:** 1

**Corridor:** Minnehaha Ave  
**From:** Near Downtown  
**To:** Minnehaha Park  
**Why?** It already is high enough demand to have bike lanes. High volume of traffic, especially people trying to get away from the ridiculousness that is trying to drive down Hiawatha now that the light rail screws up all the stop lights. Lots of people parking on the bike lane, bus/bike space conflict and leapfrogging. This is already established, just needs better bike protection.  
**Respondent ID:** 3239424634  **Priority #:** 3

**Corridor:** Minnehaha Ave  
**From:** South mpls/Minnehaha Park  
**To:** Seward Neighborhood  
**Why?** Already significant bike traffic. Significant through streets. Lots of destinations on route - including Minnehaha Park with many bike trails. Cars travel through uncomfortably fast and close. Also could encourage many new users. Midtown Greeneway crosses farther south at Minnehaha Park. The Grand Rounds also go through.  
**Respondent ID:** OPENHOUSE031  **Priority #:** 3

**Corridor:** Minnehaha Ave.  
**From:** Minnehaha Ave and 46th St.  
**To:** Minnehaha Ave and Riverside Ave.  
**Why?** This is a great north/south route, through mostly residential quiet neighborhoods, a great connector for people who live south and commute to downtown. A The intersections at Lake, Franklin and Riverside are a mess! It is so dangerous to be biking across these intersections, there needs to be some protected way for bikers to cross and not get sucked into the crazy traffic and lines of cars going onto the interstate. Again, connecting Minnehaha creek to 7 Corners and the U of M. A great route that connects many existing trails and diverse stops along the way.  
**Respondent ID:** 3246179547  **Priority #:** 2

**Corridor:** Minnehaha Avenue  
**From:** Lake Street  
**To:** 46th Street S  
**Why?** This corridor leads directly from the greenway down to Minnehaha park. Additionally, it sees a huge amount of bicycle traffic, as the neighborhood has a lot of cyclists. Right now the bike lanes do not effectively serve the need, and are, frankly, dangerous. Drivers must cross bike lanes to turn right or park, but they also veer into bike lanes to go around cars turning left. Minnehaha Ave has a high level of motor vehicle traffic, and it's terrifying to bike along the road. Links up close to the midtown greenway (north of Lake St. isn't so terrifying to ride), and the paths by Minnehaha park.  
**Respondent ID:** 3239588767  **Priority #:** 1
**MINNEHAHA AV (continued)**

**Corridor:** Minnehaha Avenue  
**From:** Midtown Greenway  
**To:** Minnehaha Park  
**Why?** This will connect the Midtown Greenway -- the most highly-travelled bikeway in the city -- with 46th Street / Ford Parkway, Minnehaha Park, Mississippi River Parkway, Minnehaha Parkway, and Fort Snelling State Park, all of which are other bicycle thoroughfares. Minnehaha Avenue is a busy arterial road with parking lanes on both sides. I answered most of this in #4. There is a parallel route along Highway 55 near the LRT, but that route is completely cut off and isolated from the surrounding neighborhoods.  
**Respondent ID:** 3239427235  
**Priority #:** 1

**Corridor:** Minnehaha Avenue  
**From:** Minnehaha Falls  
**To:** University of Minnesota  
**Why?** The area is redeveloping--more and more apartment buildings are popping up on Hiawatha Avenue. Including this area in the master development plan for bicycles will help develop the area in a sustainable fashion: those residents will naturally be attracted to street business on Minnehaha. Minnehaha is used as an alternative to Hiawatha (avoidance of poorly performing lights on Hiawatha). Painted bike lanes do not afford the protection bicyclists need. This route would connect a major park to the U of MN, the West Bank, and the Seward neighborhood  
**Respondent ID:** 3239450239  
**Priority #:** 1

**NICOLLET AV S/PORTLAND**  
**Corridor:** Portland or Nicollet or 12th?  
**From:** West Bloomington  
**To:** South Minneapolis  
**Why?** No good way to travel north from MOA area to meet up with Grand Rounds and other bike lanes. No separation for crossing either 494 or 62 - have to share lane with traffic and usually very busy. No other parallel bikeway - no low traffic streets that cross 494 or 62.  
**Respondent ID:** OPENHOUSE016  
**Priority #:** 1

**NORTH MPLS GREENWAY / N-S CONNECTION**  
**Corridor:** Humboldt & Irving primarily  
**From:** Grand Rounds near Humboldt Ave / Webber Park  
**To:** Downtown Minneapolis, Harrison Park, Cedar Lake Trail  
**Why?** North Minneapolis has potential to grow biking population. Demographics skew young, (a disproportionate share of the City's youth live in North Minneapolis), and as cultural stigma related to biking is eroded, the economic advantages of biking will be increasingly attractive to neighborhoods where a relatively high percentage of the population doesn't own a car, or is struggling to keep up with the costs of car ownership. Bike lanes on 2nd street are far from neighborhood core, and suffer from adjacency with industrial uses that drop glass/metal/grit in the lanes and use them for parking during some periods. Other North-south travel options in North Minneapolis carry relatively high traffic volumes. I am comfortable on West Broadway, Lyndale, Penn, etc... but the average new bicyclist wouldn't be. North-South Greenway in North Minneapolis would connect to the Grand Rounds, Lowry Ave bike lanes, 26th Ave bike lanes, Plymouth Ave bike lanes, and ideally also the bike lanes on Glenwood and to the Cedar Lake/Kennilworth corridor.  
**Respondent ID:** 3250288275  
**Priority #:** 2

**Corridor:** I don't know the neighborhood well, but seems like there is a lack of bike facilities. How is Penn? Other routes to Cedar Lake Trail/downtown?  
**Respondent ID:** OPENHOUSE033  
**Priority #:** 3

**Corridor:** Northside Greenway!  
**Respondent ID:** OPENHOUSE009  
**Priority #:** 5
NORTH MPLS GREENWAY / N-S CONNECTION (continued)

Corridor: Parallel to Washington Ave N.
From: Downtown Minneapolis and Washington Ave N.
To: Glennwood Parkway
Why? It would allow bicyclists to commute to and from downtown Mpls, to North Mpls and North Suburbs. More and more people are going downtown after work and on weekends for dinner, music, theater, a movie, or to dance. This would be a practical way to reduce traffic in downtown, and connect North Minneapolis to the downtown area. It will also help commuting bicyclists and pedestrian who want to get out and explore their neighborhoods. Washington Avenue, starting in downtown all the way through to the North suburban areas is a horrible road to ride in rush hour traffic. No other road is a through street that runs from downtown to the North suburbs that bicyclists or pedestrians can take to access the areas of interest between these two areas. No through streets run parallel to this route that I know of. This bike way could connect to Theodore Wirth parkway and bike lanes in downtown Minneapolis.
Respondent ID: 3251139006  Priority #: 3

Corridor: Variety - Minneapolis North Greenway Plan
From: North Minneapolis
To: Downtown
Why? This route in particular could serve as an economic development tool, encouraging investment in areas that may have deferred maintenance in residential and commercial building stock. The potential increase in residents and businesses on the north side could result in higher bicycling rates for the area. Same as previous statements Interstates 94 and 394 serve as a barrier for Northside residents that want to access amenities in other areas of the city.
Respondent ID: 3239494302  Priority #: 2

OAK ST
Corridor: Oak St
From: Oak & E River Parkway
To: Oak & 5th St SE
Why? U is a major trip generator Traffic here is not extremely high, but higher than residential streets Connects E River Parkway to Washington and the Dinkytown Greenway.
Respondent ID: OPENHOUSE005  Priority #: 4

PARK/PORTLAND

Corridor: Park & Portland
From: Washington Ave
To: Franklin Ave
Why? These streets currently serve a large number of cyclists and will continue to. When compared with Park & Portland south of Franklin, the additional lane of traffic Downtown makes these lanes feel much less safe, particularly southbound during rush hour. Again, traffic move significantly faster than the posted limit and often forces cyclists to leave an inadequate buffer between themselves and parked cars. This would be another vast improvement of current conditions. These would also link up with the planned bikeway on Washington Ave, if they were extended through the planned park next to the new stadium. They would also link up with the current buffered lanes south of Franklin Ave, as well as the proposed improvements on Franklin, itself.
Respondent ID: 3239544818  Priority #: 4

Corridor: Park and Portland
From: 46th Ave (roughly)
To: Downtown
Why? It already does It doesn't have the greater need for *more* separation, but *better* separation. The bike lanes that were created in the last few years are a huge improvement. I enjoy biking. But with high speeds and such open area, I would still like to see better facilities.
Respondent ID: 3239965931  Priority #: 4
**PARK/PORTLAND (continued)**

**Corridor:** Park and Portland  
**From:** Minnehaha creek  
**To:** Downtown  
**Why?** This is a great north/south corridor with a straight shot to downtown making it very efficient to get downtown with not a lot of hills. If those lanes were protected, I bet a lot more cyclists would ride on those busy streets. These streets are busy during commuting times and it is a bit intimidating to ride on them, especially during commuting hours when traffic is higher. The Minnehaha pathway and the Greenway would both feed into these routes and the nearest N/S route I know if is over on Bryant which is way too far.  
**Respondent ID:** 3241842467  **Priority #:** 2

**Corridor:** Park and Portland Avenues  
**From:** downtown and south minneapolis  
**To:** Far south minneapolis  
**Why?** Park and Portland are great routes in and out of downtown and through south Minneapolis. Park and Portland have been greatly improved, but an actual barrier/protected bikeway would make a huge difference-- my teens still don't feel comfortable biking in the current configuration and would if it was protected. 38th currently has too much traffic to be safe for biking. Also, 36th Ave has too much traffic now to be safe for biking. Generally speaking I see two major needs in south Minneapolis-- for protected north-south routes that intersect with the greenway, and for east-west routes that are parallel to but farther south of the greenway. I'd like to see the connection to the greenway strengthened at Park and Portland.  
**Respondent ID:** 3241729306  **Priority #:** 1

**Corridor:** Park Av  
**From:** Park Av and 38th St  
**To:** Park Av and S 2nd St  
**Why?** It is a heavily used corridor There has been a bicycle death on this street It is connected to the Midtown greenway  
**Respondent ID:** 3254303660  **Priority #:** 1

**Corridor:** Park Ave, Portland Ave  
**From:** Downtown Minneapolis  
**To:** Minnehaha Parkway  
**Why?** There are a lot of bicyclists that use both of these streets; there are also a lot of cars. Basically a lot of people! Even though changes were made to traffic and bike lanes on both of these streets, the pavement markings have faded so much that, in some places, they are nearly impossible to see. Plus, in the winter, it's impossible to see the lane markings. Basically, cars don't know where they are supposed to be, and they weave all over the street. Bicyclists are still very vulnerable. Also, many people in the Phillips and Central neighborhoods might be more likely to bike on those streets if they felt safer. Both Park and Portland intersect with a lot of major routes for bicyclists including the southern bike boulevard and the midtown greenway. there is no other parallel bikeway.  
**Respondent ID:** 3244265427  **Priority #:** 1

**Corridor:** Park Avenue and Portland Avenue  
**From:** On Park and Portland Avenues throughout Minneapolis, especially between 38th Street and downtown Mpls  
**To:** On Park and Portland Avenues throughout Minneapolis, especially between 38th Street and downtown Mpls  
**Why?** These are very logical connections that are already widely used. The separation from the parking and drive lanes are largely already in place. Now, to prevent cars from driving in the bike lane, some dividers would make it a much more widely used route. Grade differential would help too. Cars that are in a hurry, have road rage, etc, currently swerve out into the designated bike lane (despite the fact that there is good paint separation markers on the pavement). These drivers are scary when in a car and make me not want to bike on Park and Portland Avenues despite the bike improvements. These streets connect with Minnehaha Parkway, the Midtown Greenway, and West River Road Trails. They also run through many historically disadvantaged communities that may rely more on bike transit.  
**Respondent ID:** 3242989703  **Priority #:** 1
PARK/PORTLAND (continued)

Corridor: Park/Portland
From: Downtown
To: South Minneapolis
Why? It already is high demand and traffic. Ever heard "Park/Portland isn't a freeway"? They get treated as a freeway, and traffic is often very high volume and high speed. The existing bike lanes are nice (until winter, when they become all but non-existent) but a physical separation would make things much safer for cyclists, and would discourage people from parking and driving in the bike lane, which is currently a regular occurrence. Integration is already established enough to have bike lanes there.

Respondent ID: 3239424634 Priority #: 2

Corridor: Park/Portland
From: South Minneapolis
To: downtown
Why? Park and Portland Aves are already major thoroughfares. Traffic on Park and Portland is just too fast and too busy for most bicyclists. I'm not a pro and would never feel comfortable venturing into the unprotected bike lanes on these busy streets. Park and Portland cross all the major east-west bikeways (Minnehaha, 40th, midtown greenway). Bryant and 17th bike boulevards run north-south too, but are far apart. There is nothing between them that feels safe for an average cyclist.

