

From: [Araceli Casasola](#)
To: [Council Comment](#)
Subject: [EXTERNAL] Comments on Lyndale Ave Reconstruction
Date: Thursday, July 9, 2026 2:52:51 PM

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Araceli Casasola (Ward 10)

The Lyndale Ave Reconstruction is a historic and much-needed update to 90-year-old infrastructure that cannot be delayed. If we have this chance to rebuild our streets along one of Minneapolis' densest, most vibrant corridors, we must do it to reflect our transportation, equity, and climate goals.

I do not own a car and use public transit and bike every day. I know so many of my friends and neighbors who do the same. We love visiting Lyndale and its businesses, but often have to negotiate buses stuck in traffic, long distances between crossings, high-speed traffic, and simply no infrastructure for biking on Lyndale.

I do not represent a distant minority for South Minneapolis. Just in Whittier, the 2024 Census found that 47% of people use public transit, bike, roll, or walk to work and we know that that percentage increases when you include non-work trips. 22% of residents in this neighborhood do not own a car.

So who are we building for? Designing safe and accessible infrastructure for people who walk, roll, bike, and bus is so important for building the healthy, sustainable communities we all deserve to live in!

And although there are ped safety and connectivity issues I would like to see addressed, I'm excited about the steps this design takes to make Lyndale better for everyone:

The dedicated bus lane between Franklin and 24th will speed up commutes for transit riders like myself. The plan also includes a "future transit ready lane" that could easily be converted into a dedicated, all-day bus lane from day one. This small change would make meaningful improvements to the speed and reliability of MetroTransit service that many people rely on.

It's worth saying that transit is an equity issue—transit riders are disproportionately people with low incomes, people of color, and people with disabilities—and we all deserve quick, convenient bus service which connects us with school, work, time with friends and family, and more.

Not only that, but high-quality transit benefits all of us: it means cleaner air, less traffic, and a more affordable city. Minneapolis itself has established a goal of having 60% of all

trips taken be by means other than car by 2030, including 25% by transit.

Yet, when designs or timelines make compromises for those who choose to drive in a dense, urban corridor, it compromises the affordability, health, and safety of the people who live here. Private vehicles are the largest source of pollution. Car traffic pollutes our air and water, causes asthma, and causes the vast majority of childhood injuries and deaths. And car ownership continues to get more expensive as gas, insurance, and storage prices rise.

Street design changes that have been repeatedly proven to save lives and lower that cost for our communities shouldn't be counted as optional for Hennepin County engineers. Livable streets for Minneapolis should not be negotiable

Sent from my iPad

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Philip Schwartz](#)
To: [Council Comment](#)
Subject: [EXTERNAL] Lyndale Avenue 7/9/26 C&I Comments
Date: Thursday, July 9, 2026 5:02:31 PM

You don't often get email from philip.n.schwartz@gmail.com. [Learn why this is important](#)

Hi, I'm Philip Schwartz, and I'm a resident of the Lyndale neighborhood in Ward 8.

I've been advocating for a more livable Lyndale for the past 10 years, and I'm here today to speak in favor of this project.

Building on the safety improvements implemented a few years ago, the new design will be a beautiful addition to our neighborhood. I'm particularly excited about the inclusion of a bikeway that will allow my family to safely access the wonderful destinations along the Lyndale, harnessing the joy of Open Streets. Huge upgrade.

I *also* want to acknowledge that the 18-month construction period *will* be difficult for businesses, and I urge the City and County and everyone in this room to work together to find creative ways to keep people coming to the corridor during this time. I know my kids would love construction viewing patios.

While the current design does a great job accommodating people walking, biking, taking the bus, and yes, even driving, with turn lanes and parking on both sides of nearly the entire corridor—I want to spend the rest of my time highlighting what I believe is the design's most fatal flaw: the disappearing bikeway at 28th Street, just one block shy of the project's biggest destination, LynLake.

By ending the bikeway before LynLake, we're not only going to frustrate generations of riders by forcing multiple-block detours and dangerous street crossings, we're also robbing LynLake of the vibrancy that comes with a bustling bikeway while crowding bikes and scooters onto already busy sidewalks or squeezing us into heavy traffic.

In Minneapolis, biking is ingrained in our culture. Go to the beach, a farmers market, downtown concerts, MayDay, Art-A-Whirl, teeball practice, or literally just the grocery store, and you'll find full bike racks and people swirling around on two wheels wherever you look.

I love that Minneapolis is a real bike city, but we can't just give up when we're faced with solvable engineering problems. We've done such a good job building a city where I can confidently ride across town with my kids, but we just can't seem to avoid these small, yet critical, gaps in our network.

