APPENDIX I

PUBLIC ENGAGEMENT EVENT SUMMARIES

Lowry Avenue NE Community Works
Strengths, Weaknesses, Opportunities and Threats Exercise Results

Lowry Avenue community works is county-led effort established in 1999 to improve transportation options, offer housing choice, and support business growth in the Lowry Avenue communities. Lowry Avenue Community Works is a collaboration between Hennepin County, the City of Minneapolis, the Minnesota Department of Transportation, the Minneapolis Parks and Recreation Board, Metro Transit and the ten Lowry Avenue Corridor neighborhoods. With the completion of the new iconic Lowry Avenue Bridge in 2012, stakeholders are ready to revisit the Lowry Avenue Northeast plan.

Hennepin County is working with the community to update the 2002 Lowry Avenue Corridor Plan for the portion of the corridor in Northeast Minneapolis. The county is conducting an extensive community engagement process. To better understand stakeholders views about the corridor's existing conditions and future opportunities a facilitated strengths, weaknesses, opportunities and threats (SWOT) exercise was conducted on three different occasions with three different groups of participants:

- Technical Advisory Team (TAT), January 14, 2014 – county, city, and watershed district staff
- Community Advisory Team (CAT), January 23, 2014 – neighborhood residents and businesses
- Nearly 60 participants at a community workshop, February 27, 2014

CAT, TAT and workshop participants were guided through a SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise regarding Lowry Avenue Northeast. Individual comments were recorded on Post-It notes and posted on a large piece of paper for other participants to view and comment. Then, participants worked in small groups to organize their responses in themed categories. The themed categories were developed by the participants, and were then ranked by them in order of importance or relevance. The results are presented in summary form and in detail as described below:

- Key Priorities – the common themes that were identified amongst all three groups are summarized. The strengths represent elements that should be preserved and built upon as the identified opportunities are seized. The weaknesses are elements that should be overcome through public improvements and private investment. The threats represent barriers that will need to be overcome to fully realize the opportunities.

- SWOT Exercise Results Comparison - A comparison of each group's themed categories and rankings.
- Transcribed Participant Input - All of the transcribed individual Post-It note comments, participant themed categories and rankings are attached.

Key Priorities

A summary of the strengths, weaknesses, opportunities and threats that emerged from the exercise amongst all participants follows.

Strengths

- Community – strong sense of community, great neighborhoods, diverse cultures
- Access – main east-west connector, job access, river crossing, transit route
- Mississippi River – new iconic Lowry Avenue Bridge, access to the Mississippi River, riverside parks and open space
- Ripe for Change - northeast hot spot, business investment, redevelopment plans

Weaknesses

- Competing R.O.W Uses – narrow sidewalks with no buffer, railroad viaduct, high car traffic, too many lanes, no bicycle facilities, need space for turns, need green space/buffer, parking (too much/little)
- Buildings/Development – lack of investment, vacant/underutilized properties, lack of housing diversity, limited businesses
- Streetscape/Green Space – no beauty, no green space, no buffer between travel lanes and sidewalks, ugly, no shade, poorly lit
- Stormwater Management – flooding streets
- Transit – poor service, bus stops and bus routes

Opportunities

- Roadway Safety with Beauty – walkable/wider sidewalks, improve traffic flow, safe bikeways, RR viaduct lighting, marked crosswalks, turn lanes
- Green Space – trees, pocket parks, rain gardens, river access/connections, aesthetics
- Transit – Central Ave streetcar, new bikeways, improved bus service and shelters
- Redevelopment – development potential, sense of place/destination, housing diversity, nodal commercial development

Threats

- Money – lack of funding causes piecemeal implementation
- Traffic – designated truck route, high traffic levels, lane reduction congestion
- Safety – not safe for walking/biking, speeding, not enough space for users, RR viaduct
- Lack of Agreement – too many agencies involved, lack of neighborhood consensus, community opposition to height/density
- Flooding – repeated water main breaks, lack of stormwater management

SWOT Exercise Results Comparison: A comparison of each group's themed categories and rankings are shown on the following matrix.

Participants	Strengths	Weaknesses	Opportunities	Threats
Community Workshop (2-27-14)	• #1 - Livability • #2 - Access • #3 - River	• #1 - Traffic and bikes • #1.5 - Narrow lanes and sidewalks • #2 - Parking, bus routes, stormwater, businesses, lighting, blight and green space	• #1A - Safety with Beauty • #1B - Mississippi River Connection • #2 - Walking • #3 - Street Car • #4 - Traffic • #5 - Sense of Place/ Destination • #6 - Development Potential	• Loss of property • Too many players • Perception • Flooding • Money/ Funding • Safety • Railroad • Traffic
Community Advisory Team (1-23-14)	• #1 - Community Connector • #2 - People – Strong Community • #3 - Right time/Will to Change • Nodes	• #1 - Sidewalk and Streetscape Impedes Movement and Connectivity • #2 - Buildings and Development • #3 - Storm H_2o Management • #3.1 - Transit • #3.2 - Lack of Vision	• #1 - Improve Safety and Traffic • #2 - Improve Lighting and Safety of Neighborhood • #3 - Business Opportunities and Better Land Use • #4 - Promotion and Potential for Project • #5 - More green space	• Key Overarching Priority - Funding • #1 - Traffic (Auto vs Bicycle and Speed) • #2 - Poor Sidewalk and Pavement Conditions • #3 - Neighborhood Residents' Goals and Consensus • #3.1 - Density Must Benefit Residents • #4 - Railroad/inter-jurisdiction
Technical Advisory Team (1/14/14)	• #1 Cultural • #2 Open Space • #3 Community • #4 Growth • #5 Connected	• #1 - Roadway Alignment Traffic, Narrow ROW, Pedestrian Access, Competing Uses • Money • Environmental • River Access • Property Condition	• Bike/Pedestrian • What's Missing • Redevelopment/Density • Connections • Transit • Road Improvements Step 1 Improvements within ROW; Step 2 Redevelopment	(no groupings) • Trucks hitting Stanley's • Parcel Contamination • Community opposition to increased height and density • Unhappy people • Not enough money

Lowry Avenue NE Community Works

Community Workshop #1

Strengths, Weaknesses, Opportunities and Threats (SWOT)

February 27, 2014

STRENGTHS

#1 Livability

- Safe community
- Strong sense of community
- Single family residences
- Keep housing
- Site lines (coming downhill from Johnson) are great
- Audubon neighborhood has city approved master plan and is incorporated into MPLS master plan. (Please incorporate zoning changes into your layout)
- There are several stakeholders already making things happen on Lowry-Psycho-Suzi's-Stanley's near Bridge
- Businesses
- Some good businesses
- Keep small businesses
- There is a lot of empty space for development
- Historic buildings on Central Avenue
- It has the potential for great nodes at University-Stinson-Marshall-Monroe
- Central and Lowry is NE's 100% intersection – our downtown

#2 Access

- Transit Route – busses
- It runs East & West
- Critical E/W needed as much as Broadway
- Best/fastest way to get to North MPLS/Golden Valley
- Throughway
- Accessibility
- Easy access
- Direct/fast route thru NE
- Good corridor connection north, northeast, and St. Anthony
- Quick E-W Connection
- East access
- E/W Travel
- Straight shot across the neighborhood
- Lowry goes straight thru the city

#3 River

- On East end of the new bridge we could create a nice gateway to NE
- Connection to the River
- Mississippi River is one of the world's greatest rivers
- Cuts thru to river thru neighborhoods
- Railroad land for stormwater gardens
- Bike lane on bridge
- One of the few connections E-W across the City and across the river
- Main road to River
- New bridge!
- Connector between North MPLS and New Brighton
- Crosses River – Great bridge
- Connection to Mississippi River
- Lowry Ave Bridge

WEAKNESSES

#1 Traffic & Bikes

- Cars going too fast
- Too many cars
- If widened add chicanes every ¼ mile
- Traffic – congestion
- Congested E/W travel
- Need turn lanes
- Turn arrows for vehicles at intersections
- Central “needs” a turn arrow on Lowry
- Lowry not easy to cross from Stinson through Marshall
- Johnson needs traffic control –something that can stop people passing on shoulders at 50mph
- High car traffic
- SLOW!!! to drive
- Traffic!!
- Too many autos
- Heavy traffic
- Not big enough
- Johnson intersection
- No turn lane at University
- Widen lanes under the viaduct @Washington St NE
- Too many trucks stopped in Rt lane
- Traffic clogs at major intersections – Opportunity: roundabouts
- Narrow lanes and heavy traffic make biking very difficult, especially traveling east → west
- Not accessible for blind & wheelchair
- Overpass “squeezes” into one lane
- Bicycle facilities/car conflicts
- No bicycle lanes
- Connects to bridge bike paths horribly
- Deadly for bikes
- No bike path
- Facebook post 1: Lowry is crappy to bike along, partially because of the bridge between University and Central where is narrow down to 1 lane. 22nd Ave is a bike blvd and I’ve ridden it occasionally. Way better than Lowry. I take Central TO work (at 0600) but take the new "president's blvd" home. Central is OK at best in the summer but now it's too narrow.
- Facebook post 2: Lowry is the worst! And Hennepin is not great. To cross the river I take side streets to Marshall to Hennepin, avoiding Hennepin until I get across. Also I live on Central and I will bike on it when necessary but it kinda freaks me out when the busses swoosh by…little too busy for my wimpy self.

#1.5 Narrow Lanes & Sidewalks

- Street traffic is noisy
- Too narrow for peds/bikes/cars – need to choose modes and clarify say sidewalks/parking lane turn lanes
- No boulevard between sidewalks and street
- Failing infrastructure (above and below ground)
- Too narrow for all uses (auto, ped, bike)
- Narrows under train bridges
- Constrained for Peds
- Sidewalks are downright dangerous
- Signs/poles in sidewalks
- Sidewalks too narrow
- Wider sidewalks
- Ped Cross
- Narrow Sidewalks
- Access for ADA
- No good walk ways
- Poor or slow snow removal restricts walking. People frequently walk in the street

WEAKNESSES (continued)

#2 Parking, Bus Routes, Water, Business, Lighting, Blight, Green Space

- Parking – Short Term
- Parking spaces at a premium
- Shouldn't have parking on Lowry between Jackson and Polk – dangerous
- Parking
- Limited Parking
- Too cluttered. No flow.
- Poor bus service past Johnson
- Bus Routes
- MWMO has great ideas – we used them for rainwater running sidewalk on 29th Ave hill between Johnson and Central plan. Why are they not part of planning organizers? Do you not want their funding?
- Flooding streets
- Deeply recessed storm grates
- Right lane is not useful due to sewer drains
- Not a destination for shops
- Limited businesses
- Few desirable businesses
- Businesses too close to street
- Empty businesses (little Jack's)
- Unused/underused commercial buildings
- Run down areas/businesses
- Lights not timed
- Poorly lit
- Lighting under RR bridge
- Dark bridge areas
- Blighted properties
- Not enough trees, shrubs, flowers
- Visibility on Johnson from MEG's
- Side facing properties
- Ugly empty buildings
- Older Homes (Strength/Weakness)
- Cleanliness
- Very ugly
- Lack of density/underused land/real estate
- No beauty
- No shade: Opportunity – plant trees
- No vegetation

OPPORTUNITIES

#1A Landscape

- Rain gardens and other ways to cleanse run off water
- Add trees and other green
- Lack of trees
- Beautify the corridor
- Landscape
- Scenery
- We need more green!