Respondent ID: 3240045373 Priority #: 1

Corridor: Portland Ave
From: Portland Ave at W River Pkwy
To: Minnehaha Parkway
Why? There are already well used bike lanes in this area but high speed auto traffic with wide lanes discourages many cyclists. Protected lanes would cause a significant jump in usage. Also, the city lacks good North-South connections in protected lanes generally. This would pass through neighborhoods that are transit dependent and would benefit greatly from better cycling access. I would be happy with nearly any of the existing N-S bike lanes becoming protected (Bryant, Nicollet, First, Park, Portland, etc) One-way routing and wide lanes encourage high traffic speeds for autos. This discourages cyclists who are not comfortable with a bike lane alone. Because there are essentially no protected north-south routes, any of the above listed routes would mark a significant turning point in demonstrating a prioritization for safe bike traffic for commuting and everyday purposes in addition to our incredible recreational trails. As mentioned above, there are virtually no north-south routes with protected lanes other than recreational trails along the far west and east of the city. The exception is along Hiawatha of course, but that leaves 3-5 miles across the middle of south Minneapolis with no protected N-S routes despite much of that area being excellent candidates for cycling for everyday purposes and not just recreation. Going from Minnehaha all the way to W River Pkwy would connect the trails on Minnehaha, the River Lake Greenway, the Midtown Greenway, the downtown bike lane network, the Wash Ave S bikeway and the Grand Rounds.

Respondent ID: 3236772650 Priority #: 2

PENN AV N

Corridor: Penn Av N
Respondent ID: OPENHOUSE011 Priority #: 4

Corridor: PENN AVE
From: 394
To: Glenwood and Hwy 55
Why? Because it would be a direct link from the Kennilworth Trail to Penn Ave and head north to Glenwood and Hwy 55. More direct, safe access to those commuting to Farmer's Market, North Loop etc. There is none, if very little, separation now. Heavy parking congestion and dangerous biking along Penn and Cedar Lake Road with parked cars. Crosswalks not well marked and non-existing bike paths. Perhaps it could be one-side of street parking and have a bike path on the opposing side? There are great paths somewhat close, but they do not present the most safe/efficient/effective way to head north on Penn or along Cedar Lake Road through the Bryn Mawr neighborhood. A better system/space along Cedar Lake Road would allow a direct connect from Theo Wirth Parkway to Bryn Mawr, Penn Ave South and then north.

Respondent ID: 3244149967 Priority #: 1
PENN AV N (continued)

Corridor: Penn Ave
From: Bryn Mawr
To: Victory
Why? There is the rightful perception that North Minneapolis is under-served by the city. If we refuse to build the infrastructure for these neighborhoods, how can we expect our city to feel united? Give North Minneapolis the same opportunity to grow as the population in south Minneapolis. Safety and the perception of safety. In my neighborhood I see many young and immigrant children riding without helmets. If we provide children and the poor a safe place to grow and learn, they can gain a stronger sense of pride and ownership in their city. Theodore Wirth Park is a valuable nearby resource and Victory Parkway and Cedar Lake Trail anchor the north and south ends of the neighborhoods.

Respondent ID: 3239482530 Priority #: 3

Corridor: Penn Ave North
From: 42nd and Penn Ave North
To: Olson Memorial Highway and Penn Ave N
Why? I see a lot of people biking on the sidewalk, but the sidewalk is unsuitable for biking because of the unevenness and the potholes. The street is also unsafe, because cars drive very fast. Penn Ave N lies between the parkway and the bike lane on 2nd N, so it would convenient for people to go south and avoid having to bike E or W to do so. Cars drive recklessly and very fast. The sidewalk is also not suitable. There should at least be a bike lane on Penn, but preferably a protected bikeway.

Respondent ID: 3239814381 Priority #: 1

Corridor: PENN AVE/BRYN MAWR
From: 394
To: Glenwood and Hwy 55
Why? Direct connect off Kennilworth, Cedar Lk Rd, North/South Mpls, dwtwn & Farmer's Mkt very dangerous to navigate along street w/parked cars. Doors opening and inattentive driver's. Make parking on one-side and bike lane on another See previous response above

Respondent ID: 3243951911 Priority #: 1

Corridor: Penn Avenue
From: Glenwood/Penn
To: 44th Ave. N./Penn
Why? A protected bikeway through a busy street from the River to far north Minneapolis. Again, busy street, does not encourage people to slow down, bikers to get off and explore and pedestrians to feel safe. A link from the river to North Minneapolis would help bridge the North/South of Minneapolis,

Respondent ID: 3246179547 Priority #: 3

Corridor: Penn, Glenwood
From: Penn & 394
To: Penn & Glenwood; Glenwood & Wirth Park Entrance
Why? potential connection from Wirth Park to SW Rail Wide Street, lots of parking creates door issues more direct Bryn Mawr/Kenwood connection

Respondent ID: OPENHOUSE029 Priority #: 3
PLEASANT AV S

Corridor: Pleasant ave. south
From: Franklin ave
To: 49th street
Why? There are at least 6 schools along pleasant. Whittier, Lyndale, Lake country, a charter school, Washburn, Ramsey. This would increase the safety for students. Students of all ages pre school to high school, could be safer. This path would nearly connect downtown and to the minnehaha parkway. It intersects the 40 street bike boulevard.
Respondent ID: 3243014520  Priority #: 1

PLYMOUTH AV N

Corridor: Plymouth
From: North Minneapolis Greenway (roughly Irving)
To: Washington Ave (or better, the river)
Why? Close proximity to multiple schools - Whittier, Lyndale, Lake County, Adelante, Ramsey & Washburn - this would help build upon and expand existing Safe Routes to School efforts. Providing safer routes for children and families will help strengthen/develop culture of biking. Close to Greenway, future 36th street protected lanes, River Lake Greeneway. Blaisdell and 1st bike lanes do not provide enough separation for young riders. Traffic (auto) speeds (actual and posted) are too fast. Bryant Ave is a little farther to west - crossing east to Lyndale is obstacle. Bus conflicts on Bryant.
Respondent ID: OPENHOUSE030  Priority #: 1

Corridor: Plymouth Ave
From: Theo Wirth Parkway
To: West River Road
Why? It is a lower income area that already has a lot of cyclists on it. Many of them are uncomfortable on the streets and end up riding on the sidewalks. This would also connect to fremont and emerson and give better access to shopping on broadway. It would help connect parts of North to downtown and the new bike lanes going up on Washington Ave. It would also give people in the area better access to some of the bus routes on and just off of Plymouth Ave. Traffic can go fast through parts of Plymouth, people frequently park in the bike lanes including the police, taxis, buses etc forcing cyclist out into the lane anyways. Many people ride on the sidewalk. This would help connect Theo Wirth area all the way to the north loop and to the new paths that will be going up on Washington Ave. It would give better safer access to connections downtown. 26th Ave goes east west, but drops you into an industrial area on 2nd. Glenwood ave has a bike lane but it is difficult to access from anywhere other than Theo wirth park because of Hwv 55.
Respondent ID: 3240043608  Priority #: 1

Corridor: Plymouth Avenue
From: River Road and Plymouth
To: Plymouth and Wirth Parkway
Why? This is a better bike street than Olson Memorial - but still has a great deal of traffic. I work at NorthPoint - and travel Plymouth daily. There are a number of housing facilities along the street and I see children and families crossing frequently. There are a few bicycles on the street but the cars are not paying attention and I believe decreases the bike volume. There are bike lanes but they are not protected enough. Per the above comment: many housing facilities, families, children live on either side of Plymouth. This would slow down the traffic and allow the people in the community to travel on foot/bike much more safely. Would connect River Road bike to Wirth Parkway bike path.
Respondent ID: 3239452710  Priority #: 1
RIVERSIDE AV

**Corridor:** Riverside and Washington  
**From:** Franklin and Riverside  
**To:** Washington Av Downtown

**Why?** major thoroughfare for students inappropriate passing  
**Respondent ID:** OPENHOUSE008  **Priority #:** 3

**Corridor:** Riverside Ave  
**From:** Cedar Ave  
**To:** Franklin Ave

**Why?** This community has been shitorically marginalized and would benefit significantly from new infrastructure. The student access to this road is also key. There is a high frequency of accidents most of the arterial roads are lower traffic.  
**Respondent ID:** OPENHOUSE025  **Priority #:** 1

**Corridor:** Riverside Ave OR a Parallel route with access to both Franklin Ave S. and Cedar Ave S.  
**From:** From Riverside Ave S. and Franklin Ave S.  
**To:** Riverside Ave S. and Cedar Ave S.

**Why?** Due to U of MN students, staff, faculty, Adults and Children in the Cedar Riverside neighborhood, The Seward Coop, Fairview Riverside/U of M Hospital. Crazy intersections and Freeway entrances/Exit along Riverside Ave. Some at odd angles and difficult invisible intersections, MTC Buses that squeeze bicyclists to the curb along Riverside Ave. Traffic calming of Riverside Ave and bringing it down to 2 lanes from 4 lanes seems to create more road rage in drivers who can not get through lights, or on to freeways as easily as prior to this re design. Unfortunate redesign of Riverside Ave to 2 lanes with bump outs, turn lanes, and bicycle boxes in the middle of intersections, seems to have intensified road rage along this street. How do I know? I use it 5 days a week! Too much traffic, along with lack of additional lanes removed in re design, seems to be causing more back ups at Freeway entrances/exits. Come and take a look: Set up a camera at about 7am or 4:30 pm, you will see it. No through street parallels Riverside Ave from Franklin Ave to Cedar Ave at all. Any Parallel bike way/walkway would work! put one a block over, that will work, and cyclists/pedestrians will use it. Like cars and trucks bicyclists and pedestrians need to have a through street to connect and get from point A to point B. Lets say from the Seward and Longfellow Neighborhoods to the U of MN.  
**Respondent ID:** 3251139006  **Priority #:** 1

**Corridor:** The West Bank needs safe access to downtown. It is a very congested area.  
**From:** Riverside Avenue or 6th Street  
**To:** bike path to downtown by Currie Park and Stadium

**Why?** People need to travel safely to downtown 6th Street and Riverside are higt traveled streets, yet bikes need a safe way to go downtown. bike path to downtown is highly used but streets to get there are congested with cars.  
**Respondent ID:** 3250305717  **Priority #:** 1

STINSON

**Corridor:** down stinson  
**From:** st anthony parkway to bike trail that starts at highway 88, then from broadway to Como.  
**To:** University of Minnesota

**Why?** Many students from NE bike to the U. Stinson is not protected from the parkway to highway 88. One can bike on the west side heading south but then have to cross over Stinson then cross highway 88 to get to the bike trail. the bike trail then ends at broadway and you have to cross over again to head south on Como or drive on sidewalks. Very disjointed.  
**Respondent ID:** 3242906064  **Priority #:** 1
STINSON (continued)

**Corridor:** Stinson Blvd  
**From:** Stinson Blvd NE / 37th Ave NE  
**To:** Stinson Blvd NE / 18th Ave NE  
**Why?** COMPLETE THE GRAND ROUNDS - NE is home to two missing links in the system (along Marshall St NE and Stinson Blvd). Stinson Blvd has the space and already has curb cuts in the Blvd (for the segment between St. Anthony Parkway and 18th Ave NE). Previous attempts to place a bike trail within the really wide Blvd has been met with NIMBYism. These few loud voices need to be overcome for the good of the city’s bicycle transportation system. Also Stinson provides a direct connection to two large retail/service areas - the Quarry and St. Anthony Village. Stinson Blvd has been part of the Grand Rounds for decades, including a plan to place a trail along this corridor similar to the rest of our system. Right now the narrow blvd street is a high stress facility. There is no room for motor vehicles to pass cyclists and they get very frustrated. Stinson serves as local a freeway on/off route with lots of rush hour traffic. The land is already in public ownership - this is low hanging fruit and it’s time to make it happen. Simple, it is a missing link in the Grand Rounds system that could connect to all of the inplace regional trails (NE diagonal, St. Anthony Parkway. It also connects to low stress bike blvds in place or planned on 22nd Ave NE, 18th Ave NE.  
**Respondent ID:** 3240457219  **Priority #:** 2

**UPTOWN TO DOWNTOWN GENERALLY**

**Corridor:** any  
**From:** uptown  
**To:** downtown  
**Why?** Because uptown contains a large number of bike riders and downtown is a prime destination. Because none exists today and the main routes are very congested with vehicles. Hennepin and Lyndale need to be maintained as vehicular routes, so one of the other streets should give up part of its R.O.W. to become a protected bike route.  
**Respondent ID:** 3239407468  **Priority #:** 3

