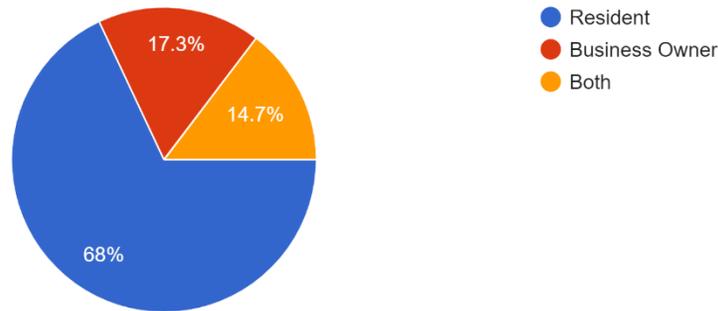


LHENA Community Development Committee
 Hennepin Avenue Reconstruction Survey Response Summary
 25 January 2022

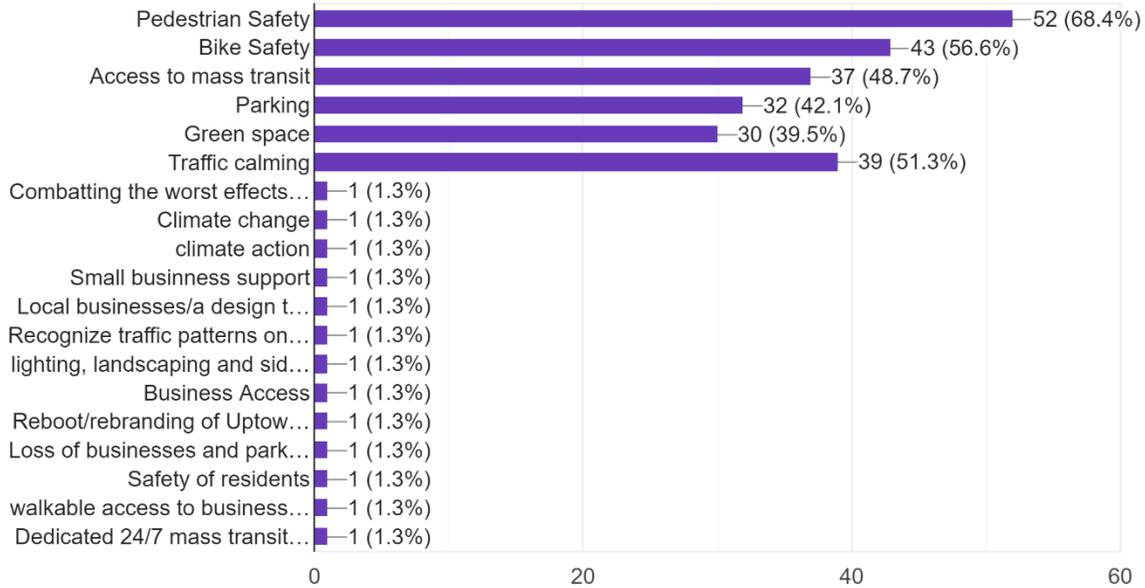
Are you a resident and/or business owner?

75 responses



What are your top priorities for the reconstruction of Hennepin Avenue?

76 responses



**What are your top priorities for the reconstruction of Hennepin Avenue?
 (individual comments)**

- Combatting the worst effects of climate change
- Climate change

- climate action
- Small business support
- Local businesses/a design that supports them
- Recognize traffic patterns on Hennepin
- lighting, landscaping and sidewalk amenities
- Business Access
- Reboot/rebranding of Uptown as SAFE/ACCESSIBLE/ENJOYABLE FOR ALL as part of reconstruction, occupy the McDonalds police station, staffed, highly visible cameras, improved lighting, electric car charging stations, bike racks.
- Loss of businesses and parking, there will be increased congestion and traffic jams
- Safety of residents
- walkable access to businesses (I would literally never access a business in the Hennepin corridor if I had to drive there)
- Dedicated 24/7 mass transit lanes

What aspects of the proposed design are you most enthusiastic about?