#1B Safety with Beauty

- Safer entry to tunnel under railroad bridge (near good carma)
- Safe Bike Lanes
- Safe Bike lane
- Bike Lane
- Bike Ways
- Could connect North and Northeast with bikeways/pedestrian corridor
- Move the bikes to 27th and 18th!
- Ped and Bikeway
- Connect to Marshall St NE (planned) Bike Trails

#2 Mississippi River Connection

- Lots of traffic/potential River → Central
- Mississippi River is under appreciated
- Connect Central to River
- Greater connection Lowry Bridge and Rivers (pleasant sense of place)

#3 Walking

- No boulevard
- Wide sidewalks
- Bigger sidewalks
- Clearly marked Ped crossings *big painted crosswalks) especially at Jackson & Quincy & Lowry

#4A Light Rail!!!

- Connection at Central and Streetcar planning
- Sculptural Bus stops
- Street cars!
- Better bus service and shelters
- Add turn lanes maybe by having only one lane of traffic in each direction

#4B Traffic

- Slow down Traffic
- Auto Parking avail
- Add suicide lane for turning traffic
- To improve car access east to west
- Weakness without parking of some sort street or small lots – street can't grow

#5 "Sense of Place/Destination"

- Strengthen connect between halves of Holland N.
- Popular destination spots
- Create pocket parks along Lowry
- Places to sit
- Welcome to NE

#6 Development Potential

- Lots of development potential
- Develop corner of Lowry & Central (Tom's, Tan Style)
- Commercial properties maintained
- Potential development of blighted properties
- Commerce
- Development within shuttered businesses
- Increase density in NE

THREATS

Loss of Property

- Lots of private property we might have to acquire
- Lose houses and businesses

Too many Players

- Too many agencies involved
- Elected officials want to be “heroes’ and impose their vision on the community
- Lack of agreement

Perception

- Reputation

Flooding

- Replace water main which leaks every year
- Flooding in heavy rains

Money

- Funding?
- Funding - having to do work in piecemeal fashion
- Lack of $
- May lose property taxes

Safety

- Not safe for bikes
- Not safe for walking
- Air pollution hard on trees and people

RR

- Railroad won’t cooperate
- Railroad viaducts deteriorating

Traffic

- Competing Uses – Trucks necessary but bikes are too!
- Need for truck route
- Heavy traffic
- Traffic speed too high
- Johnson St – Dramatic change in Lowry traffic – Volume crossing Johnson (9,100 →6,800 vehicles)
- Congestion if #lanes is reduced
- Street is too narrow
- Lots of Auto Traffic
- Fatalities waiting to happen – dangerous, dangerous street

Lowry Avenue NE Community Works

Community Advisory Team

Strengths, Weaknesses, Opportunities and Threats (SWOT)

January 23, 2014

STRENGTHS

#1 Priority - Community Connector

- East – West connector
- Good N–S connector like Central, Johnson, Stinson, Marshall etc.
- Runs through NE to river

#2 Priority - People – Strong Community

- The community
- Great neighborhoods/community engagement
- Main East – West corridor of North end of NE

#3 Priority - Right time /Will to Change

- Northeast is a hot spot? People want to move to and build.
- Narrows – not huge like Central
- Area residents/businesses want to improve Lowry
- Focus on Lowry Avenue

Nodes

- Mississippi River (Anchor)
- Stanley's best thing on Lowery in years
- Historic properties at Central
- Lowry bridge!
    - Build off of it. (Bikes & walkers)
- Lowry bridge
- Windom Park (Anchor)
- New Lowry bridge
- Access to river
- Visiting the mosque on Fridays. A lot of the Somali's community would be there

WEAKNESSES

#1 Priority - Sidewalk and Streetscape Impedes Movement and Connectivity

- Barriers for neighborhoods
- Johnson Street Bottleneck and right-lane passing during rush hour
- No pedestrian access to the river
- Divides neighborhood
- Left run issues
- Zero (perceivable) vegetation
- Sidewalks in poor condition
- Sidewalk
- J-walk
- Too many lanes of traffic between Marshall & Central (should be 2, not 4)
- Narrow, obstructed sidewalks
- Traffic
- Traveling from east to west is slow due to poor timing of lights
- Old infrastructure
- No buffer between pedestrian and traffic
- Sidewalks have many obstacles
- Narrow lanes
- Unsightly elements, utilities, deteriorating infrastructure
- Poor, sporadic lighting
- No bicycling considerations or infra
- Pedestrian and bike inhospitable
- Sunken-down sharp circular sewer grates
- Could have large scale interruptions for businesses

#2 Priority - Buildings and Development

- Shallow lots
- Rental on Grand vs Lowry
- Poor housing and commercial property stock
- Lack of investment in properties along corridor (especially from River to Central)
- Vacant/underused store fronts or other buildings
- No small shops
- Lack of housing diversity

#3 Priority - Storm H_2o Management

- Flooding at viaducts, Monroe, Washington
- Poor storm water management

#3.1 Priority - Transit

- Bus stops
- Poor transit

#3.2 Priority - Lack of Vision

- Stops development

OPPORTUNITIES

#1 Priority - Improve Safety and Traffic

- Improved traffic flow along Lowry
- Lots of traffic, get it to slow/stop
- Connection from Central to River or Windom Park to River (not the Grand Rounds missing link but similar)

#2 Priority - Improve Lighting and Safety of Neighborhood

- Rest stops
- Lighting/safety by RR underpass

#3 Priority - Business Opportunities and Better Land Use

- Ripe for commercial (neighborhood – level) development
- Old commercial/residential combination building stock
- Moderate housing diversity redevelopment (8-20 units)
- Better use of key nodes
- Strengthen 100% node at Central and Lowry
- Revitalized streetscape will attract “good” redevelopment
- Take out problem properties that are eye sores

#4 Priority - Promotion and Potential for Project

- Only one way to go – nothing but potential
- To showcase what a great community can do
- Arts district connection

#5 Priority - More green space

THREATS

Key Priority - Funding

- Budget
- Not enough money to do project well
- Money and time
- Lack of investment ($$$)

#1 Priority - Traffic (Auto vs Bicycle and Speed)

- Not enough room for adequate bike paths
- Speed of autos
- Too much auto traffic
- DOT/County wanting to move as much traffic through corridor as quickly as possible

#2 Priority - Poor Sidewalk and Pavement Conditions

- Sharp, circular sewer grates
- Unfriendly/unsafe sidewalks
- Uneven pavement

#3 Priority - Neighborhood Residents' Goals and Consensus

- Lack of consensus between groups competing for limited space
- Lack of consensus of neighborhoods on projects
- Neighborhood groups and businesses not seeing long term benefits if project does not have enough funding.

#3.1 Priority - Density Must Benefit Residents

- High density housing must be good for rest of home owners

#4 Priority - Railroad/inter-jurisdiction

- Inter-jurisdiction cooperation especially with railroad
- Narrow, deteriorating viaduct at Washington

Lowry Avenue NE Community Works

Technical Advisory Team

Strengths, Weaknesses, Opportunities and Threats (SWOT)

January 14, 2014

STRENGTHS

#1 Priority - Cultural

- Affects many people
- History
- Diverse immigrant business mix
- Good food – Marina's, Stanley's Holy Land
- DQ in the summer

#2 Priority - Open Space

- Mississippi
- River
- Windom Park
- River
- Open park land
- Edgewater park
- Parks
    - Windom
    - Stinson Blvd.
    - Proximity to Bottineau
    - Jackson square
- Community garden
- View of downtown from RR tracks
- Lowry Bridge

#3 Priority - Community

- Affordable housing and commercial space
- Active engaged community
- Cohesive neighborhood
- Commercial nodes (small neighborhood feel)
- Businesses on Central
- Range of uses

#4 Priority - Growth

- Existing plans to enhance surrounding areas/corridors
- NE is a hot spot right now for housing, art, etc.
- NEIC is making progress at Central /Lowry to promote commercial development

#5 Priority - Connected

- Transit route
- Connected through corridor. One end of NE to the other (rare)
- Access to job areas and near corridor
- Central location in region

WEAKNESSES

#1 Priority - Roadway Alignment Traffic

- Offset intersection at liquor store/ java site
- Storm water drainage issues
- Railroad viaduct
- Narrow RR bridge

#1 Priority - Narrow R.O.W. and Pedestrian Access / Competing Uses

- Congested rush hour
- East-west transit isn't great
- Safety:
    - Trucks vs bikes
    - Bikes vs pedestrians
    - Who will win?
- Very limited right-of-way
- Poor pedestrian enhancement
- No bike facility
- Narrow and obstructed sidewalks
- Narrow row
- Width
- Narrow sidewalks with banners
- Uncomfortable to walk along Lowry (sidewalk next to fast traffic)
- Narrow right-of-way
- Not enough room for pedestrians, biker and trees

Money

- Market for development is somewhat weak
- This corridor competes with other corridors for government

Environmental

- Pollution concerns
- Poor storm water drainage at certain intersections

River Access

- View of river
- Access to river

Property Condition

- Dilapidated distressed properties
- Some housing are very small and net the best of condition

OPPORTUNITIES

Bike/Pedestrian

- Move
- Walkable
- Safe pedestrian/bicycle lane
- Poor pedestrian environment
- Potential for better aesthetics
- Better future bike transportation
- Safe routes for youth and seniors

What's Missing – services, jobs, housing

- Grocery
- Hardware store
- Lead free homes
- Good high paying jobs

Connected

Redevelopment/Density

- Lowry – Central fire site and entire block
- Publicly owned land on and near corridor
- Little Jack's – move back from street
- Boarded up buildings (or occupied with unknown use)?
- SE corner of Central and Lowery (fire site)
- Property available for new or redevelopment
- Opportunity for increased growth/development

Road Improvements

- Improved storm water management
- Improve road geometry at Central
- Potential for improving traffic flow

Transit

- Transit N/S streetcar on Central
- Future transit plans
    - Intersecting, street car, buses, bike blvd.
- Improve public transportation
- A streetcar stop at Lowry and Central
- Space for bus shelters (so people don't have to run out of subway)
- Future Central street car route

Connections

- Improve business by consolidation
- Linkage to arts community
- Move destinations
- A vibrant community corridor that serves transportation & daily life
- Adjacent/parallel/corridors
- Linkage to riverfront
- Commuting opportunities

Implementation Phasing Ideas

Step 1 R.O.W.*:* Road Improvements, Transit, Bike/pedestrian

Step 2 Redevelopment: Connections, Development density, What's missing?

