

Midtown Corridor Survey
 Midtown Greenway Coalition
 Summer 2013



Total survey respondents: **379**

Primary modes of transit
(Answer as many as apply)

Biking	272
Driving	223
Walking	133
Taking the bus	119
Taking light rail	54
Other	12

Would you take a different form of transit, if available?

Greenway Streetcar	139
Probably not	129
Lake Street Enhanced Bus	94
Other	55

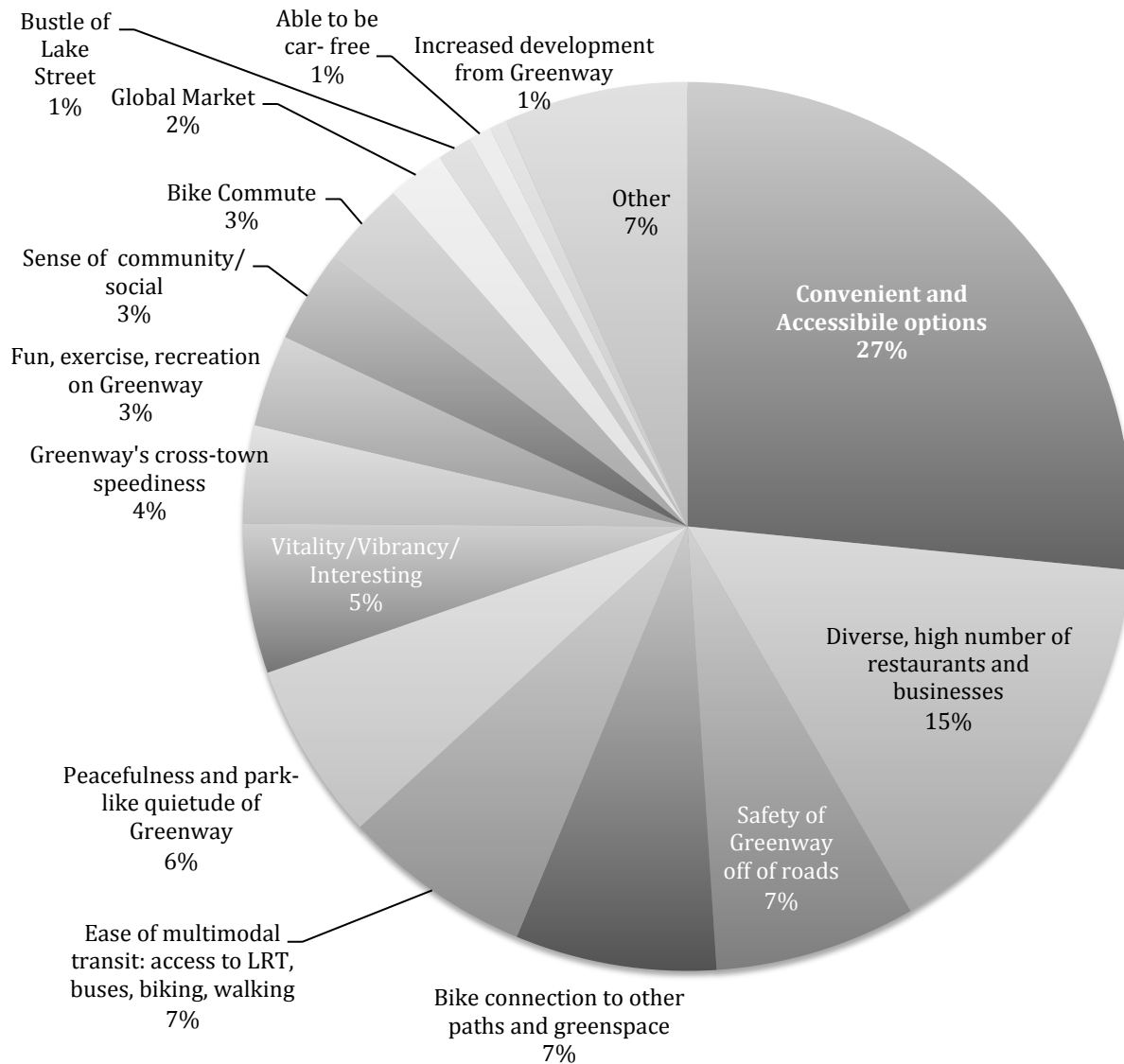
What aspects of a transit system are most important to you?
(Choose multiple – up to five)

Nearby to my home	244	14%
Reliable timing	226	13%
Low environmental impact	171	10%
Feelings of safety	174	10%
High-frequency	169	9%
High-speed	133	7%
Low cost	133	7%
Speedy connections	111	6%
Early/late hours service	116	6%
Rail lines	94	5%
Near businesses	90	5%
Quiet	75	4%
Bus lines	43	2%
Other	18	1%



What do you like about living and working near Lake St. and the Greenway?