- Hopefully faster bus service on the BRT line! I also am mostly a pedestrian on Hennepin and the traffic makes it pretty hard to be on, this would make it quieter and safer. I might actually go there more often.
- Great progress on safety and livability. Wider sidewalks, reduced width of roadway, separated bus lane, bike lanes, left turn lanes and one lane of traffic!!
- Having both dedicated bus and bike lanes on Hennepin.
- I am excited to see safe accessibility options for walkers, bus users, and rollers of all kinds. Hennepin Avenue isn't safe for anyone in its current form and this design does a good job of making this corridor somewhere you want to be (shop, walk, linger, browse), as opposed to an obligatory, dreaded pass through. I am excited to have a pleasant experience going to the awesome restaurants and shops along Hennepin! I am particularly excited to be able to bike safely in the winter. Cold will never bother me (no such thing as bad weather, just bad clothing and all that), but it is terrifying to have to share a lane with a car in slippery/sloppy conditions. The protected bike lanes allow better safety and security for cars (don't have to worry about bikes in the lane) and for bikes (don't have to risk their lives with cars). Also very exciting to have another connection to the Greenway!
- I am excited about the overall design, specifically the addition of medians to divide transportation modes and slow and reduce traffic. I am MOST excited about the new opportunities for pedestrian foot traffic along the economic corridor. I truly think that the redesign will make the corridor more vibrant and increase opportunities for both residents and businesses alike.
- I love off street bike lanes, dedicated transit lanes, and new crossing points. There is adequate parking.
- Dedicated bike paths and larger pedestrian spaces. To increase safety for biking and walking, I'm also very excited about reducing on street parking, fewer lanes (which will hopefully make for a quieter street), and traffic medians. This design will make for a much more enjoyable streetscape, I look forward to using the street much more often, and discovering some new businesses that I otherwise skip because the street is so hostile right now.

- The traffic control features sound great. I really appreciate the design improvements to make crossing Hennepin and side streets easier. BRT will be very helpful as well. Losing trees is never popular but I think this is a net positive.
- The design's emphasis on water draining will be a major win.
- All of them!!!
- The protected bikeway is the most exciting element! The dedicated transit lanes! Both of these things are incredibly important in a reconstruction of such an important commercial corridor, especially planning for the next many decades. With the current climate emergency, we need to significantly decrease our reliance on personal vehicles, so safe bike lanes are a necessity. I currently struggle to travel down Hennepin because I don't have my own car and don't feel safe biking in the street. I also don't enjoy walking down Hennepin right now because it's a very unpleasant and unsafe experience with so many loud, fast, and polluting cars and trucks speeding through.
- I appreciate this is a truly multimodal design, giving equitable treatment to all modes so everyone can enjoy Hennepin Ave comfortably and safely. Our current design is clearly unsafe. I also like that this is a long term, future looking project that factors in our changing climate.
- A separated bike lane and increasing trees and plants that show color at different seasons, such as red osier dogwood, perennial and salt-hardy grasses, trees that show beautiful colors in the fall and provide some sidewalk shade/shade to benches in the summer time, and other plants too!
- Dedicated space for biking and transit plus refreshed pedestrian space. These are amenities that will keep our community safe and moving!
- more space for people and human activity + slower traffic and less traffic noise
- Dedicated bike and bus lanes
- Improved pedestrian, transit and bicycle access. Will be good for residents and create a more vibrant business district
- Fewer lanes of traffic, dedicated bus and bike lanes, fewer parking spaces
- Bike lanes Hennepin Ave
- Limiting traffic and reducing noise. Reducing potential speed of traffic coming through. Safer bike routes.
- I LOVE the multimodal approach to this design. It's balanced and makes sure vulnerable users - walkers, bikers, transit users - have a safe space on the road. Also, as a business owner with more than \$1.3 million in rental property in the area, it's critical to me that Hennepin Avenue is a thriving corridor. My rentals are attractive and occupied when the community around it is attractive, safe, and accessible. If Hennepin suffers, it's more difficult for me to find tenants and my ability to keep up with expenses becomes tenuous. It would be more difficult for me to support a design if I didn't think it would improve the attractiveness of the corridor. The proposed design is good for the neighborhood AND good for my bottom line.
- I am very excited about a more inclusive & accessible layout. As someone who grew up right off of Hennepin in the wedge community & does not drive I look forward to there being a safer way for pedestrians & cyclists to get around.
- The prioritized bike lanes.
- Bike lanes and pedestrian safety / enjoyment
- Bikeway behind curb, connection to Bryant, mid-block pedestrian crossings, 24/7 bus lane, raised crosswalks and bump-out curbs on side streets
- Safety for pedestrians & bikers; prioritization of mass transit over private vehicles
- Bus lanes