**Corridor:** Hennepin or Lyndale  
**From:** Uptown  
**To:** Downtown  
**Why?** Uptown has a very high density of residents and limited parking. There is significant traffic (all modes: foot, bike, bus, car) through the area. Intersections are very busy and extremely hazardous for cyclists. There is little space for evasion of a collision. This connects the Midtown greenway to the Cedar Lake Trail, as well as Midtown Greenway to the downtown businesses / convention center.  
**Respondent ID:** 3244729615  **Priority #:** 1

**Corridor:** Hennepin, Lyndale, Nicollet, S. 26th Street, S. 28th Street  
**From:** Uptown  
**To:** Downtown  
**Why?** Uptown and Downtown are both activity centers where many people live and work. The car traffic on these streets goes too fast and bikers need to be protected. The only protected routes in this area are the midtown and loring greenways.  
**Respondent ID:** 3237289591  **Priority #:** 1

**Corridor:** Hennepin/Lyndale  
**From:** Lake  
**To:** Bike path/bike bridge at 94E onramp  
**Why?** Clearly the off-street bike path on Hennepin by the Walker works well and attracts many bicyclists, but just south of there, just beyond the bike bridge, it gets pretty hairy when that bike path ends, especially for people going to the Wedge or to the east on Franklin. A protected lane between the bike bridge and the Wedge would ensure safe passage as cyclists navigate the 94E onramp and to Franklin Ave eastbound. Interstate highway and the end of the bike lane happen at the same point. Connects to Hennepin/Lyndale off-street bike lane heading to downtown and to the Bryant Ave bike bridge over Hennepin/Lyndale. Bike amenities are great near here: especially when traveling north to downtown/Loring Park or southwest up Bryant, but it’s difficult when cycling east or southeast.  
**Respondent ID:** 3245673639  **Priority #:** 1
VAN WHITE BLVD

**Corridor:** Van White  
**From:** Uptown  
**To:** North Minneapolis  
**Why?** It would connect two large Populations and destinations, which are currently isolated from one another. The Lyndale/Hennepin merge area above the Lowry Tunnel is currently a relatively complicated and dangerous area for Bicyclists and Pedestrians. It would interconnect these two parts of the city and also connect them with the Cedar lake trail.

**Respondent ID:** 3240042959 **Priority #:** 4

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**Corridor:** Van White Blvd.  
**From:** 2nd Ave. N  
**To:** Dunwoody Blvd  
**Why?** The lane marking, southbound, on Van White at Second, makes it tempting to use a lane on the right (shoulder) that fizzles out at the top of the bridge.

**Respondent ID:** OPENHOUSE012 **Priority #:** 2
**WASHINGTON AV**

**Corridor:** Washington  
**From:** U of M  
**To:** Downtown MPLS

**Why?** These are 2 of the highest activity-generating areas in the state. U of M has the highest percentage of non-vehicular visitors of any destination in the City, yet it's disconnected by freeways, railroad tracks, and a river from virtually all directions. We need better connectivity between the U and its surroundings. Washington is scary as it currently exists. Too car-centric.  
**Respondent ID:** 3239407468  **Priority #:** 1

**Corridor:** Washington  
**From:** Washington Ave Bridge  
**To:** Washington Ave - Plymouth Ave? 41st Ave?  
**Why?** would be used by students, couriers, commuters, etc connects 4 neighborhoods traffic is awful, has buses, but is still used by cyclists. Goes all the way thru downtown, unlike 2nd St. Connects bikeways on Plymouth Ave, everything downtown, light rail trail, U of M bikeways and Wash Ave Bridge. Better than 2nd St because of residential/commercial presence, road quality, distance from sitnky / debris-ridden recycling area.  
**Respondent ID:** OPENHOUSE026  **Priority #:** 4

**Corridor:** Washington Ave  
**From:** Cedar Riverside  
**To:** Plymouth Ave N  
**Why?** many many destinations. Near U of M, high residential growth corridors, need good route to and through downtown at river end of town. high traffic on downtown streets. River Road bikeway is hilly, circuitous and does not directly serve destinations. Perpendicular: 11th Ave (lanes not protected) and Cedar Lake Trail  
**Respondent ID:** OPENHOUSE015  **Priority #:** 2

**Corridor:** Washington Ave  
**From:** Cedar Riverside / U of M West Bank  
**To:** Western Edge of Downtown  
**Why?** close to university where lots of people bike. Many destinations that people visit. Major through street. Massive car traffic that moves fast (esp. in rush hr) and proximity to dangerous freeway exists (everyone/s rushing to get to them). Not sure. Park and Portland and Hennepin cross it, but those are not low stress routes to me.  
**Respondent ID:** OPENHOUSE031  **Priority #:** 5

**Corridor:** Washington Ave  
**From:** North Loop  
**To:** Seven Corners  
**Why?** There's not even a bike lane on Washington right now. People are driving fast to get to the highway and lots of people unfamiliar with the area come in for events at the Metrodome (or whatever it is now); this leads to people not looking out for and not knowing to look out for bicyclists. The options are to bike without a lane or to bike along the River Parkway, which doesn't connect with much (or has gigantic, inconvenient hills). This would connect with the Cedar Lake Trail and the Hiawatha trail.  
**Respondent ID:** 3255950110  **Priority #:** 1

**Corridor:** Washington Ave  
**From:** U of MN West Bank  
**To:** Downtown Nicollet Ave  
**Why?** U of MN community is huge and wants to go downtown. Washington Ave gives priority to fast moving automobiles and trucks. Bicyclers cannot feel safe riding on this corridor. The West River Boulevard is good but it does not take you to the heart of downtown and Nicollet Ave.  
**Respondent ID:** 3240618195  **Priority #:** 1
WASHINGTON AV (continued)

Corridor: Washington Ave
From: Washington Ave and Hennepin Ave
To: North loop and North Minneapolis
Why? There is not a ton of bike demand in this area because the streets are huge and uninviting. In the future, there should be a high demand if we build for it -- for example, if we build the North Minneapolis Greenway, demand will be higher in North Minneapolis. But only if the Greenway connects to the network of protected bikeways! There is virtually no protection on this part of Washington. We could do New York style cycletracks (ie not with a repaving or reconstruction, but just putting down curb separations) on this part of Washington -- we need the facilities even though the county just recently did the street! It would extend the soon-to-be washington ave cycletrack and would move the network into North Minneapolis. It would also serve as a connection to the North Minneapolis Greenway (fingers crossed that that happens) if you put a Cycletrack on Plymouth as well.
Respondent ID: 3239417310  Priority #: 4

Corridor: Washington Ave
From: Washington Ave S at West Bank Green Line station
To: Washington Ave N at Plymouth Ave
Why? This general area already serves a high number of cyclists and could serve many more. It would provide an east-west arterial connection through two of the city’s fastest growing areas (Mill District and North Loop). It would be useful for commuters and errand-runners where the trails along the river are primarily recreational. Additional growth related to the DTE Ryan project and the new Vikings stadium will further increase residential use of the neighborhood and therefore drive up demand for more cycling infrastructure. Washington Ave is built for a HUGE amount of auto capacity - most of which is only used during peak periods. In the North Loop from 3rd Ave N to Plymouth the capacity is rarely used but the wide lanes encourage extremely fast driving for a primarily pedestrian and cycling based residential community. The intersection and area around Hennepin, Nicollet and Washington is very challenging to negotiate as a cyclist. I know that part of this is already being planned and I also know that this requires county cooperation, but the impact would still be huge. It would create a safe cycling route from the U of M all the way to the existing protected bikeway at Plymouth Ave, passing through two of the fastest growing neighborhoods in the city. While there are great recreational trails in this area, an East-West connection through the city itself would strengthen cycling for commuting and everyday purposes. This route would also connect with cycling space on Nicollet Mall, the protected lanes on 1st Ave and the Cedar Lake trail as well as the extensive on street bike lane network down town.
Respondent ID: 3236772650  Priority #: 1

Corridor: Washington Avenue
From: North Loop
To: University of Minnesota
Why? This is a major east-west route over the north end of downtown. The cycletrack between Hennepin and 5th will be a good start, but it will need to be completed soon, so that people can think about traversing this area safely, and turning south into downtown or north to the river parkway as part of an easy ride. Currently Washington Avenue is one of the least bike-friendly streets in the city, and even experienced cyclists avoid it. A separated, protected bikeway for the entire route would transform that corridor into one of the most logical and bike-friendly streets. See above. There are parallel routes, which are a little disjointed. But - why are we always being relegated to parallel routes?
Respondent ID: 3249726415  Priority #: 1

Corridor: Washington Avenue & Cedar
From: North Loop - Washington Ave North & Plymouth Avenue
To: Cedar/Franklin/Minnehaha Intersection
Why? This corridor has one of the highest concentrations of jobs, homes, and current bicyclists in the metro region. It connects Seward, the West Bank (U of MN), Mill District, Downtown Core, and the Warehouse District/North Loop neighborhoods. The corridor has high traffic counts. In many cases, traffic is accessing interstate highway on-ramps, and is already in the 'mentality' of being on the highway, despite the fact that nearby land-use is residential and neighborhood-serving retail. Connects with bike lanes on Franklin Ave, West Bank bike facilities, planned Washington Ave cycle track, and bike lanes on Plymouth Avenue, among others. Several parallel routes exist for different segments of this route, but none offer the direct connectivity to destinations that this route would. For example, getting from Aloft hotel on Washington to Midwest Mountaineering (or the Theater in the Round, or the Carlson School of Management) by using West River Parkway trails or the Hiawatha LRT Trail would require (1) more than doubling the distance, and (2) adding so many turns that the typical visitor is virtually guaranteed to get lost. Similarly, the trails along the River offer poor connectivity to North Loop retail and dining destinations. Likewise, getting from the LRT trail to the bike lanes on Franklin Avenue is not intuitive.
Respondent ID: 3250288275  Priority #: 3
WASHINGTON AV (EAST BANK)
Corridor: University and Washington
From: University and Washington Bridge
To: Washington Bridge
Why? Important thoroughway. Congestion. LRT. The alternative to bridge 9 is hard to find.
Respondent ID: OPENHOUSE021 Priority #: 1

WASHINGTON AV/CEDAR AV
Corridor: Washington Ave and Cedar Ave
From: Park/Portland
To: I94
Why? With the plan to create a protected bike lane on the Northeastern part of this, it will draw bikers to this corridor. It will have a higher volume once that part has been completed. There are great businesses on Washington and Cedar Ave. I think the protected bike lane could not only provide safer biking but also create a calming buffer for the pedestrians moving in front of all these businesses. On Washington, no bars or restaurants have outdoor/sidewalk seating because Wash is currently a freeway. If it was a calmer route with a bike buffer and vegetation, it would be a much more attractive business to visit, sit outside for a beer, etc etc. But this corridor needs to carry all the way through to Cedar Ave and continue on to Franklin. This extension of the current Washington plan could make riding through 7 corners better, connecting with the UofM, bridge 9 and the East Bank (thus the river roads), and connecting with Riverside. But from there it could continue to Franklin (my #2 corridor) and carry on to Minnehaha, Snelling Ave, the LRT trail and the Greenway. This is a critical connector route and it should be dramatically improved.
Respondent ID: 3239965931 Priority #: 3

WASHINGTON ST NE
Corridor: Washington Street NE
From: Downtown Minneapolis
To: Northeast Minneapolis Arts District
Why? In addition to being near the U of M, Northeast Minneapolis - and the Arts District in particular - is an up-and-coming corridor with multiple new businesses and is home of the city's annual Art-a-Whirl. There is no protected or off road option for cyclists wishing to bike through the heart of northeast. Given northeast's burgeoning business district and perennial fairs and festivities, traffic is heavy and getting heavier. The Hiawatha spur of the Midtown Greenway empties into the heart of downtown at 11th Ave, near Washington Ave. A protected bikeway could continue along Washington and onto Central Ave, to Broadway, and then Washington St. Currently there is no protected option for cyclists going through northeast, merely painted (and ineffective) bike decals on the road. During winter, these bike reminders are useless. Additionally, the roads in northeast, bike boulevards included, are consistently in disrepair.
Respondent ID: 3241873903 Priority #: 2

XERXES AV S
Corridor: Xerxes Ave S
From: Highway 62
To: Lake Calhoun
Why? Xerxes is a main north-south artery through Southwest Minneapolis, and with Penn Ave being reconstructed with no hope for bike lanes, Xerxes becomes a logical point. It is highly traveled. Many buses, construction vehicles, and traffic use Xerxes constantly. It is near Southwest High School and several other schools (Lake Harriet, Armatage, Kenny) that could also benefit. There are business nodes nearby in Linden Hills, 44th and Beard, 50th St, and 56th St that would benefit. This connects the far SW corner of the city with the chain of lakes and its myriad bike options. Upton Ave is a parallel bike boulevard but it does not go as far as Xerxes nor does it pass as many business nodes.
Respondent ID: 3246941407 Priority #: 2