(294 responses)

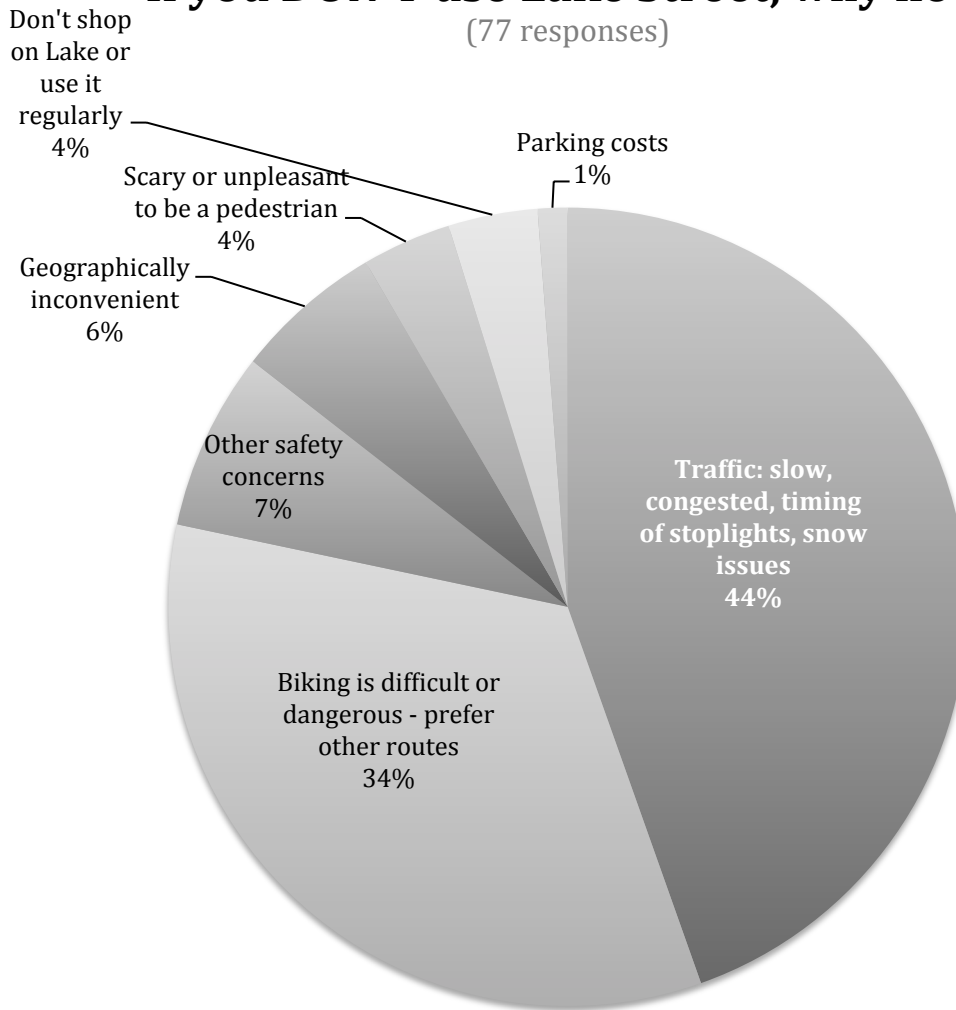


QUOTES

- “Accessible to shopping, nightlife, active bus routes, and green space”
- “I like the shops on Lake Street and the quiet and peacefulness of the Greenway.”
- “For a city as segregated as Minneapolis is, the Midtown area is one of the few truly diverse and integrated neighborhoods that exists”
- “Lots of businesses, groceries, easy to bike anywhere east or west”
- “...The very dynamic business community that has arisen on Lake is fantastic. The Greenway is extremely convenient and I use it multiple times a day...”
- “Things are within walkable and bikeable distances”
- “Lots of street activity (relative to most other parts of the neighborhood) and an energetic urban feel.”
- “Sense of social interaction on the Greenway that doesn’t happen between cars.”

If you DON'T use Lake Street, why not?

(77 responses)