- I'm very enthusiastic about the bike options, as I currently need to take long detours to safely visit businesses on Hennepin Ave by bike. I am also enthusiastic about the traffic calming measures, as I sometimes feel unsafe as a pedestrian because of how fast people drive.
- Protected bikeway, reduced lanes of traffic, increased transit facilities
- None. It all seems so narrow minded. Just moving people and vehicles around.
- Traffic calming. The lanes aren't very narrow and people drive very fast. There are a lot of people getting in and out of cars, many pedestrians. It's just a lot going on and people are going way too fast. I do think protected bike lanes would be very helpful on this section of Hennepin because it is a main thoroughfare and it attracts a young demographic, who are more likely to bike. But unless they are truly protected lanes, it'd be crazy to create a space for them among the speeding cars. I am thrilled to see there will be left turn lanes as the lack thereof is a traffic nightmare.
- None
- Pedestrian facilities that improve safety and comfort for people walking
- priority for transit riders! separated bike lanes! bumpouts! more crosswalks! fewer curb cuts! less on-street parking! there is nothing not to love about this design.
- Pedestrian bumpouts, reduced number of lanes, bike path, bus lanes
- Bike lane inclusion and full time bus lane. It is important to fulfill City policy regarding climate change, bicycle access and modal priority.
- Pedestrian improvements and dedicated bus lanes
- Protected bike lanes!
- Honestly, none that I've seen so far. At this point, I think the design was poorly and too hastily done with NO thought given to the ramifications of what the design would do to the neighborhood and Hennepin Ave. as a retail and transit corridor. I think the City should refuse to pay for the design and/or make the people involved start over from scratch or resign and find another design firm. Input from the community is essential!
On one positive note, the concept of a center turn lane has merit. There might be a way to incorporate that and still keep Hennepin moving without restricting it as much as the current designs do.
- Bike lanes
- Protected, lifted bike lanes which are separated from pedestrian traffic! Looking forward to this street actually being safe for non-car users.
- Turn lane
- Improved bus service
- None
- Bike Lanes, Dedicated left hand turn lanes, slower traffic down Hennepin (I work on Hennepin and watch accidents happen weekly)
- Some flowers to make it look nicer
- Safer more walkable / bikeable street
- Care and time taken to prepare the proposed design. The bike lanes are also nicely done and contained to one side of the street.
- Left turn lanes
- updating aging traffic signage and stormwater utilities
- I appreciate that we will have new smooth roads with a new updated look
- Limited left turns, greening of spaces where appropriate (ie, stop medians at 28th for Art Fair and since there are no left turns till Lake St anyway)
- na
- Left turn lanes

- I don't like the design for many reasons I will list.
- Bump outs at street corners.
- Updating infrastructure, new surfacing
- None of it.
- Green space - we need parking!
- Bike lanes, making Uptown more pedestrian friendly, flowers, plantings, greenspace
- Slowing car traffic and prioritizing pedestrians
- Accommodating more uses and overall safety for all
- None, it appears to be an epic fail in the works. Listen to the people that live and work here.
- I'd love to see a continuation of the excellent bicycle infrastructure in Minneapolis, with whatever improvements are practical for Hennepin Avenue.
- None
- Nothing
- I am very excited that Hennepin will be a better place to walk and spend time on. Right now, I try to spend as little time there as possible because it's so dominated by cars. But I look forward to hanging out there at the local businesses more often. It will also make crossing the street much more pleasant for my family.

Beyond that, I am SO excited about an improved, faster bus lane that will run people from our neighborhood downtown. I love that it will come on a regular schedule and love that it will get priority to get us down there incredibly quickly.

- Pedestrian & Bike Safety
- Hennepin Ave getting an upgrade
- The bike infrastructure
- Protected bike lanes and dedicated bus lanes. Making Hennepin a street safer and more pleasant to frequent by foot.

What aspects of the proposed design concern you most?