Corridor: Xerxes Ave S
From: Lake Calhoun
To: Edina
Why? Connects the growing bicycle development of our neighboring southern suburbs to Minneapolis' Chain of Lakes. Suburban bicyclists are not used to competing with traffic. By offering them a safe space, we encourage additional visitors to our city. Hardly any existing infrastructure to encourage a robust bicycling community from these dense, southern communities.
Respondent ID: 3239482530 Priority #: 5
MISCELLANEOUS OTHER CORRIDORS

Corridor: Arlington Avenue  
From: Wheelock Parkway and Como Park  
To: Gateway Trail, St. Paul  
Why? Arlington Avenue provides a good, direct connection between the Como Park area (also the St. Paul campus/State Fairgrounds, and the Gateway Trail (although the big hill at the Wheelock Parkway connection may deter some riders). There's a fair amount of traffic along Arlington Ave. (See above.)  
Respondent ID: 3251363580  Priority #: 5

Corridor: Best available  
From: Downtown or nearest stretch of Grand Rounds  
To: Start of Cedar Lake Trail  
Why? The Cedar Lake trail leading out toward Hopkins is a lovely bike path. However, the start of the trail outside downtown Mpls is poorly marked and difficult to find if you don't already know about it. It would encourage less-confident commuters from the southwestern part of the city to reach downtown via bike, and connect the Grand Rounds to the outward trail. See above.  
Respondent ID: 3244729615  Priority #: 3

Corridor: Broadway St NE, Central Ave NE, Minneapolis Diagonal Trail  
From: W County Rd C  
To: 3rd Ave NE & Central Ave NE  
Why? I don't know, other than the MDL seems a fairly nice separated trail in a part of the Metro that seems to have maybe a few less of those? NA Establishes connection between northern East bank bike routes and what seems to be a main connector to the northeast, even out to W County C.  
Respondent ID: 3244627041  Priority #: 4

Corridor: Highway 55 / METRO Blue Line  
From: Downtown Minneapolis  
To: Minneapolis/St. Paul International Airport  
Why? Virtually every cyclist in the Metro Area at some point must travel to the MSP airport and EVERYONE battles with airport transportation logistics. If a safe, simple bikeway were available for Minneapolis residents (and visitors), numerous cyclists - both regular commuters and those looking for a simplified travel option - would travel the corridor. MSP Int'l handles over 1,000 flights per day and almost 34 million passengers per year. Every major artery into the MSP airport is a high-traffic expressway - Hwy 77, I-35, I-494, Hwy 62, and Hwy 5 - none of which are remotely safe for cyclists. The Midtown Greenway crosses Highway 55 near 27th Street at the Martin Olav Sabo Bridge. The proposed bikeway could branch south from that point and run parallel to 55 and the METRO Blue Line.  
Respondent ID: 3241873903  Priority #: 1

Corridor: I'm not sure what would be the best route, but it needs to be well marked.  
From: Sabo Bridge  
To: Downtown  
Why? It would allow people to take the Minnehaha and Hiawatha trails into downtown. Right bow there is no safe or clearly marked route to downtown from these routes. There is high traffic here. It would allow people to take the Minnehaha and Hiawatha trails into downtown. Right bow there is no safe or clearly marked route to downtown from these routes.  
Respondent ID: 3239821538  Priority #: 2

Corridor: Interstaqte 94  
From: Minneapolis  
To: St. Paul  
Why? Huge numbers of bicyclists need to get from the trendier sections of Minneapolis to the State Capitol in St. Paul to whine to the legislature for silly spending programs. High speed automobile traffic and narrow lanes. The parallel bikeways don't inconvenience motorists enough. Meets up with many bikeways after the addition of dedicated bike elevators.  
Respondent ID: 3239592805  Priority #: 1
MISCELLANEOUS OTHER CORRIDORS (continued)

Corridor: llydale / park+chicago ave / hennepin
From: downtown
To: south minneapolis
Why? access between downtown and south minneapolis is only good along the river and the chain of lakes. park avenue has bike lanes, but they are too dangerous, and not separated from traffic. the corridors along llydale / hennepin / park+chicago are underserved biking-wise. because there is currently not separation from traffic. better options along these paths would serve to make all of south minneapolis safely bikable
Respondent ID: 3239491102  Priority #: 2

Corridor: Portland, Columbus, 10th Ave, 11th Ave, 9th/10th St through downtown, 7th St, N Mpls Greenway
From: Richfield
To: Brooklyn Center
Why? Midtown exchange and hospital chain are a huge employment center, as is downtown, and Chicago Ave as future streetcar line is a growth corridor. Midtown Greenway offers excellent east/west travell offroad, now need same thing north/south  parallel routes are on street whereas this proposed route would replace low traffic roadways with greenways over time. Would intersect with Minnehaha Creek trail, 40th St bike blvd, Midtown Greenway, Cedar Lake Trail, 26th Ave N, Lowry Ave N, Victory Memorial Parkway
Respondent ID: OPENHOUSE015  Priority #: 1

From: Hennepin and Franklin
To: Lakewood Cemetery
Respondent ID: OPENHOUSE020  Priority #: 5

From: Linden Hills To: Southdale Area
Why? I just want to say thank you for adding more protected bike-ways!
Respondent ID: 3240054464  Priority #: 1

From: St. Paul - Franklin, Lake St
To: Mpls, S.E. Franklin/University, Marshall
Why? intercampus vol is increasing and new LTR
Respondent ID: OPENHOUSE024  Priority #: 1

Why? The bike lane on 26th Ave S, between Franklin and I-94, should be moved to 25th Ave. This would be much safer. There isn’t room enough on 26th to accommodate both bikes and cars. 25th is a better location.
Respondent ID: 3240109427  Priority #: 1

Corridor: through Triangle Park
From: Nokomis Parkway & 54th St.
To: 12th Ave. & 56th St.
Why? 12th Ave. is a designated bike street, 2 schools are on 12th very close to each other, triangle park is used alot, needs upgrades, and a bike path through it would solve alot of problems 12th Ave. is still too busy 12th Ave. is still too busy, even with speed bumps and bike signs
Respondent ID: 3250358697  Priority #: 1

Corridor: another bike path or the roads around the lakes
From: Around the lakes in the opposite direction
To: around-opposite direction
Why? The lakes are one of the highest traffic areas for hiking. Many, like me, use the lake paths for transportation, but then we can’t come back the other way. With young children we can’t simply take the long way around the lake. For instance, heading from Lake Harriet to the beach with a playground on lake Calhoun (32 st?) is almost impossible. Currently, I get the kids off the bike and we walk the bike along the walking path. This is ridiculous. Cars feel entitled to the road by the lakes because bikes have the path. They fail to realize the path may go the wrong way. My children and I are often yelled at and threatened for riding on the road near the lakes. We use it for transportation and therefore need the most direct route. One expects to take the bikepath in one direction to get places (Linden Hills from East Harriet), Lake Calhoun, Whole Foods, the Greenway...but we can’t go both directions, rendering use of the bikepaths for transportation useless.
Respondent ID: 3250362898  Priority #: 2
MISCELLANEOUS OTHER CORRIDORS (continued)

Corridor: connector
From: Marshall-Lake bridge
To: River Rd
Why? Lots of bikers along the bridge! It is relatively easy to turn from the bridge right towards the River Road. However, it's kind of a pain to get to the southbound River Road or bike path. It's hard for westbound *cars* to turn left at the end of bridge towards the River Road, and that would be highly dangerous for bikers. This seems like a good place to have a "green box" at the north part of the intersection, so westbound bikes that want to travel south could wait there, then head across Lake St with the other N/S traffic (rather than using the pedestrian walkway and potentially getting hit by traffic with poor line of sight turning onto the bridge. A waiting box could be a really easy way to add connectivity from the Marshall-Lake bridge to the south bound River Parkway and/or river bike path. Going north to then go south is really inconvenient (and not very safe to cross the Parkway there, either!), and the ped crossing at the west end of the bridge is not very safe feeling either.

Respondent ID: 3243136095 Priority #: 2

Corridor: the intersection
From: any big road
To: any other big road
Why? ok - I realize this doesn't exactly fit the question, but the biggest safety issues arise at intersections. Create physically separated intersections as the priority. Big straight stretches are not as dangerous as when cars are trying to get by/around/through faster than the other guy. Pick any major city intersection - Minnehaha & anything, Lake & anything, anything along the Park/Nicotte bike lanes... cars drive into bike lanes at intersections all the time, and sometimes there are bikes there. http://knowmore.washingtonpost.com/2014/02/21/if-we-had-dutch-style-intersections-wed-ride-our-bikes-everywhere-too/ and http://wiki.coe.neu.edu/groups/nl2011transpo/wiki/ba51e/Dutch_Intersection_Design_with_Cycle_Tracks.html Perfectly, because you just need to do it at places that already have bike lanes or paths.

Respondent ID: 3239411156 Priority #: 4

From: Across 26th street and hwy 55.
Why? The bikes have to deal with on coming traffic, and traffic has to stop in the middle of the freeway to let bikes cross. It is EXTREMELY dangerous.

Respondent ID: 3250304057 Priority #: 1

Corridor: 36th Ave, 42nd street, 42nd Ave
From: 36th Ave starting at Greenway,
To: Minnehaha Park
Why? Further south there really aren't good north-south routes Both streets (especially 36th) have high traffic-- both would serve kids, families and commuters well it would be easy to make a connection to it from the Greenway--and which would also connect to parks/schools and could then move south to 42nd to connect to Minnehaha park and the River Road bike path.

Respondent ID: 3241729306 Priority #: 3

Corridor: W 44th St to west then north along railroad / OR / 44th west to France north to 38th west to Monterey Dr
From: Lake Harriet (west)
To: Cedar Lake Trail east of Oxford St
Why? Destinations - Excelsior & Grand, Steel Toe Brewing, SLP Community Center, Miracle Mile, Bass Lake PArk France is a fairly busy street? Connection between southern portion of Chain of Lakes / Grand Rounds & Cedar Lake Trail

Respondent ID: 3244627041 Priority #: 5
**OTHER COMMENTS**

An interactive map to draw potential routes would be nice.

As a 27 year old white woman that bikes year round and commutes from Uptown to West Broadway in North Minneapolis, I have a lot of experience biking all over the city in very different communities. I think protected bikeways should be used sparingly and only when they make sense, not as the standard. My biggest concern with protected bikeways is that they do not get properly plowed in the winter and do not get cleared of sand in the spring. As we see on 1st Avenue downtown and the Plymouth Ave bridge, the posts that separate bikes from traffic get knocked down as plows attempt to remove snow, and the snow does not even get removed, and it is incredibly dangerous. I would much rather the city implement more bike lanes, and like the buffered Park and Portland bike lanes when possible, all over the city as opposed to a few costly (and wasteful when you consider the infrastructure will inevitably be destroyed as on Plymouth and 1st) protected bikeways. You heard it from a woman that bikes year round. I do not feel safer with onstreet protected bikeways. Please contact me for more input: shainabrassard@gmail.com

As an older adult I worry about the high traffic concentration on the West Bank. It makes it hard to take the street to shop or visit other areas.

Better Winter plowing would go a long ways towards making biking safer on protected bikeways and regular bike lanes. This is crucial for Park/Portland riders.

Distracted driving by motorists is becoming more and more common. Protected bikeways are needed to keep cyclists safe from distracted drivers, a problem which has proven as dangerous as drunken driving.

Do this yesterday

I am a new biker. I'm a mom of 40, and I am working very hard to integrate biking into my day to day activity. I am not a seasoned, hard-core or winter biker yet. But the main routes I need are from Prospect Park to the co-op and YWCA midtown, and Midtown farmers market. I find the Franklin Bridge and Franklin itself to be treacherous as they are windy and have a lot of traffic.

I am proud to say I live in Minneapolis and of the progress we are making returning the City to a more human scale. I strongly encourage protected Bike Lane development, since world wide it is clear that when Cities provide protected lanes, a lot more people will ride (have you been to London lately?). When people feel safe, they will ride. To be safe as a cyclist is to see and be seen. A protected Bike Lane is an excellent way for motorists to be reminded of the presence of cyclists. It also helps to manage behavior around intersections, where many of the most dangerous interactions occur. I strongly support this effort and would be happy to say so to elected officials. I can be reached at 612-703-4913 if I may be of further assistance.

I am very pleased, for the most part, about what the city is doing to promote biking. Protected routes like 40th street are especially good - that was an excellent decision! The central part of the Midtown Greenway is still dangerous at times and needs better monitoring.