THREATS

- Trucks hitting Stanley's
- Parcel contamination could inhibit redevelopment
- Community opposition to increasing heights and density at commercial nodes
- Unhappy people
- Not enough money

Lowry Avenue NE Corridor Plan

Open House Summary
June 11, 2014, 6:00-8:00 p.m.
Mississippi Watershed Management Organization

Open House Overview

The second public workshop for the Lowry Avenue Northeast Plan was held on Wednesday, June 11, 6:00 – 8:00 p.m. at the Mississippi Watershed Management Organization Building. During this workshop the project team presented ideas on circulation improvements and redevelopment scenarios that could enhance the six study intersection areas. The open house was designed to share corridor information and gather ideas from residents, business owners, and others who use the corridor. Forty participants signed in at the open house.



Key Themes

Across all activities, worksheet comments, and conversations at the open house, some key themes emerged.

1. **Safely accommodate all modes, especially pedestrians, along the corridor and especially at busy intersections.**
   Open house participants are aware that the corridor is currently not accommodating all modes in a safe manner and improvements are necessary. By providing safe and adequate space for the most vulnerable mode – the pedestrian – it will also enhance the overall public realm. Participants indicated a strong preference for roadway concepts that included wider sidewalks.
2. **Address the effects of motorized vehicle traffic, including traffic calming.** *Many participants commented on the impact of motorized vehicles along the corridor. The motorized traffic is not going to go away, but there are opportunities to accommodate vehicular traffic, yet make the corridor a more pleasant experience for all who frequent the area.*
3. **Respect the history and sense of community present along and adjacent to Lowry Avenue.**
   Open house participants shared their personal stories of living in the area and their experiences along the Lowry Avenue NE corridor. Future redevelopment and roadway designs need to respect the historic resources along the corridor and accommodate the needs of the modern community.

Station and Activity Summary

This section describes the open house stations and activities, and summarizes the feedback received from open house participants.

Station 1: Inventory and Analysis

Station 1 provided participants information on Lowry Avenue NE corridor inventory and analysis. The presentation boards covered the following topics:

- Bicycle and Pedestrian Circulation
- Transit Access
- Neighborhood and Community Character
- Corridor Stormwater Management
- Traffic Analysis
- Land Use
- On-Street Parking and Right-of-Way (ROW) Widths
- On-Street Parking and Truck Routes
- Environmental Considerations

Participants wrote the following feedback on post-it notes that were placed on the presentation boards:

- Bicycle and Pedestrian Circulation
    - Bike lanes on Marshall?
    - Rush hour is 4:00-6:00pm and we should not allow bikes on University Avenue.
- Transit
    - Have enhanced bus service on Central instead of streetcars.
    - Routes 10 and 59 are inconsistent. Streetcar is preferred if more regular.
    - Do not like street cars on Central. Too crowded with buses, trucks and cars and street should focus on improved pedestrian and bicycle circulation.
- On-Street parking and Truck Routes
    - Why are trucks driving down 2nd street? This is a bus route not a truck route.
    - The right lane of the eastbound Lowry @ University should not have parking for Stanley's. It is difficult to see around the intersection when you are going south onto University.
- On-Street parking and ROW Widths
    - Issue turning on to Taylor on Sundays. There is also a proposed event school coming.
    - At the NE corner of Marshall some residents have to come out of the alley which is difficult.
- Neighborhood and Community
    - Arcana Lodge has 125 years of history along the corridor.
    - Blind accessible crosswalks at all of the study intersections.
    - Northbound bus shelters and need nicer bus shelters.
    - Adding a Northstar stop in NE is good. Many neighbors in NW and NE have commented on a need for the stop.
    - Please connect NE to the trail system

Station 2: What We Heard

A Power Point presentation describing previous engagement activities and participant feedback from the February workshop and walking tour was available for participant viewing at Station 2. Staff was also available to answer questions about the open house activities, and overall project process and information.

Station 3: Roadway Concepts

At Station 3 roadway concepts for Lowry Avenue were illustrated and described on presentation boards. At this station participants were invited to review the information, ask staff questions about the roadway concepts, and provide feedback on their concept preferences. The Lowry Avenue NE corridor was split into two segments to solicit feedback: the segment west of Central Avenue, and the segment east of Central Avenue. Some participants indicated their comment was relevant to the entire corridor, not only a segment east or west of Central Avenue (these comments are indicated in *italicized text* below). The written feedback and concept preferences received on the worksheets follow:

WEST of Central Avenue (table sorted based on total tallies)

Concept C: Wider Sidewalks — 13 tallies

- *As the NW Minneapolis Lowry corridor has shown, the wider walkways promote community and local business by encouraging neighbors to walk a common corridor. As of now, Lowry NE is a very unpleasant place to take my family for a walk because there are sign posts in the middle of the sidewalk. We moved in last year on Washington St. + Lowry and have immediately noticed how Lowry should be a corridor for community involvement the same way it is (on Lowry) in North Minneapolis.*
- *I prefer the wider sidewalks. I would like to see the additional sidewalk cafes that would sprout up that in turn would encourage and facilitate more community interaction.*
- There needs to be a buffer from the heavy traffic on Lowry. People can't feel comfortable walking along Lowry and there are <u>many</u> walkers in this neighborhood.
- A lot of foot traffic at intersection with retail and would slow traffic down.
- *Slow down the traffic!!! More pedestrian friendly/wider sidewalks with trees.*
- One lane each way with turn lanes.
- *The sidewalks should be wider to accommodate individuals that use walkers, wheelchairs, bus access to these individuals. Bikes on Lowry are not safe and we already have a bike blvd on 22nd. Single lane traffic with left turns would be ideal.*

Concept B: Bicycle Lane — 5 tallies

- *2-way dedicated/protected bike lanes on one side of street.*
- As a biker, I am interested in designated bike lanes so I don't feel compelled to bike on the sidewalks.
- *Current conditions are dangerous for bikes and drivers. People speed in right lanes and cut in sharply to left lane. Bikers currently ride on sidewalk or avoid Lowry completely. I prefer no parking, single lane traffic and adding bike lane.*

Concept A: All-Day Parking — 4 tallies

- I think that creating a lane for parking will promote buy-in from businesses to develop on Lowry.
- I drive. Please don't cut into the Arcana building, it is an asset to the community.
- Businesses exist in plenty here, but not parking yet.

WEST of Central Avenue (table sorted based on total tallies)

Additional comments:

- *No Change - Maintain 4 lanes.*
- *Wider sidewalks and bike lane would work if parking was eliminated on one side. Self-driving cars, Car2Go, and Uber are more our future than parking cars all over the street.*
- I don't feel safe biking on Lowry- there are enough other bike avenues.
- Removal of power lines is a good concept

EAST of Central Avenue (table sorted based on total tallies)

Concept C: Wider Sidewalks — 14 tallies

- *As the North Minneapolis Lowry corridor has shown, the wider walkways promote community and local business by encouraging neighbors to walk a common corridor. As of now, Lowry NE is a very unpleasant place to take my family for a walk because there are sign posts in the middle of the sidewalk. We moved in last year on Washington St. + Lowry and have immediately noticed how Lowry should be a corridor for community involvement the same way it is (on Lowry) in North Minneapolis.*
- *I prefer the wider sidewalks. I would like to see the additional sidewalk cafes that would sprout up that in turn would encourage and facilitate more community interaction.*
- *Wider sidewalks and bike lane would work if parking was eliminated on one side. Self-driving cars, Car2Go, and Uber are more our future than parking cars all over the street.*
- 40 years on or within one block of Lowry & Madison. Option C is far and away the best option; passage for pedestrians/snow have been treacherous and a nightmare, definitely need buffer between pedestrians and traffic/snow plows.
- In the winter it's impossible to keep the sidewalks free of snow because the plows push the snow up over the sidewalks. Also the same issue with people trying to walk with heavy traffic. Also, the "parking buffer" only works part of the time – many cars use it as a driving lane!
- *Slow down the traffic!!! More pedestrian friendly/wider sidewalks with trees.*
- Trees + wide walking space would be great
- Consider removing parking on one side of street and adding a bike lane, then widen sidewalks and you get it all.
- *The sidewalks should be wider to accommodate individuals that use walkers, wheelchairs, bus access to these individuals. Bikes on Lowry are not safe and we already have a bike blvd on 22nd. Single lane traffic with left turns would be ideal.*
- Way less businesses here (East of central), need space to live.

Concept B: Bicycle Lane — 4 tallies

- *2-way dedicated/protected bike lanes on one side of street.*
- Bike lane would be great.
- Consider removing parking on one side of street and adding a bike lane, then widen sidewalks and you get it all
- As a biker, I am interested in designated bike lanes so I don't feel compelled to bike on the sidewalks.
- *Current conditions are dangerous for bikes and drivers. People speed in right lanes and cut in sharply to left lane. Bikers currently ride on sidewalk or avoid Lowry completely. I prefer no parking, single lane traffic and adding bike lane.*

EAST of Central Avenue (table sorted based on total tallies)

Concept A: Maintain Existing Conditions	3 tallies

- *No comments on Concept A*

Additional comments:

- *No Change - Maintain 4 lanes.*
- Please bury power lines.
- THANKS for Johnson St. left-turn light ☺.
- Removal of power lines is a good concept.

Station 4: Intersection Alternatives

At Station 4 alternatives for three intersections along Lowry Avenue NE were described and illustrated on presentation boards. At Marshall Street and Lowry Avenue, two intersection design alternatives were presented; at University Avenue and Lowry Avenue, three design alternatives were presented; at Central Avenue and Lowry Avenue, four intersection design alternatives were presented. Participants could review the intersection design alternatives, discuss key elements with project staff, and provide feedback on their preferred alternative for each intersection. The written feedback and concept preferences received on the worksheets follow:

Marshall Street & Lowry Avenue (table sorted based on total tallies)

Alternative B: Wider Curb Radius and Right Turn Lane	8 tallies

- Current right-turn (only) lane is ignored during rush hour.
- Having a right turn lane would be nice.
- The additional truck turn lane will make the intersection safer and more balanced with the turn lane at the east end of the bridge.
- I like the right turn lane, however, something needs to be done so that pedestrians are able to cross safely.
- Better turn lanes and ability for flow off of the bridge.

Alternative A: Wider Curb Radius	3 tallies

- Less tax burden.
- I think you need to widen the road enough for 2 lanes east bound as well as 2 lanes west bound with a turn lane. Expand by taking some land from a liquor store. Move the liquor store back.

None of the Above	3 Tallies

- Widen intersection by changing the radius on the NE and SW corners. Add more commercial spaces on Marshall south of Lowry to attract bicyclists and pedestrians. Parking behind the buildings.

University Avenue & Lowry Avenue (table sorted based on total tallies)

Alternative B: Intersection Shifted South with Parking	12 tallies

- I like the restaurants on the North side.
- More fully enhanced sidewalks and new commercial space. Leave Stanley's there!
- It impacts less property and allows for parking AND turning.
- I like bump-outs for extra sidewalk and possibly trees.
- I like the slanted turn lane for trucks but I believe the parking on the NW side of the street should be moved to the SW side since all the businesses are already set to be removed by the

University Avenue & Lowry Avenue (table sorted based on total tallies)

plan.