- The lack of bus lanes at the lagoon/lake intersection
- Dangerous pedestrian infrastructure and lack of dedicated bus lane at uptown transit station and hennepin/lagoon.
- I would like to see the dedicated bus lanes extended beyond Franklin and Lake.
- I'm worried that the bus will get caught in a bottleneck south of the Uptown transit center. I think there is room there to continue the bus lane all the way to Lake Street. Moving from a single car lane to three car lanes there seems unnecessary and that there could be a fix. I am also concerned that cars will park in the bike lane. As we've seen south of Lake Street, cars will always take the opportunity to just block the lane ("just for a minute") to the detriment of the safety and efficiency of other users. Finally, I would like to see more improvements north of Franklin on Douglas. Continue the bus lane up there. Add in a pedestrian plaza or short bicycle facility. Keeping that as three vehicle lanes seems like a loss. Still, overall excited about this design!
- I would like to see maximized green space/plantings in medians and boulevards to make it more inviting and support a healthier community. I am slightly concerned about there being no divide between sidewalks and bike lanes. I can easily see instances where pedestrians are in the bike lanes and vice versa.

- Need to extend transit lanes all the way to Lake. Why aren't crosswalks marked at new crossings of cross streets (e.g. Girard)? Cars will block the transit lanes when people are being dropped off or packages delivered.
- Nothing, this looks really really good!
- Worried people will disregard transit lanes and continue parking in those spots (like the 3100 block of Hennepin- so many delivery trucks and police do this). This will cause more traffic issues.
- During the meeting tonight, I asked about the possibility of designing for flexibility, such that in the colder months there are spaces allocated for cars and in the summer months the corridor is designed for a greater proportion of residents that will reasonably take advantage of the bike lanes. Allan said the team had not considered flexibility. I am concerned about the lack of parking and the relative overemphasis on biking and the disproportionate real estate appropriated year round given Minnesota's climate. I encourage the team to explore flexibility more. I understand there is a policy focus on biking, but the design should center user experience and the realistic ways people about the city. We also have parents of young children and disabled neighbors that rely on cars, especially in the winter months. The design is focused on getting people through Hennepin, not to Hennepin, and I worry that our beloved businesses will suffer for it. We have also seen businesses like Sephora and Apple leave the Uptown area, and much of that has been explained by difficulty getting people to the area.
- None :)
- I'm concerned that the design with the bikeway (and dedicated transit lanes) will not be implemented due to some people prioritizing their own convenience over other people's safety. If there's no bikeway, I and hundreds of others will continue to bike on the sidewalk, all year long, which is not ideal for people walking, rolling, or biking. Many of us bike in the winter but it's not as safe with insufficient infrastructure and poor snow clearing. Based on the upgrades other cities have made to their bike infrastructure, we have known for decades now that improving safety for people biking means that many more people will choose to bike. Induced demand is true for both driving and biking, as long as the infrastructure is safe and connected. Drivers don't have to worry about the streets randomly ending, so why should people on bikes?
- I worry cars might try to use the bus lanes, disrupting service to all those riders
- I wish that the stretch of transit lane between where Colfax Ave enters hennepin Avenue and right by the old Liquor Lyles side of the street would remain a shared lane (dependent on the hour of the day to allow buses to have priority for peak travel time still of course), to allow for right turns onto Franklin from there as well as to allow a driver to remain in one lane as they approach the I-94 on-ramp. Keeping that a hybrid lane has been hugely helpful, especially when traffic is backed up from the hennepin/Frankin traffic light too, and if it's backed up, there's usually no where for a car from Colfax Avenue south to otherwise merge northbound into traffic on hennepin by using MNDOT's recommended zipper merge method. (I understand MNDOT's recommendation applies mostly to exits and on-ramps on highways). I can see myself otherwise having to wait out two entire light change cycles sometimes to be able to turn right, if cars don't let you in (as many do not). If that can't be remedied, then at the very least, installing signage saying yield to traffic merging from Colfax/ the right to use caution as drivers approach that intersection from Colfax. I know this is hyper niche but I would be remiss not mentioning it as there are many other people besides myself who access Hennepin that way to head downtown, or towards I-94, or 394 or Lyndale Ave going north and I want to make it clear I strongly support the overall proposal and am looking forward to it's hopeful passage by the city council and Mayor.
- I have no concerns about the proposed design. It should be implemented as-is.