I chose to only list two priorities because, while I think there are numerous quality candidates, I think emphasis should be given on providing an north-south connection from downtown through south Minneapolis as well as having some kind of protected bikeway through downtown. I suggest Washington Ave because there is already some work heading that direction, but really the important thing is to have an east-west path for everyday uses. The protected bikeway on Plymouth Ave has been great for comfortably and easily getting to NE Minneapolis, and I think the next step should really focus on tying disparate parts of the network together so that the system feels more cohesive. While bike lanes are nice, they don't feel like part of a "system" per se. Knowing where there are extensive segments of protected lanes and being able to navigate large sections of the city on those segments makes a huge difference in the perception of safety while cycling.

I do not currently bike in Minneapolis, but if there were protected bikeways then I might start. I ask you to please, please create protected bikeways in the city — not just in a few areas, but an entire network. Let's be national — even international! — leaders on this front. Please be bold and make some dramatic, transformative changes that will truly change this city.

I feel as though North Minneapolis could really benefit the most. My area is really in a disconnect with the rest of the city.

I feel uncomfortable biking along the 1st Ave bike lane (downtown, near the Target Center). I understand the parked cars are meant to provide additional safety as they are a physical barrier, but I feel that my visibility is decreased. Sometimes cars park beyond the
line, so space is tight, and I am concerned about opening car doors. There would be nowhere to veer to were a door to open. I think perhaps raised curbs or poles sticking out of the ground might be better options, as they don’t affect line of eyesight.

I like the ideas of protected bikeways, but to me it is tantamount to Jim Crow transportation laws with separate but equal facilities. But I understand it is also a way to get more people on bike which in the end is the goal and a good thing.

I LOVE all the bicycle infrastructure in the twin cities, and as a year-round cyclist/non-car-owner I make use of much of it on a regular basis - both for daily commuting, and for recreation! I just want to add, in reference to my #1 above, that there appears to be a section of unused railroad track that runs up the middle of Pleasant Ave. in the Richfield area, and I wonder whether it could be acquired and converted to a bike path?? If so, this could provide a connection between South Minneapolis and Richfield, without cyclists having to use either Lyndale or Nicolet Aves. Thank you for conducting this study, and for considering input from cyclists who use the bicycle infrastructure regularly.

I only listed the Franklin area from Cedar as the Washington AV and Minnehaha AV look like they are already a go

I really appreciate all the new bikeways Minneapolis is adding. If you’re not already doing it, a few video demonstration for how to drive in shared lanes (esp. when turning) would be helpful.

I think millwaukee ave provides a good reference point for bike only streets. Obviously most streets that were converted to bike use would be wider than Milwaukee and you would want a somewhat greater right of way for a large volume of two way bike traffic. The way it should be is that bike traffic has priority, but car traffic can cross the route at every intersection (this prevents barriers that divert even more car traffic to major arterials) kind of like the greenway at 5th ave. S. This would also probably piss the neighbors off less.

I think this is a great idea. I would like to expand my bicycling range beyond the quiet streets and bikepaths that I take now, but I am not ever going to feel comfortable dodging multi-lane traffic on busy streets.

I was extremely disappointed in the county's decision to not to protected bikeways on Minnehaha. As noted in my #1 comments, I hope they reconsider. This is one of the most dicey places to ride on a bike path today in our city.

I wish all the city governments in the TC area were working as hard as Minneapolis is to promote good bike infrastructure!

I’m a daily rider and not even that huge a proponent of protected bikeways. I’d rather see them used only where high traffic volumes make it absolutely necessary, and instead work on calming traffic and using bike lanes, like Franklin Ave. E. Franklin west of Hiawatha needs this treatment terribly. It should be reduced to one lane of traffic each way with a center turn lane and bike lanes.

I'm looking forward to seeing a proliferation of protected bikeways in the near future - with a corresponding increase in our city's already-impressive bicycle mode share. It will be money well spent, so please have the courage and dedication to move forward with this plan. Doing this right will permanently secure Minneapolis’ status as one of the best cities for bicycling in North America, and will win us admiration from around the world.

I’m not really sure how protected bikeways work at intersections, but this is the area that most protection from cars is needed. Even if there is a bike lane leading up to the intersection, most just disappear leaving drivers and bikers with no direction about negotiating the intersection.

In addition to protected bikeways, more consideration needs to be given to clear signage for bikes and cars, particularly at busy stoplights, reminding both of their rights and obligations. I would also like to see a technological solution to the problem of getting bikes through stop lights that bikes cannot trigger.

It seems most current bike trails are built AROUND car transit. If we truly want to change people's habits, we need to break our own addiction to cars. Choosing to drive a car in the city should be a difficult choice. Bikes and mass transit SHOULD be the easy choice. Take the excess space away from car traffic.

Make sure we are maintaining the bikeways we have before adding too many new ones.

Need to seriously think about the treatment of intersections. They need to be well designed for the protected bikeways to work and be safe.
North Minneapolis needs better bike lanes.

Physically separate the bikes from the cars at intersections. Don't just look to where bikes are already to figure out where you need infrastructure - look to where cars are. Bikes and cars are driven by people. People want to go places. They go where they feel safe. Think of it this way - do bridge planners look to see where most people are trying to jump/swim across a river to determine where to build a bridge? No. They think about it. And then put bridges where people need them to go places. The big shift here is that much of the bike paths were built with the idea that biking is something you do on Saturday with your family - not something you do Mon-Fri to get to work or run errands. I moved to Minneapolis specifically because I felt this shift starting to take place, but it needs to be more intentional, more directed. Bikes are transit, not just recreation. This means that when you design roads, you design them for more than just cars who drag race each other. As an aside: It also means that you plow the bike lanes in the winter, instead of piling the snow into them. I don't mind the idea of paying taxes - I think it is fine to share costs and services. But I am loathe to be a part of a community that tries to find the cheapest way forward - we should be spending our money in ways that make other cities and non-residents say, 'wow, those Minneapolis guys really have it good, I wish our city were that on-the-ball'. We should be striving to provide the best, not the most minimal government services. Sometimes it is minimal, sometimes not - but always the best.

Plastic bollards do not meet the standard I have in mind for a protected facility. Also, having a consistent treatment for the entirety of the route is important. One block of compromise cuts into the potential number of cyclists that would utilize the route. Winter maintenance of these facilities is also critical. Parked cars can be a good barrier, but sensible intersection treatments are critical. We need to ensure that we make intersections safer and improve sightlines for motorists and cyclists as we design these facilities. In addition, we need leadership from our elected officials in placing the importance of these facilities ahead of parking space. There are plenty of studies and analysis that can be shared to show the reduction in pavement maintenance, increase in home values, changes in retail establishment viability, health indicators, that are all connected to having enhanced bicycle facilities and increased numbers in bicycle commuters. We should also not compromise on the design and integration of transit facilities on these corridors into a cycletrack plan. We also need to make sure these facilities are easily navigated by pedestrians, especially those with disabilities. I fear Washington Avenue will be a subpar example that is used to show that cycletracks won't work - in part because of poor integration with transit and pedestrians (also because of unwillingness to remove automobile lanes for pedestrian space).

Please add signs and pavement marking at all busy intersections, especially the bridges crossing the interstates.

Please adopt a Preferred Design for protected bikeways that can be implemented throughout the city in the years to come, and include not just protected bike lanes but protected intersections as well. http://www.protectedintersection.com

Please fix East Lake Street. It's a disaster.

Please invest in improved snow removal equipment or methods for existing and proposed infrastructure. Many bike lanes cease to exist after a couple heavy snowfalls, or aren't cleaned well enough to be safely usable (such as the buffered lanes on Park & Portland).

Please maintain them. I do not want to ride in a gritty/sand filled bikeway, and I will elect to ride in traffic instead. PLEASE educate drivers that bicyclists have a right to share the roadway even if there is a dedicated bike lane. I am not going to stay in the bikeway if someone is blocking it or if there is a safety hazard (branches, potholes, stopped cyclist/car/truck, etc.). Please also educate drivers that everyone pays taxes that support road infrastructure, whether or not we buy gas!

Please make our major avenues safe for bikes with protected bikeways: it will save lives of human beings and make riding a bicycle a safe option for all people.

Please prioritize street sweeping on the protected bikeways and other bike lanes on high auto-traffic routes. May 11 and I'm still riding in the car lane rather than the bike lane on some routes because there's sand a quarter-inch deep in the bike lane.

PLEASE work with Hennipen County to finally work on Lowry Avenue N.E. , to provide safe sidewalks and bike paths. Currently the CARS OWN THE STREET. There is no “share the road” sign on Lowry, NO WAY NO HOW! N.E. has been underserved for years, please consider my suggestions, Thank you very much!

Protected bike lanes are an important infrastructure improvement that we just need to implement somewhere so people get comfortable with them instead of fearing and rejecting what they don't know. We can do this!!
Protected bike ways will become more necessary as traffic continues to increase. This is one way to reduce the number of accidents/collisions between motorized vehicles and bicycles / pedestrians throughout our area. As we move into a time when gasoline costs continue to rise, and people are forced to actually consider alternative forms of transportation due to the cost. More people will choose to walk and ride in bicycles, as most of Europe is already doing.  Protected bike ways / pedestrian ways allow humans to slow down and relax instead of being constantly tense watching for the next accident, and making sure that they are not part of it.  Part of why I ride a bicycle is that in a world of cell phones, laptops, instant messaging, and all kinds of computerized tablets capable of connecting to the internet from anywhere you are.  Bicycling and walking SLOW ME DOWN, so that I can appreciate Life in the Slow Lane.  Giving me time to notice blooming flowers on the boulevards, children at play, sunny days and gentle Spring rains, a cat or doge basking in the sun on a porch, older couples holding hands and talking as they walk, mothers and fathers teaching children about bees, flowers, and nature, other people walking, bicycling, running, people actually smiling ! Perspective is so important in life.  It changes your life to Slow Down.  It seems as if we are losing that slow pleasure in life.  We need to regain it, and revel in the Peace it offers to all.  Thank you for listening.

Protected bikeways along existing roads are welcome as long as they are built wide enough to enable passing.  If a rider is used to travelling at a pace more like that of cars, but will be penalized if they leave very slow bike traffic to join the cars, then this really won't satisfy the needs of the diverse cycling community.

Protected Bikeways from North Minneapolis to the River should be a top priority - while Theo Wirth is nice, some trails are often isolated making those who bike alone feel unsafe, especially women.  Linking North to the River Road trails allows riders access to off road trails along both sides of the river, to St.Louis Park, and all over the city, trails that are well traveled and safe.  While I realize that the county needs to weigh in on 26th, I would think after all these years that something would have long been negotiated by now.  Or is the county harder to work with than the Federal reserve, the railroad and the Twins combined?

Regarding 36th Street West between Bryant Avenue South and Dupont Avenue South (South side of the street) or similar stretches of roadway.  There is nothing PROTECTED about removing parking and adding two way bicycle traffic along a two block stretch of roadway with 9 different points of vehicular intersection.  Not to mention the wrong way cycling traffic, loss of parking to the residents and businesses.  The City should concentrate on adding bike lanes in areas that are TRULY PROTECTED and/or spend the money that it takes to do it right.  Paint and plastic tubes don’t provide protection.  Protected bike lanes constructed in this manner will be doomed for failure and quite possibly end in injury or death.

Spend lots of money on this silly crap.  If there’s no money left to repair the streets all of those nasty motorists will move away and leave Minneapolis and St. Paul for the unemployed who deserve them.

Stop taking away car lanes for bicycles.  You’ve made it living hell.

Thank you for planning a great city to commute and ride!

Thank you for taking the time to get biker input.  I didn’t list a whole lot, but I do think more bike paths or bike streets (like 22nd ave NE) with less stop signs for the bikers in Northwest Minneapolis are needed too.

Thank you!  I love Mpls!

Thanks for the opportunity!

Thanks!

The faster these can get built, the better.  Other cities are not contentedly sitting still, watching Mpls take first or second place on the various lists of bike-friedliness.  They are gunning for our spot, and they will take our spot at the top if we let them.  I’m very rooted in Minneapolis now, but there was a time when I made a conscious choice about where to live, and the biking accommodations in Minneapolis were a major factor in my decision.  Businesses follow talent, jobs follow talent, and talent follows lifestyle amenities - like how bitable a city is.  (Not saying I’m particularly talented myself, just that I’ve heard enough from recruiters at downtown firms to know that the work of attracting good folks to Minneapolis isn’t always easy).  The same is true for people near retirement.  Friends of mine recently chose Minneapolis over Denver simply because the biking in Denver wasn’t as good.  These weren’t hard-core bicyclists, just a newly retired couple that liked to be able to take a leisurely ride to different part of town to get brunch on a Saturday.