- This corner really needs help for truck drivers and additional parking for Stanley's.

Alternative A: Intersection Shifted South	2 tallies

- Too much history on the NW corner; Less tax dollars spent purchasing 7 properties vs. 9.

None of the Above	2 tallies

- 4 lanes should remain on Lowry Ave due to traffic counts.
- Move intersection East with wider radius on NE and SE corners. Add more commercial shops on Lowry with access to parking from both University and Lowry. Designated left turn lane for all 4 directions.

Alternative C: Intersection Shifted North	0 tallies

- *No comments on Alternative C*

Central Avenue & Lowry Avenue (table sorted based on total tallies)

Alternative D: Intersection Shifted to the NW and SE	7 tallies

- Less loss in businesses/people who have been in their places for a large number of years
- I'm a lodge member at the Arcana building on the SW corner of Central + Lowry. Our organization has been located on that corner for 125 years and we wish to remain there.
- I like 'D' because it preserves Arcana lodge 187. Arcana is a 125 year old club whose main goal has been to promote the general good of the community we are in. Today we work with east side neighborhood services. Our main goal with them is restoring their camp for NE underprivileged kids camp Bovey. We also raise money for MN masonic cancer center at the U of M. Please don't take it from us. We have and will continue to be an asset to the community.
- The Arcana building was erected in 1908. Our organization of free and accepted masons have been in NE Minneapolis for 125 years this fall, and in this same building since its erection since 1908. There is a rich and deep heritage involving this building and our fraternal order.
- Cleans up NW corner, which is one of the worst eye-sores in the community. Public plaza would be an excellent place for art/music shows and other community gatherings that would support local businesses.
- I am pro on the plans for expansion and better parking but I prefer Plan C and Plan D because they involve taking out less of the local businesses in the area. Whereas Plan A + B take out 5 businesses and charity groups, and C which takes out 4-5 businesses.

Alternative A: Intersection Shifted South with Parking & Curb Extension	6 tallies

- Critical to go to 3 lanes west of Central and widen sidewalks. This was confusing to me but I think 'Alternative A' is saying this? If not, whichever alternative does meet this requirement is my preference.
- There is already a vacant lot to the south, so the north building wouldn't need to be demolished for Alternative 'A'.
- Keep the ped X-ing the same distance while providing a reduced roadway (3 lane I hope with trees and sidewalk).
- Most spacious alternative; alternative 'B' is also okay; alternative 'C' would be disruptive for pedestrians.
- I think it's important to rebuild the SE corner, but parking would also be necessary. There

Central Avenue & Lowry Avenue (table sorted based on total tallies)	
are too many concepts for Central and Lowry at this time. Let's keep bikes and street cars off Central. Polk is a bike blvd one block East of Central. Let's improve the sidewalks and add bus shelters to all 4 corners. Room for bicycle parking. Having a left turn lane east of Central for parking behind businesses on NE corner, this will help keep traffic flowing and hopefully reduce accidents, especially since they have added concrete islands at the intersection of Lowry and Polk.	
Alternative C: Property Acquired for Parking	3 tallies
• Impacts fewest number of parcels. Extra parking would be useful. • Alternative 'C' takes out fewer yards/people homes. • I am pro on the plans for expansion and better parking but I prefer Plan C and Plan D because they involve taking out less of the local businesses in the area. Whereas Plan A + B take out 5 businesses and charity groups, and C which takes out 4-5 businesses.	
None of the Above	1 tally
• 4 lanes should be on Lowry, not 3.	
Alternative B: Intersection Shifted South with Parking	0 tallies
• *No comments on Alternative B*.	

Participants also provided the following written feedback on post-it notes that were placed on the presentation boards:

- Lowry & Central – Alternative A – Provide a turn lane to parking lots behind business at NE corner of Central to help keep traffic flowing.
- Lowry & Central – Alternative A –this is the prettiest option but maybe the worse for the businesses.
- Lowry & Central – Alternative A –Bus stop at NE corner restricts traffic movements.
- Lowry & Central – Alternative C – move pedestrians on north side because of businesses.

Station 5: Redevelopment Scenarios

At Station 5, redevelopment scenarios for six intersections along the corridor were illustrated and described on presentation boards. Participants were invited to review the redevelopment scenarios for Marshall Street and Lowry Avenue, 2nd Street and Lowry Avenue, University Avenue and Lowry Avenue, Washington Street and Lowry Avenue, Monroe Street and Lowry Avenue, and Central Avenue and Lowry Avenue. Staff was available to answer question about the scenarios, and participants could provide feedback on post-it notes and place them on the presentation boards. Additionally, participants were invited to create a redevelopment scenario for the Lowry Avenue NE Corridor. This activity allowed participants to see the corridor in its entirety and understand the relationship among the redevelopment scenarios. Participants selected a preferred redevelopment scenario for each of the six intersections and placed them on a corridor map.

Image of a completed redevelopment scenario activity

The following summarizes the results of the activity:

Overall tally of redevelopment concept selection for each intersection* **

Marshall Ave		2nd Ave		University Ave			Washington St			Monroe St		Central Ave			
A	B	**A**	B	**A**	B	C	A	B	**C**	**A**	B	A	B	C	**D**
4	2	**4**	1	**2**	1	1	1	1	**2**	**3**	2	0	1	0	**4**

**Some activity participants did not select a redevelopment scenario for an intersection.*
*** Bold and blue indicates the redevelopment scenario most selected in this activity.*

The tables below summarize the redevelopment scenarios selected and the comments individual participants wrote on their activity map.

Participant A

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept A	None	None	None	None	None
Comments: • Marshall Ave: Let Bob decide what it would look like! • University Ave: What are the options with widened roadway (and strike through all concepts)?					

Participant B

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept A	Concept B	Concept A	Concept C	Concept B	Concept D

Participant C

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept A	Concept A	Concept C	Concept B	Concept A	Concept D

Comments:

- Marshall Ave: Putting parking for the retail used on Marshall will keep the flow of traffic on Lowry going smoothly.
- 2nd Ave: NE should have fewer apartment units in order to maintain a "family-feel" created mostly by single unit homes.
- University Ave: More retail use should be offered to those living near. These stores could include deli/coffee shops, candle stores, bookstores for example that promote relationships instead of being solely transactual.
- Washington St: Love the single family units of those families will be within walking distance to retail shops on University.
- Monroe St: Keep the gas station otherwise it's a drive to the BP on University and the ones on Central. Keep/build single unit homes.
- Central Ave: I just like it – can't really explain why. Add turning signals on Lowry for Central.

Additional comments:

- West of Central: Wider sidewalks; bikers should use 24th Ave NE for safety and wider sidewalks to allow businesses outdoor dining; plowed snow could be less on the street; it will promote community.
- East of Central: Wider sidewalks – same reasons as for West.
- Great activity ☺.

Participant D

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept A	Concept A	Concept B	Concept A	Concept A	Concept D

Comments:

- Central Ave: Leave the building on NE corner, residential at 24th Ave NE and Polk St NE – low density housing (X over multifamily residential concept)

Participant E

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept B	Concept A	None	None	None	Concept B

Comments:

- Less eminent domain.

Participant F

Marshall Ave	2nd Ave	University Ave	Washington St	Monroe St	Central Ave
Concept B	Concept A	Concept A	Concept C	Concept A	Concept D

Participants also provided the following written feedback on post-it notes that were placed on the presentation boards:

- Lowry & Marshall – Alternative B – Preferred alignment of redevelopment would be along Marshall street. Please add a coffee shop as part of the development.
- Lowry & Washington – Alternative A remove all of the curb cuts to support busses and pedestrians along Lowry.
    - This option best supports the HNIA small area plan for the intersection to support local small businesses.
- Lowry & Washington – Alternative B
    - Bridge is in really bad shape.
    - BIG project for the Lowry corridor because there is nowhere for pedestrians or bicyclists to fit underneath the current structure.
    - Provide a buffer on SW side of intersection to mitigate train noise to residents.
    - Will development amplify noise along the corridor?
- Lowry & Central – Alternative A – This is the preferred option because you spend the least and get the most.
- Lowry & Central – Alternative B – would prefer to see lower densities more similar to adjacent neighborhood.
- Lowry & Central – Alternative C – Do not remove the Arcana building. It is a historic structure.
- Lowry & Central – Alternative D – NW corner should have height and density.
- Lowry & Central – Alternative D – Is there enough demand for commercial space to support commercial space along Lowry.

Lowry Avenue NE Corridor Plan

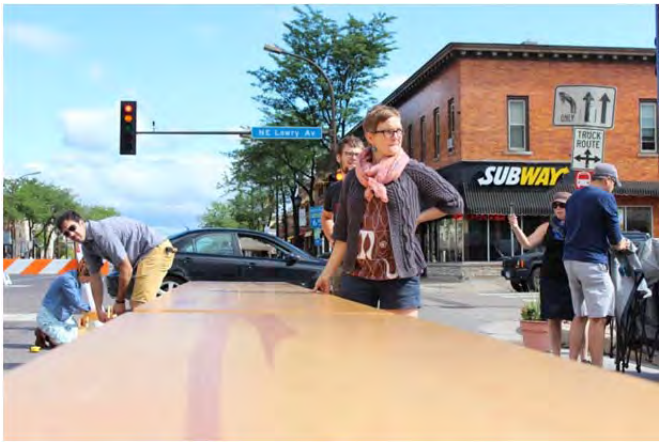
Open Streets Event Summary
Sunday July 27, 2014
Central Ave NE + Lowry Ave NE Intersection

Open Streets Overview

The Central Avenue 'Open Streets' event was held on Sunday, July 27, 2014 from 10 am – 4 pm. The Lowry Avenue NE Corridor Plan team was on hand to explain the potential pedestrian and bicycle safety improvements (i.e., wider sidewalks, bike lanes, or all day parking,) and the engagement activities available at the station. The station was located at the intersection of Central Avenue NE and Lowry Avenue NE, which provided an ideal location for starting conversations about the project as attendees waited at the intersection. Specifically, the roadway concept "voting" activity was positioned at the Lowry Ave NE crossing location so attendees could quickly listen to project information and place a dot on their preferred roadway concept while waiting for the traffic officer to allow pedestrians and bicycles to cross

the street. Another location benefit was that the station was positioned where the roadway changes from four to two travel lanes, which helped the project team explain why participants received two dots for recording their preferences on two boards (i.e., one board for Lowry Ave NE west of Central and one board for east of Central.

The station featured THE REALLY BIG TABLE, a table custom-made by local engineers and artists for community engagement. The 25 foot long table was delivered by bike and used to display a 10' x 3'printed map of the entire corridor. The map gave Open Streets patrons the opportunity to record their thoughts and express their opinions on the future of the Lowry Avenue NE corridor.