- the lack of a physical barrier between driving lanes and bus lanes - people will just "stop" their cars in them and muck the whole thing up
- Making sure that the bike and pedestrian areas are inaccessible to cars. People should feel safe there.
- Still has three driving lanes for personal vehicles - not as safe as it could be
- I worry that there may not be enough separation between the bike lane and the sidewalk. Though the design does look better than bike lane on Hennepin downtown.
- One lane on Hennepin. Especially in the winter.
- None
- I am concerned about the bus lane ending at the transit station and the bidirectional bike lane transition to south of Lake Street.
- I worry that cars will be prioritized too much & we will lose safe walking & biking accessibility.
- Not enough green space.
- None
- The Lake and Lagoon intersections still seem like they could be fairly dangerous
- None!
- none
- None, all I want is for this to happen asap
- Where is the biology in this design? Our ecosystem is ravaged by the concrete to concrete design fixation. Biodiversity, ground water distribution, air quality, tree canopy, invertebrate welfare and pollution are nowhere mentioned in the Planning and Design or the Project Goals. So consistently disappointing.
- People don't want to go where parking is difficult or expensive or far from their destination. Uptown had its own flavor but seems to be becoming the next downtown. If parking is lost, we end up with ramps which are ugly and feel unsafe. Lane reductions will create more congestion.
- Lack of parking, design will divert traffic on to our side streets endangering our community,
- Removing parking and reducing car lanes
- I am concerned the proposed design will be scrapped by Margaret Keliher and Lisa Goodman.
- That it will not be approved as it is!
- Snow maintenance of the bike/ped infrastructure.
- There is still too much parking. Reduce it more.
- That people are going to dump this idea over a few parking spots. It's shortsighted.

- How much space am I allowed, and how much time do you have to read what I submit?

Parking is probably my biggest issue as currently parking on Hennipen is bad enough that I constantly witness patrons of local businesses having to park in the neighborhood taking up already scant availability due to the large numbers of apartments NOT having adequate parking, or charging high rates for use. Commuters are also using the neighborhood for free parking and then taking the bus to downtown instead of parking downtown. I have lived in my current home for 30 years and in that time have only been able to entertain guests once, SPECIFICALLY due to the lack of reasonable on street parking. Parking NEEDS to remain available on Hennipen for the local business owners and to keep patrons OUT of the neighborhood as much as possible until at least developers start providing enough free parking for their tenants.

As for transit, the idea of a transit lane is laudable (it works in DC) but the hodge podge on Hennipen makes it unreasonable and dangerous. I'd be okay with a dedicated lane as long as it was for rush hours only and available for free parking at other times. The businesses on Hennipen NEED for their patrons to have that access. I understand that Metro feels that eliminating stops on Hennipen will improve their time and efficiency (maybe?) but the idea of expanding the remaining stops OUT INTO any traffic lane is beyond absurd. If they have a dedicated lane during rush hour, and keep their no parking at the stops, there is no reason for them to expand out into traffic. GO THE OTHER WAY!

As for bike safety, in the thirty years I've lived on Fremont (and the 18 at 24th and Aldrich) I have biked whenever it's feasible. I always biked defensively and considered myself the same as any motor vehicle. That's the way I was taught and it has served me well. I understand the desire to make the streets accessible for bicyclists, but the over kill attributed to our former council person is in my opinion beyond the pale. Taking out complete lanes of traffic to accommodate SNOWPLOWERS for the bike lanes is just short of criminal. We have smaller equipment that would be better suited to clearing those lanes without taking up as much real estate as the current plans does. A little compromising and sense of sharing would go a long way to easing the perceived tension/animosity between motorists and cyclists. Attempting to force change by making it more aggravating for motorists as our former council person attempted is NOT the answer. There will be drivers well into the foreseeable future, but with encouragement, incentives, and common sense change will come, but not through extremist actions.

Incidentally, I work downtown and whether on the bus, in my car, or on a bike, I rarely see more than a scant handful of cyclists on Hennipen at any time. Most use Bryant or the neighborhood streets as they're less trafficked and thus safer. Why fix something that isn't broken???