The focus for adding protected bikeways needs to move to North and Northeast Minneapolis.  Bike access in south is excellent - it’s improving north of the river, but it’s still much less convenient to get around.  Consider maintenance and aesthetics in the design. I
ride my bike and drive on the Plymouth Avenue bridge frequently and I'm very disappointed by the reflector markers that delineated the bikeway on the bridge. Not only do they distract from the view of the river (the deliniators are ugly), but half of them were torn off by the snowplow on the first snowfall this winter. Another 1/3 were torn off in the second snowfall, and by the end of the winter, there were just a few random delinators left. Another example of well-intentioned aesthetic failure is at the bike-pedestrian crossing at Broadway and 5th Street NE. A few years ago, a whole row of bright yellow steel posts were put up a the dead-end street on the south side of Broadway. They look absolutely awful. Seize the opportunity to make Minneapolis prettier with bike trails, not uglier. Cutting off streets (e.g. for bike crossings) does not encourage biking. It just making getting around by car more difficult, and upsets the neighbors. Dead end streets destroy the urban fabric. Reducing the number of motorized lanes of traffic doesn't necessarily reduce the road's capacity if it is done properly (e.g. by providing turn lanes and timing signals properly). Use good urban planning strategies that improve access for all modes of transit (including pedestrians) when designing bike trails.

The intersection of 26th street and Hwy 55 must be restructured to protect bikers. Car's are often confused about whether or not to let bikes cross 26th and hold up traffic, and bicyclists often are aggressive and go into the intersection which is extremely dangerous.

The more, the better! It makes being a cyclist feel like a safe, easy way to commute.

The north side could use a good east / west connector with Wirth and the Luce Line trail connecting with Van White and to the river. Not living there, I defer to those who do as to where.

There is a need to post speed limits for automobile traffic on all major routes going to downtown Minneapolis AND to enforce those speed limits. On minor routes the speed limit should be 20-25 MPH AND the speed limit should be enforced! Otherwise, Minneapolis is seen as insincere in its concern for bicyclists.

This is the only way I feel safe riding, so I ride less than I otherwise would. I have kids I pull in a trailer behind me. I mainly ride on the sidewalks because the streets are generally not bike-friendly. I would welcome a turn towards a Copenhagen vision of Mpls--LOTS of protected bikeways--they'd get me out and about with my kids--and many other moms, too. We're a one-car family and we sometimes bus when we need extra transportation, but I'd love to hop on my bike more.

This was a silly survey. I was unable to attend the public hearing, but I doubt that this is an adequate engagement tool.

Traffic engineers/planners need to be more creative and better understand how bikes, cars, and pedestrians interact in specific areas. Maybe before they redo a road (because most of the improvements seem to be waiting for when roads get redone), they should take a couple hours and walk it--cross every intersection, talk to people--and bike it--bicycle the length of it, make turns, ride across the intersections. Look at the map of bike crashes-- S Mpls is safer than along Franklin, etc, but there's a steady string of orange circles down Hiawatha.

Using parked cars as a "physical barrier" is a very bad idea, unless several feet of space is provided between where cars can park and where the bike lane begins. When bike lanes are sandwiched between parking and curbs, cyclists have to worry about passengers exiting vehicles and creating a sudden "roadblock" with two options: run into a car, or try to hop a curb. In addition, parked cars are not very permanent. Separated bike lanes on roads without parking, or on one way streets with parking only allowed opposite from the bike lane is best.

We need a solution to 26th and 28th Streets in South Minneapolis. It currently makes using the bryant ave bike boulevard less than ideal. Those areas also have the worst crash rates. Lower the speed and implement a more complete streets design. It's currently not working well.

We need to move out of the mindset of only implementing protected bikeways when there is a road reconstruction or repaving. We need to put them in now, and put them in as a network. Many other cities have put in more temporary structures (curbs combined with planters and bollards) and have not worried about grade separation and all that. Let's do this!

Wherever there are biking deaths should be considered (4th st and 15th ave).

Will the Greenway ever connect with the otherside of the River via the Railroad bridge?

You are doing well already.
I don't know if making Central Ave NE, Broadway and Lowry more bike friendly is the answer or if creating a more bike friendly side streets is a better concentration. Also Franklin Avenue is the #1 space new commuters use and are run down, run over and killed. This is my #1 priority to bring attention for change. Thank you for providing space for us to voice our opinions. We appreciate it.

The allocation of protected bikeways should seek to prioritize the implementation of this amenity in communities that have a large proportion of people of color, a high concentration of environmental pollution, a cultural corridor, a high potential to attract a new demographic of bikers. Applying a racial equity lens to prioritizing these projects will be important.

We need more protected bike lanes and user/motor education. I've personnally been honked at and almost run down by motorists who don't think bikes are part of our transport system. Stiffer and stronger laws fro hitting a bike are a must!! Like $500-$1.5K for hitting a bike.

Equally important as protected bikeways is maintenance of existing trails, lanes and paths. Some of our trails area so bumpy and broken, you totally risk blowing your tires out.

We need to make a better case during public meeting swhy it's critical to expand our city's bikeway network! Helping achieve our goals as set out by the Climate Action Plan (reduce emissions). Public health benefits ->>closing the disparities that exist within our communities. Better facilitation and management at public meetings.

I'd like to see discussions around turning left... and finding a safe way to do that. One place is heading west on the Hennepin Ave Bridge and being able to turn left onto the road in front of the post office, and has bike lanes.

I think an equity lens should be applied to any decisions made about investment in protected bikeways, i.e. how is this going to connect under-resourced communities of color to job opportunities and recreation.

No light for crossing Johnson Ave from 22nd St North. No light for crossing Lowry @ Polk Ave North. Railroad underpath full of ice or water. Dangerous to walk bikes or walkers needs drainage. Need a county/city dotcom for bike app for directions. West River Rd path from Camden bridge to 694 not adequate signing north of direction south to 2nd St N. No signage @ railroad bridge on St Anthony Parkway. Sidewalk/bikepath blocked but no safe passage sign to cross street. No safe crossing east of Camden Bridge for crossing street (they don't plow underneath in winter). Cars go too fast around corner and don't respect crossing.

In downtown, there are new parking structures, so vehicle street parking could be utilized for protected lanes instead of parking.

I am a confident bike rider on my own, but I want to ride with family. Protected bikeways that are separate from car traffic would make me feel much safer when riding with my 7 and 9 year old sons.

St. Paul and Mpls Campus on both sides of town(s) Roseville, N.E. Mpls, St. Paul and South Mpls truly need marked routes.

Students at the University of Minnesota present a unique way to introduce the concept of protected bikeways to the city. You educate an entire generation of bikers how to use the system and make further expansion easier. Many individuals (student, staff, and faculty) use the roads nearest the U as their main transit routes.

Protected bikeways are not the ultimate solution within the city. They take a lot of space, requiring the sacrifice of parking and traffic lanes - which is okay but still a thing. But you know this! Please also consider all-season cyclists. Can these bikeways be plowed? Repaired? Will the entrances stay clear after plows come through? Don't use parked cars to "protect" traffic (like 1st Ave N downtown) - it's confusing to cars, it limits visibility for cars turning or pulling out of alleys/lots, it increases dooring, the lanes are lost in winter. Buffered bike lanes are also great (like Park/Portland and 1st Ave in S. Mpls), easy to maintain, etc. They just require good maintenance, signage and education. Oh, and good enforcement. Protected bikeways should be used primarily in the outer limits of town and suburbs or just some carless streets?

Consider location/equity/existing and potential ridership. Lake Street or 31st Street - might need alternative to Greenway for night riding.

I support the 36th St cycle track. Please keep pushing!

Thank you for continuing to make the City of Minneapolis a bike friendly city.
Overall I think a network of protected bikeways could really transform biking in our city. More people who are not otherwise comfortable would surely ride! Gil Penalosa, who spoke at a recent seminar said it so well when he stated "Picture someone you know who's 8 and someone you know who's 80 and imagine if you'd feel safe knowing they're crossing __________ street." If the answer is no, we're not where we should be. I'd love to see us become the Copenhagen of the US.

Repair of potholes in bike lanes will help bikers ride more predictably. 1st in downtown is awful, door zone on passenger side is big hazard nad problems with people who don't know not to park in bike lane. Make sure new bike lanes aren't in door zone. Bike may use full lane is better language for signs than share the road for non-protected bikeways. Make sure connections/transition zones between protected bike lanes and other options is licer/na safe. No sudden end, clear markings/signage, clear to cars and bikes how they should behave.

1st Ave N in downtown I won't use the bike lane, it's much too vulnerable to dooring, pedestrians don't respect is as a traffic lane, cars (turning) don't watch for cycle traffic. Share the road signs are less than useless due to their dual meaning (drivers often thing it means bikes hould get out of the road, cyclists think it means they get to be tthere). I often don't use bike lanes on multilane roads (take a regular lane instead) if they are too close to parking cars, potholes, glass. I like the images presented from Vancouver as possible cycletracks. I hate magnetically med lights. I often have to run reds at night if there are no cars moving in my direction.

Safer route from Fridley Northstar station into downtown Mpls (near station – too isolated in park, trails, near river), later no lane in street

On 27th Ave NE through Marshall Terrace, please do not take away the lane of parking on the north side of 27th Ave NE (between Marshall & Univ) – important for businesses. Thanks.

I ride my bike to work most days, from my home in NE Minneapolis to my workplace in the North Loop. I want to start by saying the main portions of my commute are fantastic: the marvelous Plymouth Avenue Bridge, and the 5th Ave NE Bike Boulevard (featuring the excellent bicycle traffic signal to cross Broadway). But there are a few 'rough' spots that I wanted to bring to your attention, primarily having to do with how the Plymouth Avenue Bridge lanes are connected to the surrounding bike routes.

The connection from the 5th Ave NE Bike Boulevard is along 8th St NE (which turns into Plymouth once you cross the river). The crossings at Marshall and University feel unprotected for bicyclists.

• When traveling eastbound on 8th St from the bridge toward Marshall, a lovely green bike lane guides you off the bridge across Sibley, and then you are on your own. Could the bike lane be continued there? There is already no parking, and plenty of space. Until you get to Marshall, at which point right-turning traffic is right where a bicycle would want to be. I think some green bike lanes crossing Marshall would alert traffic that bicycles may be present there.

• Westbound on 8th St from Marshall to the bridge there is not as much room to share, as parking is allowed. Would it be possible to add marked lanes there? It would be taking away the on-street parking. Most of that stretch borders a large parking lot, however, and the Teachers' Union has plenty of parking.

• From Marshall to University in both directions, a marked bike lane would probably be difficult to add, as so many on-street parking spots would be lost. Could it at least be signed as a designated bike route, so traffic is aware that bicycles will be present?

• Could green bike lanes be added to 8th St NE to cross University?

• From University to the 5th Ave Bike Boulevard, 8th street is pretty quiet.

The connection from the Plymouth Bridge to the 10th Ave N Bikeway could use some refinement. Both are excellent routes, it's just the connection that needs help.

• When traveling westbound on Plymouth, the designated route is to take a left on 2nd St N. That's really the only designated way into the North Loop from the Plymouth Ave Bridge (Washington is too busy, and not marked). Is there anything that can be done to make that left turn safer for bicyclists? There is a left-turn arrow, which helps, but somehow letting traffic know that bikes are allowed to be in the left turn lane would be great. Is there such a thing a a green bike left turn lane?

• 10th Ave N from 2nd St to Washington is confusing. There are sharrows, but one is under a parking spot, and the other is out in the middle of traffic. Could the on-street parking be replaced with actual bike lanes on that one block? There is already no parking on the eastbound side, and perhaps S 2-hour spots on the westbound side. The business on the north side has a large parking lot, and the south side is a 5-story public parking ramp. I rarely see anyone parked in those spots, and with the ramp, it seems these spots would not be missed.

• Green Bike Lanes on 10th Ave N crossing Washington Avenue would be great.

• Once across Washington traveling westbound, there is a real bike lane, although the sign says 'Bike Lane Ahead'. 'Ahead' is a separate sign, and should be removed.

Thank you for considering my suggestions, and I look forward to hearing back from you.
I’m sure there are many other routes, but it’s hard to think of them unless you commute there regularly. I do know that Hennepin Ave. S in Uptown is a horrible place to bike. I wish you could put a boulevard (like Lyndale’s new traffic calming green spaces) in the middle with a bike path. There are no easy ways to bike to get to shopping at Lake and Hennepin, and it’s very dangerous with the number of cars in the area and the exhortation (rules) not to bike on the sidewalk. The only other things I can think of offhand are when biking downtown, it would be nice if there were clear rules of every other street having bikeways in different directions. This may already be true, but when biking in an unfamiliar area of downtown, it’s hard to figure out how to find a street with a bike path going in the correct direction.