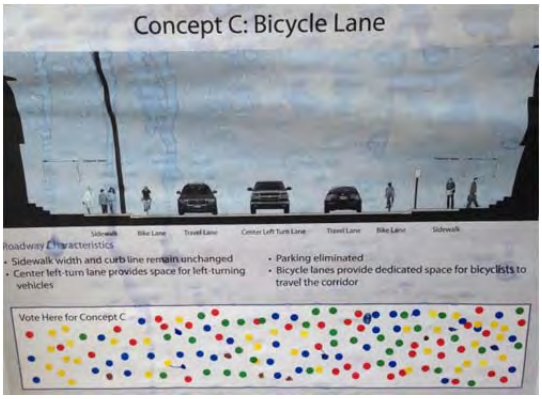
The following engagement activities were provided to engage Open Street attendees and gather public opinion on the future of the Lowry Avenue NE corridor:

1. Roadway Concepts Activity
2. Corridor Map Activity
3. Youth Activities

1. Roadway Concepts Activity

Participants had the opportunity to record their preferred Lowry Avenue roadway concept for the portion of the roadway East and West of Central Avenue NE. Each portion of the roadway had four concepts which were all displayed on a large poster board, and included characteristics for each concept. Many passersby questioned what a buffered bike lane looked like, so a graphic example was drawn on the street with chalk to visually illustrate the concept. Participants recorded their favorite concept by placing a dot underneath their preferred roadway cross section graphic. The boards were presented at a low level so that people with disabilities in wheelchairs and children were still able to view the concepts. Approximately 250 people voted for their preferred roadway concepts at the event.

Roadway Concept Activity Results:



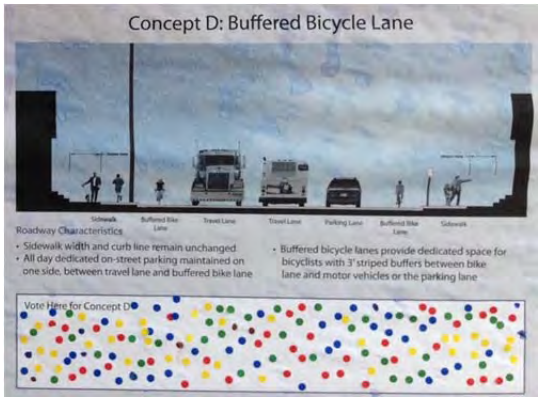
West of Central

Concept A: Maintain Existing Conditions – 1 dot

Concept B: All Day Parking – 12 dots

Concept C: Bicycle Lane – 156 dots

Concept D: Wider Sidewalks – 69 dots



East of Central

Concept A: Maintain Existing Conditions – 1 dot

Concept B: Bicycle Lane – 30 dots

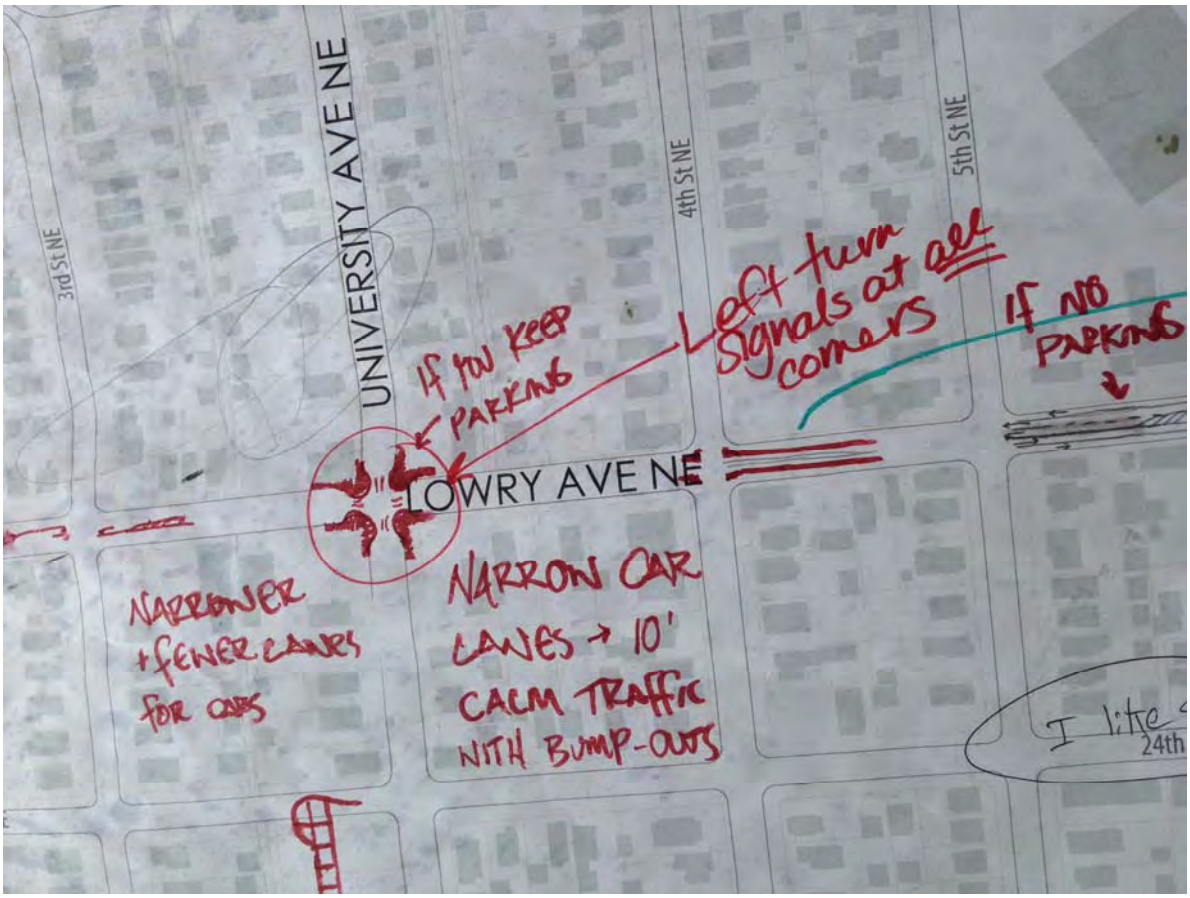
Concept C: Wider Sidewalks – 58 dots

Concept D: Buffered Bicycle Lane – 162 dots

Open Street events typically draw a large number of bicyclists, which is reflected in the tallies for the roadway concepts. Attendees preferred bike lanes over wider sidewalks and all day parking along Lowry Ave NE both east and west of Central Ave NE.

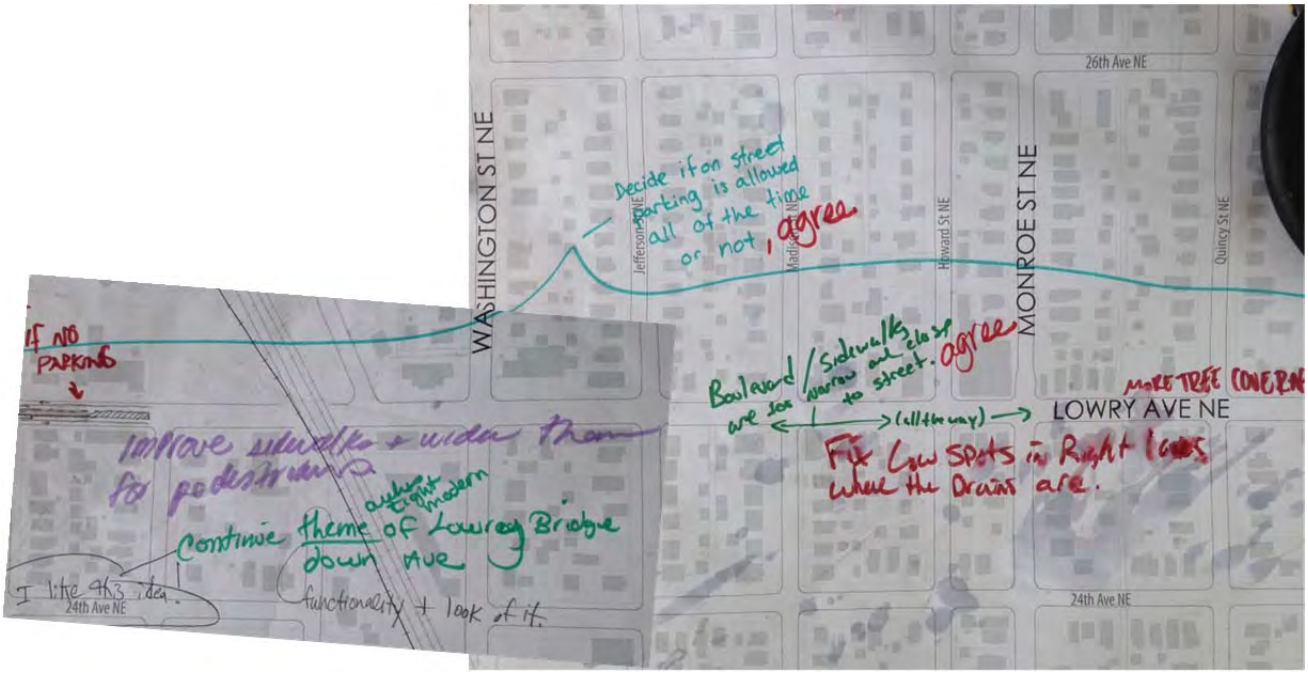
2. Corridor Map Activity

10' x 3' Lowry Avenue NE corridor map was used as a "table cloth" on the 25' table. Participants were encouraged to write responses to provocative questions posted on small signs spread across the table. Participants also recorded ideas for specific improvements along the corridor. The majority of the comments focused on intersection improvements, which are provided on the following series of photos.