SO yes, Hennipen Ave needs reworking, and it would be all sweetness and light if we could all have European style boulevards, sidewalk cafes, and minimal traffic, but the reality is that Hennipen is a major surface street artery and that is not going to change in the near term. The debacle that is south of Lake street should serve as a clear example of what NOT to do. Please don't let our section of Hennipen become another example of stupid city planning. Thank you.

- How will they keep people from leaving their cars in bus/bike/pedestrian lanes?
- Enforcement of bus-only lanes so that they're functional for buses.
- Less parking- it isn't working between Lake & 31st , why expand. You created additional challenges to businesses along there.
- Removing all of the parking and adding unnecessary bike lanes. Small businesses on Hennipen REQUIRE short term parking options for their clients and patrons.

- Lack of on-street parking
- Lack of parking, bike lanes when Bryant 2 blocks away has bike lanes, disruption to the remaining businesses left, turning it into the desolate stretch between 31st and lagoon that the City poorly designed.
- The removal of existing trees and greenspace
- Limiting Hennepin to one lane of travel when it is already busy with cars, taking away parking that businesses rely on, the cities thought process that people are going to magically start taking the bus (they will not), they just will not come
- lack of parking
- parking. Reducing parking from 310 stalls to 20 will be devastating to business and force parking in to the neighborhoods. The rapid bus lanes should be restricted for critical morning and evening rush hour periods, and then open to public parking the rest of the day, evening, and weekends. This is shown to be effective throughout other commercial districts of the city.
- Elimination of Parking for businesses to survive
- The lack of parking and significant impact to locally owned businesses
- Parking for customers. We can not lose parking. Us businesses have been through enough with COVID, Riots, crime, vandalism. Take away parking, more reason for people to avoid uptown. Many businesses have closed for reasons I stated, take away parking and youâ€™ll see more close. Iâ€™m currently looking for new places to move incase this plan goes through. We have clients that travel a long distance to see us and parking that is convenient is a must. With high crime like robbery, murder, and car jackings I donâ€™t want my customers parking many blocks away. And thatâ€™s if they can find any.
- Loss of ALL street parking for small businesses. Private lots parkings stalls don't count for the majority of these business (kowalski's and the YWCA aren't going to share/ nor should they be expected to do so). ADA accessability. Bikes are great/ keep them safe on less congested streets. Bryant to the East, perhaps Humbolt to the West?
- elimination of parking
- Parking for Hennepin Ave. businesses is absolutely necessary. Biking lanes on Hennepin are not necessary.
- The design is not supportive of small business. The health of small business in this corridor is critical. There is No parking. How can you defend this?? You will cause these great businesses to close after they have stuck by us these last two years!! We need and depend on them!!
I'm a biker but I find no need for you to have those bike lanes. There are many other options that go thru neighborhoods. There is no need for this poor design.

- The general lack of access to businesses, lack of parking for small business with no other option provided in the design. Lack of accessibility access to small businesses and delivery. Concerned the multi median will cause issues for snow removal. It will make left and right turn access into businesses from the opposite direction on Hennepin impossible. Especially with all the current one ways. It will be a drivers nightmare and people who's mode of transportation is cars will no longer visit the area. Lack of safety. With the removal of parking close to businesses young women, people with accessibility needs and elderly will not feel comfortable or able to visit businesses when they have to park several blocks away, especially after dark. Alleys that do have access to the street go through pedestrians, then bikes, then busses. This seems dangerous for all transportation methods and less than safe!
The bump outs which would be amazing are cut through by bike lanes making there be less safe space for pedestrians to stand and reducing the benefits of the bump outs. They should not have any transportation cutting through them or it just makes it more dangerous for those walking.
Trying to stuff so many modes of transport on a business avenue is unlikely to be successful. More consideration into cars and parking needs to be made to continue to have accessibility to the businesses. Public Works has lied so many times about how they are working with businesses to find solutions. This is a lie and needs to be brought up. They do not care about them, only about meeting their 20-40 action plan. They have not reached out to address concerns of businesses and when businesses reach out to them they do not 'work' with them because once again they are checking the required boxes and not considering the people most impacted. This design will do one thing. Close businesses. So yeah there is very little to like about it when you are a small business owner who will no longer have 20 total close parking spots.
- Prioritizing bike lanes
- Making Hennepin Ave into a barren traffic corridor for buses and cars with little or no parking from what it has been: a vibrant walking-accessible and parking-enabled commercial area with mix of small businesses.
- The reduction of parking will turn a thriving neighborhood into a business disaster. Putting many long time businesses out of business and causing people to move from the area.
- Street parking and other problems for small business
- Lack of parking - what has happened as a result of the redo between Lake and Hennepin is a shame!
- Need EV car charging stations, parking in front of retail establishments for their health and viability, do not allow Calhoun Square to close this what should be municipal parking ramp.
- Lack of parking; accommodating bikes on a strip ill-suited for bikes (Bryant Ave and Lake of the Isles Pkwy are better bike places); not listening to and accommodating of all users of the stretch; dedicating bus lanes 24x7 vs. only during peak hours; lack of willingness to compromise to accommodate all parties.
- Over prioritization of bikes over parking; not accommodating small businesses; not striking balance to maximize benefit of all users.