My wife and I are casual cyclists but are in full favor of protected bikelanes throughout our city. I would utilize one on Xerxes Ave S as well as possibly Bryant Ave (already a bikeway) and potentially 46th St. Again, though, we are in full favor of every measure to make our city more bike-friendly and safe. Given the way drivers are distracted these days, it’s the only way we can ensure more people start cycling on a daily basis.
Hennepin County Bicycle Transportation Plan
Open House Summary
May 8, 2014, 4:30-7:30 p.m.
Minneapolis Central Library

Open House Overview
The second round of open houses for the Hennepin County Bicycle Transportation Plan were held at the Minnetonka Community Center on Wednesday May 7, 2014 and at the Minneapolis Central Library on Thursday May 8, 2014. The three-hour events were publicized by Hennepin County and Three Rivers Park District through multiple venues (list-serves, personal communication, Hennepin County website). The events were open to the public and 27 people signed in at the event in Minnetonka and 70 people signed in at the event in Minneapolis. 

The focus of the open house was to provide attendees information on the bike plan update progress, and solicit feedback on key items. The project information displayed on boards at the open house is posted on the project website: http://www.hennepin.us/bikeplan. Hennepin County staff, Three Rivers Park District staff, and the consultant team were available to answer questions throughout the event and facilitated three activity stations. The following sections describe the activities and comments received during the Minnetonka Open House.

Activities Summary
Map Station
To gather feedback on the Hennepin County bikeway system and Three Rivers Park District regional trails, two large maps were printed and set on tables with markers and post-it notes. The maps illustrated the current state of the systems, as well as possible future bikeway locations. Participants were invited to draw or comment on the map. The following map captures the geographically referenced comments.

- Green = Asset
- Red = Problem/Barrier
- Blue = Desired route or improvement
Additional comments received on the maps (not geographically referenced):

**Hennepin County Bikeway System Map**
- More protected lanes
- Better east/west connections to and from NE and North Mpls
- University Ave is less friendly to bikes now that LRT is built. Franklin Ave would be a good alternative to St. Paul
- What about Ramsey County/St. Paul? We should consider regional planning options
- Please consider navigation and wayfinding signage across jurisdictional boundaries
- Focus on problem areas (bike and car accidents)
- Do you want bicycle facilities on main roads or one street over and safer (lower traffic counts)

**Three Rivers Park District Regional Trail Map**
- No additional comments

**Strategies Prioritization Station**
Participants were invited to consider twenty draft strategies and indicate whether they perceived the strategy to be of high, medium, or low priority. The twenty draft strategies presented on the display boards were ones the county and park district wanted to highlight and better understand the public’s perception on priority relative to the work the county and park district does or will do to implement the plan. The following table is a summary of the feedback on strategy prioritization. The table is sorted based on score which applies a weighted value to votes received for each of the high, medium, and low columns (5,3,1, respectively).

<table>
<thead>
<tr>
<th>Strategy</th>
<th>High</th>
<th>Med</th>
<th>Low</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.</td>
<td>59</td>
<td>8</td>
<td>1</td>
<td>320</td>
</tr>
<tr>
<td>Support efforts to make bicycling a more attractive option for those underrepresented on bicycles.</td>
<td>58</td>
<td>7</td>
<td>8</td>
<td>319</td>
</tr>
<tr>
<td>Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.</td>
<td>55</td>
<td>6</td>
<td>0</td>
<td>293</td>
</tr>
<tr>
<td>Provide elements that increase safety along corridors.</td>
<td>46</td>
<td>12</td>
<td>3</td>
<td>269</td>
</tr>
<tr>
<td>Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.</td>
<td>47</td>
<td>9</td>
<td>2</td>
<td>264</td>
</tr>
<tr>
<td>Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.</td>
<td>46</td>
<td>9</td>
<td>0</td>
<td>257</td>
</tr>
<tr>
<td>Educate all roadway users on safe bicycle practices and new facility types.</td>
<td>41</td>
<td>12</td>
<td>3</td>
<td>244</td>
</tr>
<tr>
<td>Support and encourage the expansion of Safe Routes to School programs across the county to ingrain bicycling in daily life from an early age.</td>
<td>38</td>
<td>15</td>
<td>3</td>
<td>238</td>
</tr>
<tr>
<td>Work with transit partners and local communities to provide direct bicycle connections to transit stops and stations and increase secure bicycle parking and storage to meet demand.</td>
<td>34</td>
<td>13</td>
<td>2</td>
<td>211</td>
</tr>
<tr>
<td>Regularly evaluate the performance of new and existing bikeways to determine the effectiveness of designs and treatments.</td>
<td>27</td>
<td>24</td>
<td>2</td>
<td>209</td>
</tr>
<tr>
<td>Provide a means for users to identify problem areas (i.e., bicycle crash “close calls”).</td>
<td>34</td>
<td>11</td>
<td>5</td>
<td>208</td>
</tr>
</tbody>
</table>
**Strategy**

<table>
<thead>
<tr>
<th>Description</th>
<th>Score</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educate the public about bicycling as a sustainable mode of transportation that saves money, promotes healthy lifestyles, and reduces carbon and other pollution emitted into the air.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Address network gaps and “last block” barriers.</td>
<td>32</td>
<td>12</td>
</tr>
<tr>
<td>Plan and designate an enhanced bicycle network.</td>
<td>35</td>
<td>7</td>
</tr>
<tr>
<td>Collaborate on planning, development, and funding for bicycle infrastructure that would help complete, or complement the county bicycle system.</td>
<td>32</td>
<td>13</td>
</tr>
<tr>
<td>Coordinate with local agencies and partners to address wayfinding in a comprehensive, coordinated way.</td>
<td>27</td>
<td>20</td>
</tr>
<tr>
<td>Develop and maintain a bicycle design toolkit including a matrix of facility options, technical design sheets and typical sections for both new construction and retrofit projects, based on local and national research and best practices. Consider the development of guidelines in conjunction with other modal guidelines, forming the basis for future compete streets design guidelines manual.</td>
<td>27</td>
<td>11</td>
</tr>
<tr>
<td>Prioritize projects to implement.</td>
<td>28</td>
<td>12</td>
</tr>
<tr>
<td>Work with partners to develop and implement end-of-trip facilities to make bicycling a mode of choice for transportation.</td>
<td>17</td>
<td>20</td>
</tr>
<tr>
<td>Establish and implement a policy for the closure and detour of on- and off-street bikeways that provides safe and direct alternatives when facilities must be closed.</td>
<td>12</td>
<td>24</td>
</tr>
</tbody>
</table>

**Enhanced Network Station**

During previous engagement activities, people voiced a strong desire for bikeways that provide a higher level of protection and comfort. At the Enhanced Network Station a display board provided possible criteria that could define an enhanced network. The possible criteria presented on the board were:

- A bikeway that is either an off-road trail, cycle track, or protected bike lane
- Part of a route that spans major barriers (rivers, railroads, highways, etc.)
- Provides a connection to major activity centers, commercial areas, institutions, or transit hubs
- Meets accepted design guidelines
- Part of a continuous bikeway that traverses multiple cities
- A route that has been selected for a higher level of year-round maintenance
- Part of the proposed Minneapolis “protected” bikeway network
- Within a “priority” regional bikeway corridor as defined by Met Council
- Address intersections, including consistent marking and bike-friendly signalization options
- Consistent, clear wayfinding and regulatory signage
- Provide facilities throughout the network (such as showers, parking, water)

At the bottom of the board space was provided for participants to provide their thoughts on what constitutes an “enhanced network.” The following is a list of the comments noted on the board:

- Protected bikeways on busy streets with greater number of collisions should be looked at and funded
- Protected bikeways connecting all important destinations
- Consider alignments that riders/peds would feel safe after dark
- Protected bikeways (w/ buffers) on streets that are always plowed in winter and overall are well-maintained year-round; NOT “OFF ROAD” or trails; An enhanced network should integrate bikes and cycling as a valid transportation mode on streets
• Bicycle/pedestrian bridges across rivers and railways should be given priority to promote safety, connectivity
• Comfortable for all types of people from 8-80
• Innovative intersection design components:
  o Speed table at low-volume intersections;
  o “Protected intersection” designs at signals, per [Nick] Falbo
• An “enhanced” network requires maximum protected bike lanes and maximum protected intersections
• Consider urban core gaps in protected bikeways first, as these will provide greatest connectivity improvements
• Protected bikeways - start with Marshall St NE
• Marshall St NE:
  ▪ Grand Rounds
  ▪ Great River Rd
  ▪ Mississippi River Trail
  ▪ Red River Ox Cart Trail
  o $ - Above the Falls - ‘Parkway Like Street’
  o It’s been in the plans for over 100 years!

Bikeway Design Guidance Board
Participants also provided feedback on the different bikeway types presented on the bikeway design guidance board. The following is a list of comments made by bikeway type:

Bicycle Boulevard
• Confusing and ineffective
• Make bike boulevards discontinuous for car traffic to improve conditions/reduce through traffic (i.e. 5th Street NE of Bdwy)
• Completely useless (bike blvd) (Additional comment: “Yes”)
• Say “bike may use full lane” not share the road
• No more sharrows
• These are completely unhelpful and don’t help me feel more safe. At least remove stop signs along route if you’re going to designate sharing.
• Some drivers on Bryan Ave S Bike Blvd do not seem to understand the Bike Blvd concept

Shoulder
• Needs to be at least 3 feet wide
• Shoulders need to be maintained - potholes and debris are hazards
• Need space on shoulder for one bicyclist to pass another bicyclist;
• No drop off from shoulder to unpaved area

Bike Lane
• Keep further from door zone
• 30 mph, not 55 mph. i.e. 66th St and Portland Ave in Richfield (Additional comment: Yes!)
• Often lost to snow banks in winter
• If adjacent to parked traffic, dooring is a significant concern
• No protection and cyclists at risk from turning traffic (bike lane) (Additional comment: X2)
• Some drivers do not respect (stay out of) bike lanes

Buffered Bike Lane
• Good compared to regular bike lanes
• Some drivers do not stay out of buffered bike lanes
• (Heart) Park and Portland - A great urban solution, especially in winter
Better than “bike lanes” (buffered)
Protected Bike Lane
We need lots of these - but like Vancouver and Amsterdam - (the concrete wall is ugly - use planters)
Yes!
Yes! Yes! Yes! (protected bike lane)
Don’t use parked cars to separate traffic!
Yes! (Additional comment: X2)
This should be the top and preferred design for all proposed, future and redesign projects
This should be the standard in Minneapolis (Additional comment: Yes!)

Cycle Track
Make sure can’t get doored
Dangerous for pedestrians
As a parent with young children I would like to see a real system of protected lanes we can safely use to get across the city
Excellent option for ensuring greater safety and encouraging more cyclists (cycle track)
I like this - not likely to be doored (hit by driver or passenger car door)
One participant left a drawing of a protected bicycle intersection concept - See www.protectedintersection.com

Multi-Use Path
Not useful as far as connectivity for an urban context (multi-use paths)
Midtown Greenway ped section not wide enough if walker with dog passes another walk with dog going same or opposite direction

Additional Comments
Participants were invited to provide additional comments on comment cards. The following captures the comments received during this open house:

Please focus on creating more protected bike lanes. This is important to encourage new cyclists.
Fix Now - detour bike lanes on 11th Ave by stadium constructions
Balance recreational trials (i.e. Lake Minnetonka area, Medicine Lake) with commuter / task oriented (Minneapolis urban, near-suburban like Richfield and St Louis Park).
They seem fine I guess. Seems pretty obvious the main strategy should be discouraging driving, which at this point would, dollar for dollar, do a lot more to promote bicycling than trying to fund it directly. Fund roads through user fees and not property tax. I pay property taxes and never drive - it’s a ripoff.
Education for motor vehicle drivers on rights of bikers (may use full lane, etc.) and how to interact safely with bikes on roadways. Signage saying “bikes may use full lane” not “share the road”. Share the road implies that drivers own the road and have to give it up to bikes. Separate bike facilities outside of door zone. Connecting bike routes and paths to suburbs. Work with non middle/upper class white communities and neighbors.
I’d like to see plans for Open Streets put into place, particularly along high volume county roads in the city such as Franklin, Lyndale, Lake and Cedar. I’d also like to see the county promote protected bike lanes as part of Open Streets.
Multi-county map(s) and/or coordinated with existing routes on rivers, parkways, etc. E.G. bike route from City of Anoka to MSP (airport ) or City of Hastings (Dakota County) current or future plans back towards the MSP or Downtown St Paul airport.
Please prioritize protected bikeways that are separate from car traffic. I live in south Minneapolis and would like to ride with my family on Cedar Avenue, 46th Street, Minnehaha Avenue, even Lake Street. I would feel safer with my kids being on a bikeway that is separate from traffic. I would want county
commissioners to support investments in bicycle and pedestrian infrastructure and want my tax dollars used in this way.