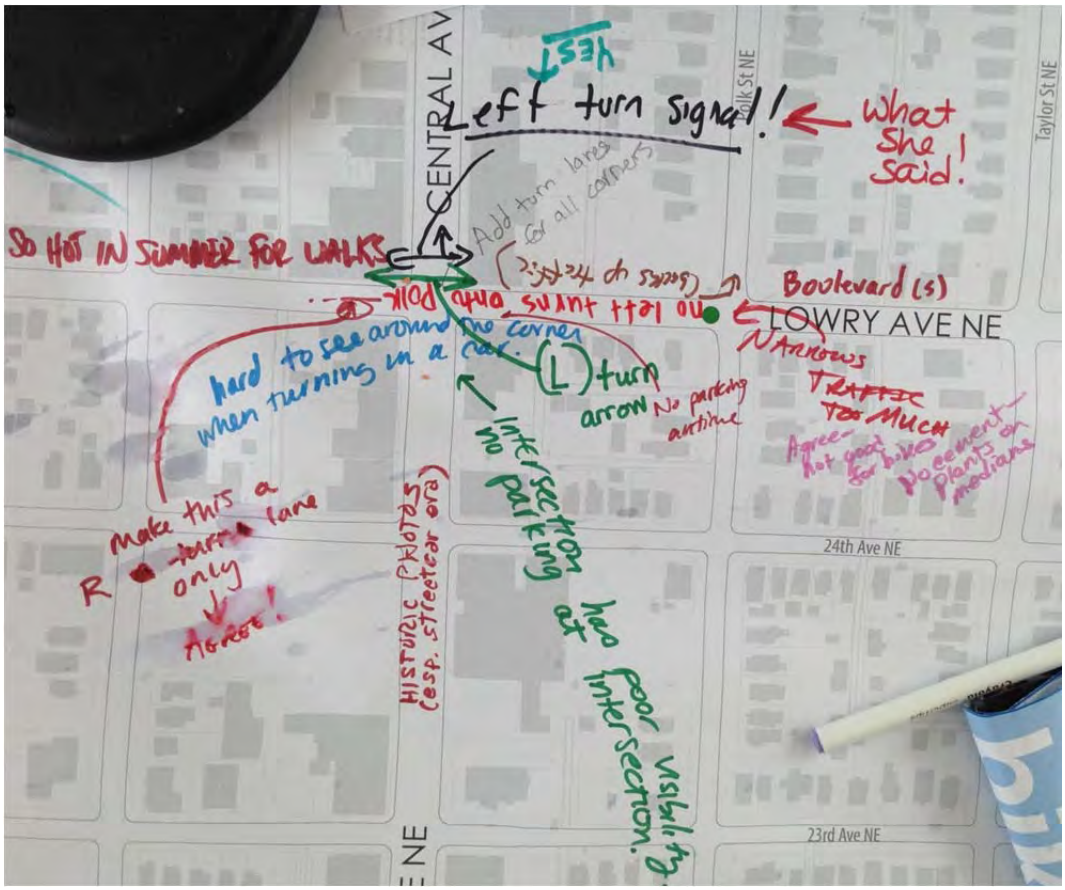
Intersection Comments - Lowry Avenue NE and University Ave NE:

- Narrower and fewer lanes for cars
- (insert bump out curbs at intersections) if you keep parking
- Left turn signals at all corners
- Narrower car lanes to 10’; calm traffic with bump-outs



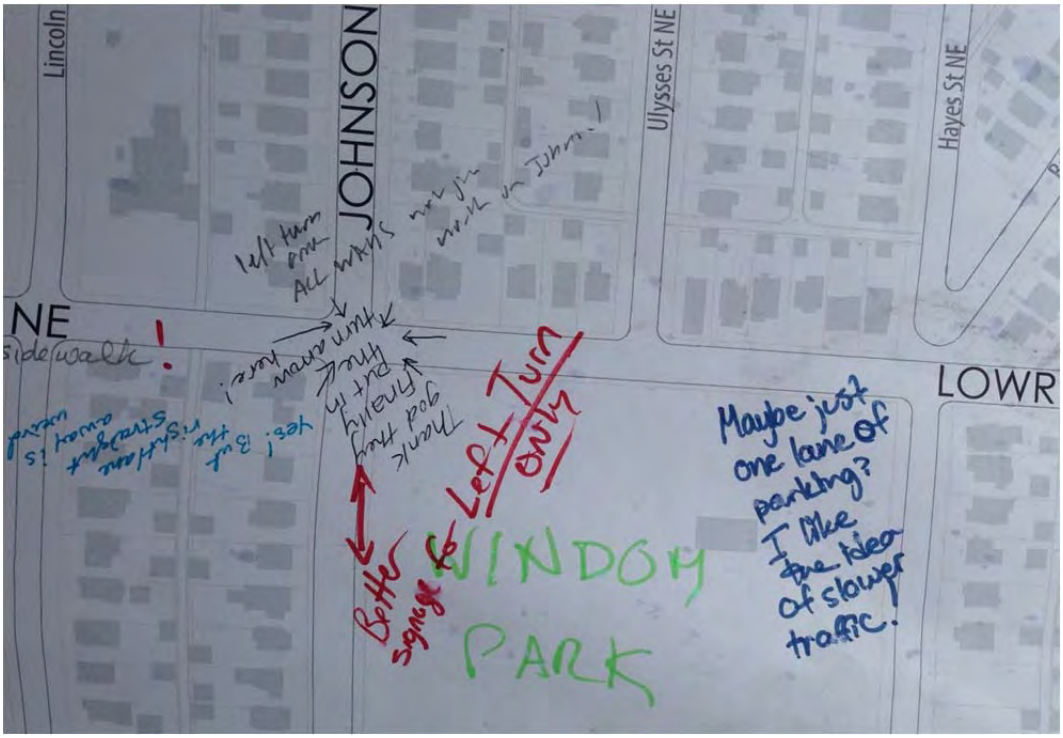
Intersection Comments - Lowry Avenue NE and Monroe St NE/Washington St NE:

- Boulevard/sidewalks are too narrow and close to street. (another person agrees)
- More tree coverage
- Decide if on-street parking is allowed all of the time or not
- Improve sidewalks and widen them for pedestrians
- Continue theme (functionality and look) of Lowry bridge down avenue
- Fix low spots in right lanes where the drains are



Intersection Comments - Lowry Avenue NE and Central Avenue NE:

- Make eastbound Lowry Ave NE a right-turn only lane (another person agrees)
- Intersection has poor visibility; no parking at intersection
- Add left turn signal on Southbound Central Avenue (3 others agree)
- Add turn lanes for all corners
- Hard to see around corner when turning in a car
- No left turn lanes onto Polk (narrows up traffic)
    - Agree – not good for pedestrians



Intersection Comments - Lowry Avenue NE and Johnson Street NE:

- Create Boulevard between street and sidewalks! (2 others agree)
- Better signage for left-turn only on Johnson street
- Left turn lane ALL WAYS, not just north on Johnson
- Thank god they finally put in the turn arrow here!

3. Youth Activities

There were also activities to entertain children while their guardians engaged with staff or in other activities. Kids were provided with larger photographs of Lowry Ave NE intersections accompanied with crayons, craft materials, and other tactile materials so that they could redesign the street. Kids added people and bicycles, decorated light posts, and created public art along the roadway.

Lowry Avenue NE Corridor Plan

Open House Summary
September 25th, 2014, 6:00-8:00 p.m.
Eastside Neighborhood Services

Open House Overview

The third public workshop for the Lowry Avenue Northeast Corridor Plan was held on Thursday, September 25th, 2014 from 6:00 – 8:00 pm at Eastside Neighborhood Services. The open house included four stations that displayed information on roadway concepts, streetscape alternatives, intersection redevelopment concepts, and a "What we Heard" slide show to share public feedback from past events. The open house was designed to share recommendations for improving the safety of the corridor for pedestrians, bicyclists and motorists, improving the streetscape with landscaping, lighting and public art, and growing the tax base through redevelopment at key intersections. The open house was also designed to gather feedback from residents, business owners, and others who use the corridor on comment forms. Twenty six participants signed in at the open house.

Key Themes

During the public open house, the following key themes emerged from the feedback participants provided on comment forms:

1. **Pedestrian Safety Improvements**
   Participants were generally pleased with the proposed changes that would improve the pedestrian realm, including narrowing the roadway, widening sidewalks and increasing the buffer between pedestrians and motor vehicles.
2. **Bicycle Safety Improvements**
   Many open house participants emphasized the importance of bicycle improvements in the entire corridor, including a bicycle and pedestrian bridge over the railroad tracks on 27th and bike lanes or shared lane markings west of Central. In addition, participants mentioned the importance of

way-finding for bikeways, especially since dedicated bike facilities are not recommended on Lowry Avenue NE between Marshall St NE and Central Ave NE.

3. **Transit Improvements**
   Multiple participants expressed support for proposed transit improvements, including bus "bump outs" and adding bus shelters. Participants also emphasized the importance of transit improvements for students in the area.
4. **Streetscape and Utility Improvements**
   Open house participants expressed satisfaction with the proposed streetscape enhancements including more trees and greenery, "cultural influences" from the area, and the railway underpass proposal. Participants also expressed the need for utility improvements, including lighting underneath the railroad bridge and better flood control in the area.

Activity Summary

Four stations were available with information and recommendations regarding the following topics:

Roadway Concepts

Two different roadway concepts were presented; one for the section of Lowry Avenue east of Central Avenue and one for the section of Lowry Avenue west of Central Avenue. Graphics were displayed with recommended roadway cross-sections, proposed views, and existing way-finding signage.

Streetscape Alternatives

Illustrations of seven different locations along the corridor were presented with various graphics displaying the recommended roadway cross-sections and streetscape improvements. Participants were provided stickers to place on the streetscape aesthetic they preferred and the results are shown below:

- Urban Eclectic Aesthetic – 9 stickers
- Traditional Historic Aesthetic – 7 stickers
- Industrial Aesthetic – 5 stickers
- Contemporary Aesthetic – 4 stickers

Redevelopment Concepts

Redevelopment concepts were displayed for six different intersections along the Lowry Avenue NE corridor. The graphics displayed recommended intersection designs, redevelopment plans and streetscape enhancements.

Public Feedback - "What we Heard"

A rolling slide show was projected on the wall to share public feedback and comments gathered from past events, including open houses, the on-line survey and the Central Avenue Open Streets event.

Transcribed Comment Forms

Several participants provided written comments regarding the information and recommendations shared at the open house. The transcribed comments follow:

Comment #1:

- Need better signage for left turn on Marshall St (cars driving east)
- Better overhead lighting each side of RR bridge near Washington St
- Replacement of old water main under Lowry
- Rain garden west of RR at Main St., north of Lowry
- Flooding in alleyway between Lowry & 26th Ave
- Need pedestrian & bicycle bridge at 27th Ave over RR

Comment #2:

- I noticed there are no bike lanes. It was shared that they would be off a few blocks. If bike lanes are on other side streets, can those side streets (all side street bike lanes) be parking on one side only? When parking is on both sides the side streets are not safe for new (kid) riders when parked cars on both sides and a car is driving.

Comment #3:

- Lowry provide bicycle lanes west of Central Ave
- Build a pedestrian, bicycle bridge over train tracks on 27th. A traffic light on 27th & Univ.
- Provide better sewer & flood control north of Lowry (rain-run-off)
  2nd Street, Railroad tracks & California St NE
- Repair Alley from Lowry to 27th between California & train tracks provide drainage
- I like the expanded area for turning on University & Lowry

Comment #4:

- Create a little "art park" at the SW corner of Marshall St NE & Lowry – "artistic" bus shelter, "artistic benches", paint art on utility boxes, paint the concrete green, etc. etc. etc. Rest stop for walkers/bikers. Bike racks w/ bridge pieces/ represent Red River Ox Cart Trail
- Love the bright fun design on the RR underpass
- Keep the bike trails on 27th/22nd w/ Marshall St connections
- Like the traditional/historic aesthetic w/ some urban/electric influence (like the RR overpass)

Comment #5:

- I like the ideas for minimizing lanes and adding trees and extending sidewalks. I believe it would add a more home like community aspect. I do believe one of the 2 redevelopment areas on the Lowry/Central design should be appropriated for parking. I like the shops and parking ramp design but I worry about free parking which people will lose with the elimination of street parking.