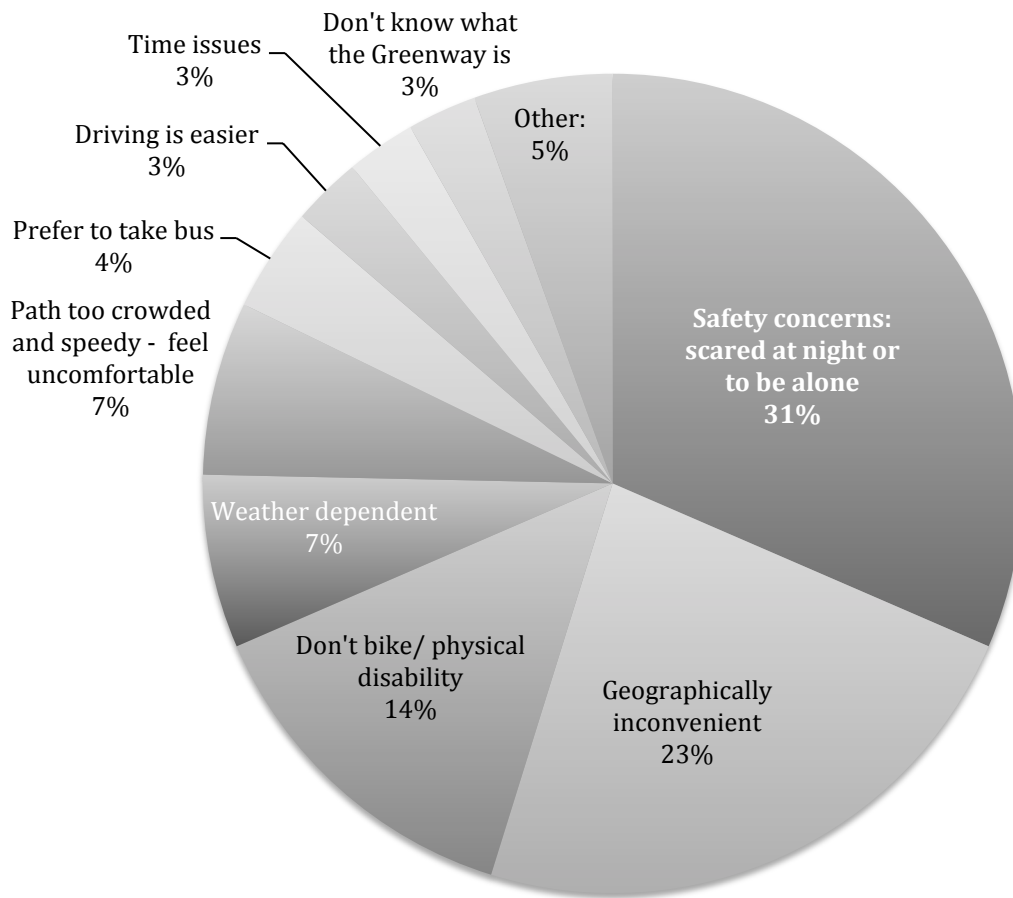


QUOTES

- "Slow going in any mode"
- "I hate the congestion"
- "We often don't drive on Lake Street because between traffic and the lights, it's slow. We usually don't stop between Uptown and Seward, so will take I-94 or 28th Street instead."
- "I never ride a bike on Lake Street except to cross it, because it's extremely dangerous."
- "I rarely use Lake Street...too much traffic... very difficult & dangerous to bike...the Greenway is a great nearby alternative!"
- "Too traffic-heavy and motorist-laden. Not enough infrastructure for pedestrian safety."

If you DON'T take the Midtown Greenway, why not?

(69 responses)



QUOTES

- "I would use it a lot more if it didn't feel so isolated/unsafe at night."
- "Safety is a huge concern. It is not visible from street level and has poor access."
- "Don't bike. Would walk - but as a single woman concerned about safety. Streetcar would help in safety issues."
- "It is becoming crowded. Too many speedsters - becoming dangerous."
- "The walking path part is so tight and limited and so close to the bikes that I don't enjoy walking on it."
- "I stay on the bus line."

Additional Questions or Comments about the Midtown Corridor Alternatives Analysis? (Selected responses)

Pro - Streetcar:

"I am very supportive of putting in a streetcar into the Greenway that is embedded in turf - this is the ideal option."

"A Greenway Streetcar would be great for the corridor and for the city; good for business, good for the people, good for the environment."

"We need a fast transit system that is above ground... Or something that doesn't have to deal with stopping at lights every block."

Pro - Enhanced Bus

"The enhanced bus line is a fantastic idea. I would drive less if the bus on lake weren't so slow and crowded."

"I would like better bus service on Lake Street. I would never go out of my way to the Greenway down some stairs to travel across town. Why not use a bus on Lake Street and make it better?"

"We need good service on Lake Street that supports the businesses."

Anti - Streetcar

"Preserve the peaceful green beauty of the Midtown Greenway, please! It turns my bicycle errands into a soothing pleasure, full of the sights, sounds, and fragrances of nature. My favorite part of a great city."

"I would strongly prefer to see the space on the south side of the Greenway trench turned into additional park space. The Greenway would be dramatically enhanced by an extra 15-30 feet of space for pedestrians, trees, greening, public art, and park features. By contrast, a streetcar in the greenway trench would monopolize that space and provide relatively little benefit."

"I think the greenway is plenty crowded as it is, and adding a streetcar would only add more inattentive/inconsiderate users that compromise everyone's safety."

Anti - Enhanced Bus

"Hate idea of enhanced buses: it is a busy street: improving bus movement at detriment to rest of traffic flow does not solve issue of needing a major traffic artery on S side of city."

St. Paul Connectivity

"Streetcar needs to follow East Lake Street (in the roadway) from Hiawatha Ave to the Mississippi River. That area is ripe for increased commercial and residential development which could be stimulated by the Streetcar. Eventually, we need a connection in St Paul along Marshall to the Snelling Ave green line LRT station."

"This corridor is in dire need of higher speed, more efficient transit service. I don't have an opinion about whether there is a streetcar or a bus, but I do think it would be good to have an enhanced bus that would go all the way to Snelling and University - especially if it was faster than a streetcar."



For additional survey information, please contact
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