- My only comment at this time is I appreciate collaborations between county, Three Rivers and the City of Minneapolis.
- As a solid rider, my main concerns are proximity to dooring, pavement conditions (clear of glass/sand/gravel). I would generally rather take a full lane vs being in a 4-6 bike lane adjacent to parked cars. I’m also concerned with bike lanes that exist for short periods of distance only, i.e. the Lake Street Bridge. In winter I am concerned with snow removal and the disappearing lane issue.
- Bike lanes on Lake Street, Cedar Ave, Bloomington, 13th Ave, Chicago Ave S, 26th Street and 28th Street. Thank you. Hi Peter.
- Bike lanes or sharrows should be placed on Portland Ave S from 60 street to the 62 Bridge to complete the connection to Richfield.
- Ensure full funding for all proposed protected bike lane projects. Ensure maximum community engagement for projects in neighborhoods in partnership with the neighborhood association and local community affiliated cultural groups. The funds and number one goal should be interconnected system for protected bike lanes and protected intersections.
- Please give more attention to Lake Street.
- Please collaborate with the city to create a connected grid of protected bikeways through downtown. Extend the Midtown Greenway across the river.
- I’m requesting the county does not treat bicycles the same as automobiles in regards to traffic rules. Yes there needs to be rules as to safe and responsible riding practices on public roads, but bicycles and motor vehicles are two very different types of vehicle. Follow Idaho’s lead.
What is a Protected Bikeway?

A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; however, protected bikeways may also be located within street corridors and separated from traffic lanes through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical feature.

Off-Street Trails & Bike/Pedestrian Bridges

Street Sidepaths

Protected Bike Lanes

Other Terminology: Shared Use Paths, Cycletracks, Raised Bike Lanes
Protected Bikeways in Other Cities

Credit: Chicago Tribune
Credit: Paul Kreuger, The Green Lane Project
Credit: City of Copenhagen
Other Types of Bikeways

Protected bikeways are part of a broader toolbox of bikeway facility types used in Minneapolis. Protected bikeways do not include these facility types.

Bike Lanes
- Bike Lanes
- Buffered Bike Lanes
- Contraflow Bike Lanes
- Advisory Bike Lanes
- Shoulders on Bridges

Shared Lanes
- Shared Use Lane Markings
- Signed Bike Routes
- Shared Bus/Bike Lanes

Bike Boulevards
- Emerson Avenue N, Minneapolis
- 5th Street Northeast, Minneapolis
Bikeway Development Over Time

1997: 82 miles
- Protected Bikeways: 62 miles
- Bike Lanes: 19 miles
- Shared Lanes: 1 mile

2010: 139 miles
- Protected Bikeways: 90 miles
- Bike Lanes: 44 miles
- Shared Lanes: 5 miles

Today: 207 miles
- Protected Bikeways: 96 miles
- Bike Lanes: 78 miles
- Shared Lanes: 14 miles
- Bike Boulevards: 19 miles

Existing & Planned: 402 miles
- Protected Bikeways: 137 miles
- Bike Lanes: 134 miles
- Shared Lanes: 81 miles
- Bike Boulevards: 44 miles
- To Be Determined: 6 miles
Adopted Bicycle Master Plan (2011)
Where do you see a need for protected bikeways?

We are looking for near-term priority locations for implementation of protected bikeways, not a long-term vision.

Fill out the yellow comment form.

Focus your comments on the 5 highest priority locations.

And consider these factors:
- High Bike Demand
- High Traffic Conflict
- Good Network Integration

Next Steps

Identify locations where protected bikeways should be evaluated, considering:
- High Bicycle Demand
- High Traffic Conflict
- Good Network Integration
- Public Input

Confirm locations for further evaluation

Evaluate design and implementation feasibility

Draft recommended protected bikeway corridors
- List/map of priority corridors for protected bikeway implementation
- Capital and maintenance costs for each corridor
- Text for Bicycle Master Plan Amendment

Public review and input

Final draft Bicycle Master Plan amendment for City Council consideration

Coordination with Minneapolis Bicycle Advisory Committee and Hennepin County

May 2014

Fall 2014

Late 2014
Need: High Bicycle Demand

What locations serve a high number of bicyclists now or in the future?

APPENDIX C: Open House Boards

Protected Bikeways Open House
May 2014
Need: High Traffic Conflict

Where is there a need for greater separation from motor vehicle traffic?
Need: Good Network Integration

What are the options for people who want to avoid busy streets? Where are the gaps in the network?
Protected Bikeways Update to the Minneapolis Bicycle Master Plan

What is a protected bikeway?
A protected bikeway is a bicycle facility that is physically separated from motor vehicle traffic. Off-street trails are the most common type of protected bikeway; however, protected bikeways may also be located within street corridors and separated from traffic lanes through parked cars, curbs, medians, bollards/flexible traffic posts, planters or other vertical feature. Protected bikeways are not the only tool in Minneapolis’ bikeway toolbox. Other bikeway facility types include bike lanes, shared lanes and bike boulevards.

Why do we need protected bikeways?
Minneapolis is a great city for bicycling. The bicycle network has been expanded significantly in recent years, and a lot of people are biking. However, not everyone feels comfortable and safe riding on a busy street, even with a bike lane. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeway facilities such as trails, bike boulevards, and lower-traffic streets aren’t an option. To continue to grow bicycling in Minneapolis, we need to make more of the city easier to bike for more people.

Why do we need to update the plan?
The current Minneapolis Bicycle Master Plan, adopted in 2011, addresses a broad range of bikeway facility types, including off-street trails, bike boulevards, bike lanes, and shared lanes, but it does not specifically address on-street protected bikeways. The City of Minneapolis also approved a Climate Action Plan in 2013 recommending implementation of 30 miles of on-street protected bike facilities by 2020. Protected bikeways are currently in development on portions of 26th Avenue N, 18th Avenue NE, Broadway Av NE, W 36th St, Washington Avenue S, and the Franklin Avenue bridge over the Mississippi river.

What is the scope of the plan update?
This plan update will identify priority locations (a list and a map), capital costs, and maintenance costs for implementation of protected bikeways in Minneapolis. The final document will be an addendum to the existing bicycle master plan. The plan update will focus on near-term priorities, not a long-term vision, for protected bikeways.

Protected bikeways can extend the experience of biking on a trail to busy city destinations where low-stress bikeway options like trails, bike boulevards, or low-traffic streets aren’t an option.

<table>
<thead>
<tr>
<th>Bikeway Type</th>
<th>Centerline Miles by Year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1997</td>
</tr>
<tr>
<td>Protected Bikeways</td>
<td>62</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>19</td>
</tr>
<tr>
<td>Shared Lanes</td>
<td>1</td>
</tr>
<tr>
<td>Bike Boulevards</td>
<td>19</td>
</tr>
<tr>
<td>To Be Determined</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>82</td>
</tr>
</tbody>
</table>

* Based on existing network, 2011 Bicycle Master Plan, and other recent planning activities.

Minneapolis Bikeway Facility Types

- Protected Bikeways
  - Off-Street Trail
  - Bike/Pedestrian Bridge
  - Street Sidepath
  - Protected Bike Lane

- Bike Lanes
  - Bike Lane
  - Buffered Bike Lane
  - Contraflow Bike Lane
  - Advisory Bike Lane
  - Shoulder Accommodation

- Bike Boulevards

- Shared Lanes
  - Shared Use Lane Markings (Sharrows)
  - Signed Bike Route
  - Shared Bike/Bus Lane

Protected bikeways are one of four categories of bikeways used in Minneapolis.
Protected bikeways may be one-way or two-way facilities. In street corridors, they may be at street-level (inside the curb) or at sidewalk level (behind the curb). Here are a few examples of protected bikeways in Minneapolis and other cities.
Protected Bikeways Update to the Minneapolis Bicycle Master Plan

Existing & Funded Future Bikeway Network

Funded Future Bikeways*
- Bike Boulevard
- Bike Lane
- Protected Bikeway
- Shared Lane
- Bike Facility Type TBD

Existing Bikeways
- Bike Boulevard
- Bike Lane
- Protected Bikeway
- Shared Lane
Protected Bikeways Update to the Minneapolis Bicycle Master Plan

Where do you think protected bikeways are needed?
We are early in the process of identifying priority locations for implementation of protected bikeways, and we need to hear from the public about where protected bikeways are needed in Minneapolis by May 15, 2014. You can submit your ideas online at www.minneapolismn.gov/bicycles or at the May 8, 2014 public open house.

When submitting your ideas, tell us how each location addresses these principles for prioritizing protected bikeways:

- **High Bike Demand**: Why would this location serve a high number of bicyclists now or in the future?
- **High Traffic Conflict**: Why is there a need for greater separation from motor vehicle traffic?
- **Good Network Integration**: How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn't the parallel bikeway serve the needs of bicyclists?

What is the process and timeline for updating the plan?
Public Works staff is working closely with the Minneapolis Bicycle Advisory Committee throughout the process to develop the protected bikeway master plan update. Staff is also coordinating with Hennepin County on the Hennepin County Bike Plan, also currently being updated.

Following the May 15, 2014 public input deadline, Public Works staff will use the public’s ideas on where protected bikeways are needed to inform an initial list of corridors for further evaluation. More detailed evaluation of potential corridors will be conducted over the summer.

A draft list/map of priority corridors and associated costs will be prepared and shared with the public in Fall 2014. Following the second round of public engagement, a final draft master plan amendment will be recommended to the Minneapolis City Council by the end of 2014.

More information is available online:
www.minneapolismn.gov/bicycles

**Project Contact:**
Anna Flintoft
Transportation Planner
Department of Public Works
(612) 673-3885
anna.flintoft@minneapolismn.gov
Where do you think protected bikeways are needed?

Protected Bikeways Update to the Minneapolis Bicycle Master Plan
May 2014 Public Comment Form

We are early in the process of identifying near-term priority locations for implementation of protected bikeways, and we need to hear from the public about where protected bikeways are needed in Minneapolis by May 15, 2014. You can also submit your ideas online at www.minneapolismn.gov/bicycles.

Because this plan update will address near-term priority locations for implementation, not a long-term vision, we want you to focus on the 5 highest priority locations, and we want you to list them in order of priority.

When submitting your ideas, tell us how each location addresses these principles for prioritizing protected bikeways:

- **High Bike Demand**: Why would this location serve a high number of bicyclists now or in the future?

- **High Traffic Conflict**: Why is there a need for greater separation from motor vehicle traffic?

- **Good Network Integration**: How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

---

**Priority Location #1**

**Where?**

From this place: _____________________________

To this place: _____________________________

Via this corridor or streets: _____________________________

**Why?**

- **High Bike Demand**: Why would this location serve a high number of bicyclists now or in the future?

- **High Traffic Conflict**: Why is there a need for greater separation from motor vehicle traffic?

- **Good Network Integration**: How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

**Other reasons:**
**Priority Location #2**

**Where?**

From this place: .............................................................................................................

To this place: .................................................................................................................

Via this corridor or streets: ...........................................................................................

**Why?**

*High Bike Demand:* Why would this location serve a high number of bicyclists now or in the future?

*High Traffic Conflict:* Why is there a need for greater separation from motor vehicle traffic?

*Good Network Integration:* How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

*Other reasons:*

**Priority Location #3**

**Where?**

From this place: .............................................................................................................

To this place: .................................................................................................................

Via this corridor or streets: ...........................................................................................

**Why?**

*High Bike Demand:* Why would this location serve a high number of bicyclists now or in the future?

*High Traffic Conflict:* Why is there a need for greater separation from motor vehicle traffic?

*Good Network Integration:* How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

*Other reasons:*
Priority Location #4

Where?

From this place: ________________________________________________________________

To this place: ________________________________________________________________

Via this corridor or streets: ____________________________________________________

Why?

*High Bike Demand:* Why would this location serve a high number of bicyclists now or in the future?

*High Traffic Conflict:* Why is there a need for greater separation from motor vehicle traffic?

*Good Network Integration:* How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

*Other reasons:*

---

Priority Location #5

Where?

From this place: ________________________________________________________________

To this place: ________________________________________________________________

Via this corridor or streets: ____________________________________________________

Why?

*High Bike Demand:* Why would this location serve a high number of bicyclists now or in the future?

*High Traffic Conflict:* Why is there a need for greater separation from motor vehicle traffic?

*Good Network Integration:* How does this location connect with other protected bikeways and low-stress bike route options, such as bike boulevards and lower-traffic streets? If there is already a bikeway on a parallel route, why doesn’t the parallel bikeway serve the needs of bicyclists?

*Other reasons:*

---
Other Comments

Please provide any other comments on implementation of protected bikeways in Minneapolis:

Return this form by May 15, 2014 to:

Anna Flintoft
Transportation Planner
Department of Public Works
City of Minneapolis
309 2nd Avenue S, Room 301
Minneapolis, MN 55401
anna.flintoft@minneapolismn.gov

You can also provide your input online at:

www.minneapolismn.gov/bicycles