Minnehaha Parkway Regional Trail Master Plan

Feedback on Preferred Concepts - Community Engagement Summary

This document is a compilation of the feedback received from the release of the Draft Preferred Concepts on May 30, 2019 through June 25, 2019. Feedback was collected at various stakeholder events and community meetings, emails, and through an online survey. Comments are organized by Segment and Focus Area. Below is a guide to the color-coding, which shows where comments were heard. As of June 25th, 922 people contributed responses to the online survey.

- Items in red from Community Advisory Committee (CAC) Meeting #6 on 6/13/19
- Items in blue from In-Person Site Meetings on 6/22/19
- Items in black from online survey monkey, launched 5/30/19

More information about the project can be found at www.minneapolisparks.org/minnehahacreek

Please note that this document offers a summary of what was heard and not a list of every individual comment.

Overall Comments

- Overall very strong opposition to medians placed at Nicollet/Lyndale and disruption of continuous drive along parkway:
  - Sense of calm will be lost
  - Commuter route is needed
  - Slower route is needed for those who choose to avoid highways
  - The parkway is a means to ‘show off the city’ to visitors and should remain; concern for loss of the Grand Rounds
  - Less cars mean less eyes on the park, perceived decrease in safety
  - Continuous path for cars is needed
  - Concern for emergency vehicle access
  - Bicyclists who ride fast (vehicular bicyclists) will be routed on to the trail system at medians and ride too fast alongside other trail users
  - Concern for increased traffic on nearby residential streets
  - Inconvenience for people who live along the Parkway
  - It is unclear what problem is being addressed with these ideas

- Traffic calming, in general, is supported
  - Some are willing to be inconvenienced if bike/ped safety is improved
  - Some are willing to drive a block or two out of the way to get to their home if the quality of the creek/park is improved
  - Drivers are becoming increasingly aggressive making it unsafe for everyone

- Idea for infrastructure for faster bike riding throughout the creek
Some people would like to see the plan push further with transportation

- Representation at public meetings is skewed towards people who have free time; families and working people are not able to share their thoughts at numerous meetings
- Question of purpose of the plan, general objectives for addressing future (increased?) use
- Overall support for creek restoration/remeandering/flood mitigation/focus on wetland and pollinators/wildlife habitat
  - Willing to sacrifice continuous vehicle circulation if flooding improves for residents
  - Support for road closures to benefit natural areas
  - General concern for loss of trees with any proposed development or restoration
- Overall concern for maintenance of existing and future facilities
- Ideas to convert un-used tennis courts along the park into community gardens with pollinator focus
- Need to address lighting along parts of the trails
- Consider tactical/temporary roadway changes to test out ideas before implementing plan fully
  - Consider closing the parkway on Sundays to test idea, limiting left turns during rush hours

**Comments by Segment/Focus Area**

**Segment 1:**

- Support for ideas for wayfinding
- More communication about creek levels, ability to paddle on a daily basis
- Appreciate that this segment does not have a parkway road

**Penn – Newton – Logan Focus Area:**

- Desire for playground at Morgan Ave courts
- Opposition to Morgan Ave. bridge
  - Duplicative, unnecessary, costly
  - Unnecessary and redundant
- Would like to see natural surface trail connection under Penn Ave. bridge
- Big concern for tree loss at BMP east of Penn Ave
- Appreciate the steps taken to apply feedback from the neighborhood
- Active Play is needed in this area

**Lynnhurst Focus Area:**

- Concern from homeowners along east side of Minnehaha Parkway about views/over development at the Creek, views of future restroom
  - Concern over views of ADA launch, visibility of park users, park facilities, trails, from nearby resident’s homes and front yards
  - Concern for facilities that are considered unsightly
In general, support and approval of approach to creek daylighting, more environmentally-focused programming

- Support for separation of bike/ped circulation from roadway traffic
- Disappointment on lack of bike park shown, no splash pad
  - Concern for smaller playground as shown
- Many comments about ‘boat launch’—think this is too developed for the area.
  - Consider removing boat storage from program of Tree Fort
- Mixed concern and support for removing Minnehaha Parkway bridge connector road
  - Concern for construction process, increased traffic during construction
  - Nearby residents will be inconvenienced by having to drive extra lengths to get to their homes
  - Concern for any change from what exists today, increased traffic
  - Support for more open space, naturalization of park area, removal of pavement
- Mixed concern and support for moving community center
  - Community center parking lot to supplement parking for nearby synagogue and elementary school
- Support for trails routed under 50th Street
  - Concern for ice on a new bridge
- Concern for ADA launch/too much activity in this area
- Question about what the tributary would be named/called
- Concern about heights of new Community Center building, new bridge on 50th Street
- Idea for increased wayfinding, signage at intersections
- Support for beautification, decrease of roadway through park and increase of natural area for the park

Segment 2

- Need to separate bicyclists/pedestrians at new Lyndale underpass
  - CAC concern that there is not enough bike/ped separation here
- Strong concern for diverting parkway traffic onto residential streets, Nicollet and Lyndale medians
  - Concern that Twin Cities marathon will not be able to occur because of medians
  - Concern that access to Page neighborhood will be negatively affected
  - Confusion about which roadways will be ‘open’ or ‘closed’
- Disappointment that recreational opportunities, especially for younger children, has been scaled back from preliminary concepts
- Opposition to any additional recreational facilities
- Idea to add a stop sign at Pleasant Ave.
Nicollet Focus Area:

- Mixed support and opposition for road closure/conversion of duplicate lower parkway road for bike trail
  - CAC support for roadway removal/conversion to bike trail
  - Idea to move the lower road closer to the bridge
  - More traffic will be diverted to Nicollet Avenue intersection
- Opposition to median at Nicollet
  - Reconsider median, right-in/right-out at Nicollet
- Concern with parking lot, restrooms, safety in this area
- Concern with too much development, recreation/activity areas at bridge, nearby residents don’t want recreation areas near their homes
  - CAC question if picnic area is big enough at this location; potential picnic area at bend in creek in western side of focus area
  - Need to address maintenance/restoration of bridge
  - Concern that increased traffic in the area under the bridge will compromise safety
  - CAC support for the idea of increasing handicap accessibility, flood mitigation, art and activation under the bridge
- Parking lot and activity area are inaccessible from the west if the medians remain at Nicollet
- Concern for grills, proximity to homes, seating too close to homes
- Support for Adventure Play, picnic area, ADA paddle access, activation of area
- Idea for a stoplight at Nicollet and Parkway
- Idea for a larger ‘natural’ buffer for the picnic area
- Nearby residents don’t see a need for play areas, improvements under the bridge, adventure play area
- Concern about access to the adventure play area with roadway changes as proposed
- Concern for a loss of the ‘Grand Rounds’ vision
- Concern from nearby residents that change along the creek will adversely affect their way of life
- Opposition to parking lot, parking in general
- Question why the bridge would need improvement
- Maintenance of paths should be top priority

Segment 3:

- Support for creek access at 10th Avenue
- Strong support for enhanced intersection treatments
- Strong support for single-track bike trails
  - Some concern raised for loss of natural area for bike trails
- Strong support for bike tunnel at Cedar Ave
  - Should be open to pedestrians as well
- Concern with increased traffic from commercial area at Cedar Avenue will be increased with closure of small roadway at gas station
- Consider natural surface trails (instead of paved paths) on new pedestrian paths between Chicago and Bloomington, south of creek
- Question if tunnel or overpass is the way to approach bike/ped crossing at Cedar Ave.

Portland + Parkway Focus Area:
- Approval for re-designed intersections, approach to transportation in this area
- General support for traffic calming measures
- Concern about medians, prohibiting left turns from Portland
- Opposition to removing path and mid-block crossing at Oakland to the Bunny; path used to connect neighborhood directly to the trails
- Support for creek restoration efforts
- Support for drinking fountain at the Bunny
  - Support for drinking water at the Bunny to be city water (support for this)
- Request for traffic flow studies
- Need to consider school bus stop locations with traffic diversions
- Appreciate how this plan has evolved
- Consider opposing one-ways between 50th Street and Portland on upper frontage parkway road
- Idea to move bike path crosswalk at 50th/Parkway to mid-block crossing
- Idea to do temporary measures, use crosswalk markings and signage to test ideas
- Idea to further skew the bridge on 50th Street to make it undesirable for driving
- 50th/Parkway intersection is a priority
- Need to improve driver, bicyclist, pedestrian education and etiquette
- Add stop sign at 50th/Parkway for northbound traffic
- Enforce ‘no trucks’ on parkway road
- Support traffic calming, intersection narrowing, alignment at Park Ave
- Mid-block crossing at Oakland is unsafe
- Medians on Portland are unnecessary
- Add user-activated ped signals at 4th Avenue/50th Street and at Park Avenue and Minnehaha Parkway
- Limit left hand turns during rush hours
- Move ‘yield to bikes’ sign closer to intersection
- Right/left turns at 50th Street and the Parkway are the biggest issue to address

Segment 4:
- Strong support for bike park
  - Concern that the proposed location does not have restrooms nearby
  - Should remain in same footprint as tennis court
- Strong concern for wildlife habitat, owls
  - Concern for tree inventory, oaks/willows/cottonwoods should be preserved
  - Concern about trout stream habitat
Area between Nokomis and 32nd Avenue is of particular concern; would like ‘meadow-like’ character to remain, as well as habitat restoration along with future BMP

Opposition to any trails on south side of creek from 31st Ave. to 34th Ave.

- Some opposition to a bike park/bike park size—too much activity for the natural area
- Support for art/storywalk/pollinator gardens
- Still concern about safety at 39th Ave.
- More bike/ped connections to neighborhood streets are desired
- Concern with removal/closure of tennis courts; would like to see them repaired and used by high school teams
- Would like to see interpretation related to Dakota language, Dakota history
- Would like to see the plan address nearby lawn chemicals more and improve water quality
- Idea to find another location for the bike park (or use Nokomis/Hiawatha) and turn the existing tennis courts into community garden plots (a few folks mentioned this)
- Future park budgets should consider additional staffing, maintenance
- Question whether remeanders are beneficial here
- Appreciate revision which omits trail on south side of creek between 31st and 34th Avenues