- Just like the block of Hennepin between Lake and Lagoon, Nicollet Mall and Hennepin Ave. downtown this is going to cause many businesses to close. Taking away ANY parking is nonsense, it's a business district! Hennepin is a thoroughfare for vehicles, not a bike path. There are MANY side street for bikes and catering to bicycles is a narrow vision. The renderings that I've seen show new trees, flowers and planters which clearly has not been researched or thought through. I live on Hennepin between 25th and 26th and for the last few years I've seen new sod put down along the boulevard on the side of the street that Jefferson school is on. It has to be replaced every year because it's poorly maintained and usually dead all Summer long. Who is going to pay for and maintain these flower beds and trees every year? A healthy portion of safety issues also involve pedestrians, bicyclists and scooter riders. From May to the end of October I am dodging scooters on the sidewalk (they ALL have a disclaimer on them that you are not allowed on the sidewalk and yet, that's where I am always at risk of being run down by them. Telling them not to ride there usually gets you foul language and gestures. Year round I watch people park and run across the middle of the street to Nico's Tacos and Namaste Cafe. There are very nice, well marked crosswalks at either corner but NOBODY can be bothered to cross the street the way they are supposed to. I've talked to several businesses up and down the block in both directions and they all say they will leave if you take away their parking. I'd be surprised if they made it through the construction period without going broke. Why not resurface the road, mark the intersections better, put in brighter street lights and stop trying to turn it into something it isn't. I drive and take the bus on a regular basis and I know your plan is destined to fail. It will cause outrageous congestion and hinder emergency vehicles that go up and down this avenue all day every day. If anything you should add parking or the surrounding neighborhood will suffer.
- I don't have any particular concerns, although I'm not very familiar with the proposed redesign.
- Bike lane, bus lane, bus platform, and green patch bump outs will take away necessary parking spots for business customers and residents. One lane for cars will increase idling, which will increase traffic and pollution in an already busy area. Property taxes will increase and permanent residents and business owners will end up paying for that. We do not see any positive outcomes from this project.
- I think you do not need a bike lane on Hennepin Ave. Most bikers that I know do not bike on Hennepin, because they prefer to take the lakes or Bryant Ave (which is a dedicated bike lane). Also, I am concerned about losing parking on Hennepin Ave. When they re-did the part of Hennepin between 36th and Lake St, it took away parking.
- Not realistic for our city. Would be great for a warmer climate. We have bigger problems to tackle like crime than adding bike lanes.
- I'm hopeful that more work will be done to manage parking on the side streets. I have been watching it really closely, and I feel that there's plenty of parking for the local businesses on the East Isles side of Hennepin's side streets, and I hope more will be done by the city to encourage people to park there, as well as making it easier for people to cross the street to visit our great local businesses as well.
- access to mass transit
- The lack of parking and concern for local businesses, the lack of concern for residents safety as parking gets pushed onto already packed residential streets, the lack of concern for handicap parking and handicap loading/unloading zones and the fact that this plan is designed around bicyclists and that most bicyclists only ride around 4 or 5 months a year.
- None, we need more streetway designs like this!
- Keeping two left turn lanes from Lake St onto northbound Hennepin will hinder bus efficiency through this busy intersection.