Comment #6:

- I am a little concerned about traffic during rush hour. How can we eliminate some of the busy traffic? I like that there is more street lights. More color, more green, more creativity and uniqueness.

Comment #7:

- I really like the addition of the medium by Polk & Lowry. It slows traffic down and makes it easier to cross Lowry on a bike.

Comment #8:

- There needs to be a bike consideration. Many high school kids from North take Lowry from North side to Edison on Quincy.
- If bike lanes are other places – bike education of where they are

Comment #9:

- Adding shares/markings between Central, University and the river would be better… Continuing the lane would give biking infrastructure in NE more flow!
- If this isn't possible, adding to 22nd or 27th Streets NE would a plus!
- I support greater density (option B's) at Washington and Monroe intersections – as does the Holland Small Area Plan
- Thanks for the opportunity for input.

Comment #10:

- This project is a great idea! I really like the bike lanes. They will provide a safer easier way for bicyclist to get around. However, I worry that wayfinding is something many people don't know about. I like the current cultural influences as well.

Comment #11:

- Please widen the unsafe Marshall St corner. Thanks.

Comment #12:

- Please make sure audible traffic signals are secured at all light controlled intersections. Please!

Comment #13:

- Marshall Terrace has a 2 y/o NRP plan that recommends a bike path on 27th going over University w/ a bridge and goes all the way to Rosedale.
- CCMT Board is working on this effort.

Comment #14:

- I'm still not sure why we want bike lanes on Lowry since 22nd is a bicycle blvd. Traveling Lowry to and from work every day I know that people will continue biking on Lowry west of Central and cause traffic hazards as people try to get around them. This to me does not promote safety.

- Having the turn lanes will be a huge improvement as well as a boulevard buffer for the sidewalks.

Comment #15:

- I think this project is a great idea there is a lot of roads that need improvement. And there's a definite need for more bike lanes. And adding trees & designing the neighborhood will attract more people to come to this area. And the area won't be such an eye sore.

Comment #16:

- Lowry on the west side needs a plan for bikes. I'm sick of being yelled at by cars for using a public road. Can the 12' sidewalks allow for bikes?

Comment #17: Conversation w/ J. Lowry

- Home north of Lowry on California
- Was previously told that city can't pave alley due to Fridley sewer?
- RR sold land to printer (now church) for parking lot who built berm on north end => the berm is why water must raise >27" + before overtopping
- Runoff from brewery (E of tracks) sheet flows over RR into grass area north of parking lot
- Water main break 5 years ago – bus got struck in hole in street/parking lot
- Would like rain gardens etc. in RR/Xcel treatment

Comment #18:

- The turn lane will make a vast improvement to the traffic flow. Bus cut-out also will be safer for traffic.

Comment #19:

- Can't wait!! This will be so great.
- Make sure there is good bike signage at Central & Lowry
- It would be nice to have a bump out & bus shelter on Lowry & Monroe for all the Edison students waiting for the bus.
- Thanks for all your progressive & hard work on this!

Comment #20:

- If there aren't bike lanes between Polk & the Lowry Ave Bridge, then I would like see shared bike lane symbols on the road

Comment #21:

- I can't wait! It's going to be a huge improvement.

floodplain collective
a confluence of ecology, equity, & engagement

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Lowry Ave Corridor Project: Edison High School Student Engagement
March 20-21, 2014
Anna Bierbrauer & Miss Emily Lowery

Feedback Summary

Working with Edison students proved to be a very insightful experience; excellent feedback was received in regards to public transportation, intersection /street experience, and general impressions of the neighborhood. Not all information the students had to offer was relevant to our project, but they were very interested in the process and seemed genuinely excited and empowered to have an opportunity to express their perspective.

Student Profile & Engagement Activities

We worked with Level 2 English Language Learners taught by Katie Murphy -Olsen for 2 hours on Thursday and 1 hour on Friday. Students ranged from 9-12th grade. There were over 6 different native languages represented and time living here in Minneapolis ranged from over a decade to less than one week. The class participated in three activities: The Mapping of Love and Hate, Mapping Your World: A Personal Illustrated Map, and Your Words/Their Words. Students were very engaged in all three activities with the The Mapping of Love and Hate and the Your Words/Their Words providing the most relevant information for the Lowry Corridor Project. Mapping Your World: A Personal Illustrated Map held less pertinent information for our purposes but was probably the easiest for them to jump into and got them the most excited. It also offered interesting insights into how each individual oriented themself in their physical world and what they valued about their surroundings.

Feedback

<u>Public Transportation:</u>

A majority of the students in the class commuted to school on the Metro Transit system; the 32 on Lowry and the 10 on Central were the most frequently mentioned but students also spoke of using the 17, the 11, and the Hiawatha Light Rail. Frustrations around the bus system were focused on two major complaints: frequency of buses and length of time between transfers; and lack of adequate shelter at bus stops. Many of these complaints came out in the Mapping of Love and Hate exercise:

"I hate my street because there aren't enough stopping buses."

The teacher helped him clarify to 'the bus doesn't stop / come often enough.'

"I hate the Lowry bus because I wait and wait and wait and it never comes."

This complaint was later echoed by several students. The teacher later pointed out that many of them

do not read the bus schedule because it is too overwhelming for them as new English learners, so the wait time may be attributed to either the erratic schedule of the 32 or the manner in which the schedule is posted.

"I hate the bus because it is dangerous to wait for the bus."

Students spoke of both the cold and the proximity to the street being an issue on Lowry Ave. Most said that when they could, they would wait inside a local business but when they couldn't they worried about being too cold or not having anywhere to sit (the NE corner of Monroe and the NE corner of Central by Subway, specifically.)

Another interesting discovery was to realize how students oriented themselves to their bus stops. When I asked where they got off and used street names, no one knew or responded with "I don't know the street, I just get off at XYZ" - as new English readers, visual cues were especially critical for wayfinding.

<u>Intersection/Street Experience</u>

Although the mapping exercises offered some insight into the street experience, the most relevant feedback was found in the Your Words/Their Words project. To get them thinking about the questions, they were first asked to answer the following questions:

How do you get to school?
I use the _____ bus stop. I like it because _____. I hate it because _____.
I like getting to school by _____ because _____.
I wish I could get to school by _____ because _____.
I wish there was more _____ in my neighborhood.
I wish there was less _____ in my neighborhood.

Responses included:
-I wish there was less traffic in my neighborhood *[she lives on University just north of the Lowry intersection]*. There is too much and it is too fast.
- I like the bus because it takes me to school. I hate it because I have to wait a long time.

Once they had taken some time to think through their answers and write them out, they were then show a second set of interview questions they had to take home and ask a friend or family member. The following day they had answers from a variety of people to the following questions:

Do you like driving on Lowry Avenue? Why?
Where do you feel safe in the neighborhood? Why?
Where do you not like to go in the neighborhood? Why?

Responses included:
-Lowry is stressful to drive on because it is too narrow and there are too many cars.

-I don't like driving on Lowry Ave because there are too many cars on the road.
-I feel safe where there are people that I know.
-I feel safe where people speak my language

One response during the Mapping Your World exercise that came up that was particularly interesting was a drawing of several streets that ran across the rest of the street grid. When I inquired about them, he responded "those are the bad streets, you know, the broken ones...the ones that don't go anywhere" referring to all of the dead-end streets due to the rail line.

General Impressions

As to be expected, there were many mixed reviews of the neighborhood in general - some students loved the neighborhood because their school was there, some hated it because their school was there. One overarching similarity was the places that people like were usually green (typically a park) or places where they felt culturally comfortable (a halal restaurant, the Somali mall, the Mall of America, their home) - and the public realm of Lowry Ave offered neither of these.

Lowry Avenue NE Corridor Plan Update
Roadway Concepts and Intersection Alternatives Tally Summary – June 2014

Roadway Concepts Worksheet

The overwhelming majority of comments from the public open house, CAT, and TAT indicated a preference to see widened sidewalks both West of Central Avenue and East of Central Avenue. The runner-up preference was for adding bicycle lanes, or a hybrid alternative with widened sidewalks. However, participants clearly expressed higher priority for pedestrians over bicyclists. Very few participants advocated for all-day parking or maintaining existing conditions, while many voiced concern over speeding traffic on Lowry Avenue and unsatisfactory existing pedestrian conditions.

Intersection Alternatives Worksheet

During the intersection alternatives activity comments received from the open house participants, the TAT, and the CAT also had similarities. For the Marshall Street and Lowry Avenue intersection, 'Alternative B: Wider Curb Radius and Right Turn Lane' was the most preferred option based on tallies, while 'Alternative A: Wider Curb Radius' was a close second. At University Avenue and Lowry Avenue, 'Alternative B: Intersection Shifted South with Parking' was the dominant favorite. Preferences for the Central Avenue and Lowry Avenue intersection were more mixed, with 'Alternative D: Intersection Shifted to the NW & SE' the most preferred alternative based on tallies. Interestingly, Alternative A received 6 out of 17 tallies from the public, and received 0 tallies from the CAT and TAT. Not a single vote was given to Alternative B: Intersection Shifted South with Parking.

Roadway Concepts Worksheet		TALLIES		
WEST of Central Avenue	Public	CAT	TAT	**TOTAL**
Concept A: All-Day Parking	4	0	0	4
Concept B: Bicycle Lane	5	1	2	8
***Concept C*: Wider Sidewalks**	13	4	5	**22**
EAST of Central Avenue	Public	CAT	TAT	**TOTAL**
Concept A: Maintain Existing Conditions	3	0	0	3
Concept B: Bicycle Lane	4	1	3	8
Concept C: Wider Sidewalks	14	3	4	**21**
Intersection Alternatives Worksheet		TALLIES		
Marshall Street & Lowry Avenue	Public	CAT	TAT	**TOTAL**
Alternative A: Wider Curb Radius	3	4	4	11
Alternative B: Wider Curb Radius and Right Turn Lane	8	5	5	**18**
None of the Above	3	0	0	3
University Avenue & Lowry Avenue	Public	CAT	TAT	**TOTAL**
Alternative A: Intersection Shifted South	2	0	0	2
Alternative B: Intersection Shifted South with Parking	12	4	4	**20**
Alternative C: Intersection Shifted North	0	2	2	4
None of the Above	2	0	0	2
Central Avenue & Lowry Avenue	Public	CAT	TAT	**TOTAL**
Alternative A: Intersection Shifted South with Parking & Curb Extension	6	0	0	6
Alternative B: Intersection Shifted South with Parking	0	0	0	0
Alternative C: Property Acquired for Parking	3	2	2	7
Alternative D: Intersection Shifted to the NW & SE	7	2	2	**11**
None of the Above	1	2	2	5

Attachments:

1. Lowry Ave Technical Advisory Team (TAT) Tally Summary
2. Lowry Ave Community Advisory Team (CAT) Tally Summary

Attachment 1:
Lowry Ave Technical Advisory Team (TAT) June 17, 2014
Roadway Concepts and Intersection Alternatives Tally Summary

Roadway Concepts Worksheet

West of Central – Concept C: Wider Sidewalks

Comments: First priority should be for sidewalks, and then bicycle lanes; possibly a hybrid of B: Bike lane and C: Wider Sidewalks. The pedestrian realm is so minimal right now that no improvement would be impactful without more space; Many need different treatments right at intersections, including maybe more pkg(?) for business nodes (C+L in particular); Need significant investment in public realm to stimulate redevelopment and market activity; "share the road" for bikes?

East of Central – Concept C: Wider Sidewalks

Comments: Less critical than west of central, but still important; Links central to Stinson – Grand Rounds connection

West of Central – Concept C: Wider Sidewalks

Comments: Improved storm water management; pedestrian friendly; the MPRB is not likely to plant and maintain trees in r-o-w areas and boulevards less than 4 feet wide.

East of Central – Concept B: Bicycle Lane

Comments: Add: E/W turn arrow at Central and Lowry intersection; add bike lanes on this side of Central – will connect to Windom Park/Pillsbury school and the presidents bike boulevard and St. Anthony Parkway

Comments: MnDOT has no preference except as it relates to accommodating heavy/large truck turning at University and Central Ave intersections.

West of Central – Concept C: Wider Sidewalks

Comments: Travel lanes for trucks should be a minimum of 11' width. Center left turn lane may improve truck turning radii (and bus) at intersections. Wider sidewalks may need special treatments at key turning intersections. (e.g. university)

East of Central – Concept C: Wider Sidewalks

Comments: Presumably fewer locations where trucks and buses are making turns in this side of the corridor.

West of Central – Concept C: Wider Sidewalks

Comments: This area desperately needs more greenery and elbow room; even though there is no dedicated bike lane, I also think that it makes for a better biking experience; totally like the center turn lane- it has worked well in other parts of town.

East of Central – Concept C: Wider Sidewalks

Comments: Same as west of Central – although this portion seems to need less help; there's more green here, so concept A (existing) isn't all bad

West of Central – Concept C: Wider Sidewalks

Comments: In general, on a major transportation route, I question bike lanes. It seems it might help businesses more to have wider sidewalks.

East of Central – Concept C: Wider Sidewalks

West of Central – Concept B: Bicycle Lane

Comments: critical connection across city, connects to facilities on either side; Will serve the "interested but concerned". Asking them to take a left, go out of their way, then a right, another right, the a left back onto Lowry will chase them away. A hybrid with more sidewalk space and/or boulevards would be preferred.

East of Central – Concept

Comments: Ditto

West of Central – Concept B: Bicycle Lane

Comments: I prefer B as it provides a dedicated space for the bicycle, tightens lane width which forces cars to slow down and peds no longer compete (ideally) for space on the sidewalks with bikes. Concept C is a close second but I'm worried about what happens with bicycles….do they stay on road or more to the sidewalk for comfort/safety? A combo of the two would be ideal in my opinion. Tighten all widths up a bit.

East of Central – Concept B: Bicycle Lane

Comments: Similar to my reasoning for west of Central. I think having a boulevard space would be ideal but where do the bikes go then? A combo of B+C feels like everyone (car, bike +ped) is accommodated.

WEST of Central Ave.	
Concept A: All-Day Parking	**0 tallies**
Concept B: Bicycle Lane	**2 tallies**
Concept C: Wider Sidewalks	**5 tallies**
EAST of Central Ave.	
Concept A: Maintain Existing Conditions	**0 tallies**
Concept B: Bicycle Lane	**3 tallies**
Concept C: Wider Sidewalks	**4 tallies**

Intersection Alternatives Worksheet

Marshall Street & Lowry Ave.

Alternative A: Wider Curb Radius **OR** Alternative B: Wider Curb Radius and Right Turn Lane

- A or B would be fine; should depend at least somewhat on volumes of turning movements thru intersection; should accommodate trucks while trying to minimize pedestrian crossing distance

University Ave. & Lowry Ave. – No Choice

- I would like to defer until we have more info about real estate values/costs- to be able to make an objective case, not biased on one's favorite restaurant (concerned about old NE family restaurants vs. newer immigrant restaurants dynamic – perception of this)

Central Ave. & Lowry Ave. – No Choice

- Would need to understand size and development ability of remnant parcels, to determine if we inadvertently create "dead space" in a quadrant of this major intersection that not developable.

Marshall Street & Lowry Ave. - Alternative B: Wider Curb Radius and Right Turn Lane

- Slight preference – if additional lane is deemed necessary; Goal-avoid too much back-up traffic along Lowry; I like the idea for A (wider curb radius) if two lanes merge to one once past intersection

University Ave. & Lowry Ave. – Alternative B: Intersection Shifted South with Parking

- Like the idea of pulling ped crossing from intersection; slight preference for B at the noes, I think we do need to maintain the perception of parking. Also seems like maintaining the momentum of NE is important; not wild about cutting off the corners of buildings

Central Ave. & Lowry Ave. – Alternative D: Intersection Shifted to the NW & SE

- Worth exploring…

Marshall Street & Lowry Ave. - Alternative B: Wider Curb Radius and Right Turn Lane

- A right turn lane will be needed for Betty Danger's; there is a need for N/S stop light turn arrow at the intersection at rush hours

University Ave. & Lowry Ave. – Alternative C: Intersection Shifted North

- CP Rail's projection of increased truck traffic will have to be accommodated, realistically; adjust the pedestrian crossings back from the intersections

Central Ave. & Lowry Ave. – Alternative D: Intersection Shifted to the NW & SE

- More flexibility at the fire site

Marshall Street & Lowry Ave. - Alternative B: Wider Curb Radius and Right Turn Lane

- Alt B would provide/allow for better thru traffic operations for westbound traffic, especially heavy commercial vehicles.

University Ave. & Lowry Ave. – No Choice

- While MnDOT is supportive of all modes of transportation, a significant focus at this intersection needs to be heavy commercial trucks thru movement and turning movements. Pedestrians need to be kept at a safe distance for truck maneuvers.

Central Ave. & Lowry Ave. – No Choice

- Again, MnDOT has similar concerns as the University Ave intersection. Need to accommodate heavy trucks to make a safer environment for pedestrians and bicycles.

Marshall Street & Lowry Ave. - Alternative B: Wider Curb Radius and Right Turn Lane

- Fewer conflicts with bicycles + pedestrians. Addresses truck turning movement. Maybe not so wide a radius as depicted.

University Ave. & Lowry Ave. – Alternative B: Intersection Shifted South with Parking

- More manageable crossing width for peds; will want on-street parking

Central Ave. & Lowry Ave. – Alternative C: Property Acquired for Parking

- No comments

Marshall Street & Lowry Ave. - Alternative A: Wider Curb Radius

- I'm not a huge fan of the wider curb radius on both examples. I understand it is a truck route but it makes crossing the streets for peds very difficult. It feels unsafe for peds. I don't have a strong opinion on the dedicated right turn. Do the counts warrant this?

University Ave. & Lowry Ave. – Alternative B: Intersection Shifted South with Parking

- I don't feel strongly either way… I think the ped movements need to be taken into consideration regardless. It will be hard to please both the trucks and peds, but the peds are the more vulnerable users…keeping the ped crossings safe is vital.

Central Ave. & Lowry Ave. – Alternative C: Property Acquired for Parking/Alt D: NAME?

- I like both C & D, leaning towards D because I feel the off-setting of the lanes in the intersection would slow traffic slightly. If the goal is to create density, we should keep the multi-story building and built around that.

Marshall Street & Lowry Ave. - Alternative A: Wider Curb Radius

- Better to have as small an intersection as possible, to allow good connection to river (across Marshall) and along Marshall (across Lowry). Right turn lanes are bad for ped/bike movement on Marshall; parking is good buffer to residential and focuses activity down Lowry.

University Ave. & Lowry Ave. – Alternative B: Intersection Shifted South with Parking

- Keeps vital on-corner business (NW corner) & eliminates corner parking lots. On-street parking is good at this node. Better turning radius for trucks. But…this probably shouldn't be a major truck route… Alt C intersection is tooooo big!

Central Ave. & Lowry Ave. – None of the Above

- I don't love altering the urban form of this intersection. It's congested, yes, but that's ok here. Redevelop SE corner independent of ____. Make the trucks go elsewhere…

Marshall Street & Lowry Ave. - Alternative A: Wider Curb Radius

- WB to NB truck traffic might not be able to utilize the right turn lane due to wide turning radius. This may create a safety hazard as bikes or cars attempt a right turn in a truck's blind spot. Depends on turn volumes.

University Ave. & Lowry Ave. – Alternative C: Intersection Shifted North

- 3-lane conversion would make the truck turning radii worse. A larger intersection is preferable to limit conflict & dwell time. Treatments could improve pedestrian realm.

Central Ave. & Lowry Ave. – None of the Above

- No strong feeling here. Ordinance could be changed to allow unloading in alley.

Marshall Street & Lowry Ave.	
Alternative A: Wider Curb Radius	**4 tallies**
Alternative B: Wider Curb Radius and Right Turn Lane	**5 tallies**
None of the Above	**0 tallies**
University Ave. & Lowry Ave.	
Alternative A: Intersection Shifted South	**0 tallies**
Alternative B: Intersection Shifted South with Parking	**4 tallies**
Alternative C: Intersection Shifted North	**2 tallies**
None of the Above:	**0 tallies**
Central Ave. & Lowry Ave.	
Alternative A: Intersection Shifted South with Parking & Curb Extension	**0 tallies**
Alternative B: Intersection Shifted South with Parking	**0 tallies**
Alternative C: Property Acquired for Parking	**2 tallies**
Alternative D: Intersection Shifted to the NW & SE	**2 tallies**
None of the Above	**2 tallies**

Attachment 2:
Lowry Ave Community Advisory Team (CAT) June 18, 2014
Roadway Concepts and Intersection Alternatives Tally Summary

Roadway Concepts Worksheet

West of Central – Concept C: Wider Sidewalks

Comments: Allows for trees to shade; allows for upgrading of storm water & other infrastructure; potentially "slows" traffic through calming landscaping etc.; more pedestrians on Lowry everyday than bikes; creates more of a "community corridor" to support new and current local businesses; can create bike thoroughfares on 22nd and 27th; pedestrian conditions are unacceptable

East of Central – Concept C: Wider Sidewalks

Comments: Sidewalks are almost unpassable in spots – especially with a stroller or in winter

West of Central – Concept B: Bicycle Lane

Comments: Bicycle lane WITH parking lane on right side would make it safer for pedestrians. If not room, bike lane would be good for bikes and safer for pedestrians.

East of Central – Concept C: Wider Sidewalks

Comments: There is more room for wider sidewalks East of Central since there are no buildings built right up to the sidewalk. Wider sidewalks would make it safer for students & residents walking to Edison or NE College prep, Pillsbury.

West of Central – Concept C: Wider Sidewalks

Comments: But the connection to how river bridge needs to be improved dramatically! Where do bikes go when they come off bridge? Bike lanes if curb move prohibited