Nearby examples include the Lake Street bikeway dead-ending just before it reaches Hennepin and Bryant not connecting to the Greenway. While I'm grateful the City is now

seeking funding to correct those flaws, it's worth remembering that these were built only a few years ago. Let's not make the same costly mistake on Lyndale.

Let's get it right the first time.

I urge you to vote in support of this project, with the condition that the bikeway be extended all the way to 31st Street. Thank you!

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

From: [Marcus Leigh](#)
To: [Council Comment](#)
Cc: [Wonsley, Robin \(she/her/hers\)](#); [Stevenson, Soren D](#); latrisha.vetaw@minneapolis.gov; [Warren, Pearl Y](#); [Chughtai, Aisha](#); [Chowdhury, Aurin](#); linea.palmisano@minneapolis.gov
Subject: [EXTERNAL] Public Comment: Agenda Item 2026-00625 - Lyndale Ave S Reconstruction Layout
Date: Wednesday, July 8, 2026 3:57:56 PM

You don't often get email from marcleigh046@gmail.com. [Learn why this is important](#)

Dear Chair and Members of the Climate and Infrastructure Committee:

While I fully support a bikeable Minneapolis, the proposal to add bike lanes to Lyndale Avenue South completely ignores how our neighborhood grid actually functions. Just two blocks west of and parallel to Lyndale, runs Bryant Ave South - the city's premier, multi-million dollar north-south bicycle spine. Bryant Avenue was intentionally designed as a Bicycle Boulevard because its quiet, residential nature safe-keeps cyclists. It features a major intersection at the Midtown Greenway and a dedicated bike bridge north of Franklin Avenue that feeds directly into the Loring Greenway and downtown. The city recently underwent an extensive, multi-year construction reconstruction project on Bryant Ave (south of Lake Street) to perfect this exact bicycle pipeline.

The Franklin Avenue bike bike bridge and the Midtown Greenway bike paths (both accessible from Bryant Ave S) are fundamental to our city's existing layout. They seamlessly blend into our neighborhoods and other green spaces, including the Grand Rounds National Scenic Byway, allowing bikers to entirely avoid congested areas, heavy traffic, and toxic exhaust fumes. Duplicating this bike lane infrastructure on Lyndale Avenue is completely redundant and threatens to make the newly optimized Bryant Avenue bike route obsolete. This proposal entirely undermines the purpose of the Franklin bike bridge and the millions of dollars that were spent upgrading these spaces in the first place.

Furthermore, merging bicycle traffic onto a heavily used transit and commercial vehicle artery like Lyndale creates unnecessary safety risks for everyone on the road. It will disrupt vehicular traffic flow and place and immense, compounding stress on the local small businesses that rely on vehicular access and curbside parking to survive.

Instead of building a redundant bike path, the city can implement a common-sense solution that saves millions of taxpayers dollars: upgrade the existing signage and install more highly visible, prominent wayfinding signage at major thoroughfares throughout the Uptown and Wedge area (especially near the bike bridge just north of the intersection of Franklin and Lyndale). I would even suggest making Bryant Ave S. in the Wedge Neighborhood a street with only one-sided parking allowed to promote biker and pedestrian accessibility to this Bike Boulevard. The Wedge Neighborhood layout works precisely because it separates functions: Lyndale is our vital commercial and vehicular spine, while Bryant is our safe bicycle spine. They run perpendicular to each other well into South Minneapolis, proving that there is no need to install bike lanes on Lyndale in the Uptown area.

As a long time resident of the Wedge Neighborhood, I am writing to express my strong opposition to the proposed addition of dedicated bike lanes on Lyndale Ave South in the upcoming reconstruction layout (Agenda Item 2026-00625).

Sincerely,

Marcus Leigh, MPH
Public Health Administration and Policy
Uptown Wedge Resident
(612) 248 - 7252

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

Dear Members of the Minneapolis City Council, and County Commissioners:

I respectfully urge you to pause advancement of the current Lyndale Avenue reconstruction design and direct staff to revisit and revise it in a way that better balances safety, accessibility, mobility, economic vitality, and the corridor's role as a major county arterial.

At the heart of this discussion is a fundamental question: What is Lyndale Avenue supposed to be?

Lyndale Avenue is County Road 22, a major county arterial and one of the primary north-south transportation corridors in South Minneapolis. Carrying approximately 30,000 vehicle trips per day, it serves a regional function that extends far beyond the neighborhoods through which it passes. It connects residents to jobs, customers to businesses, employees to workplaces, delivery vehicles to commercial districts, and emergency responders to the communities they serve.

No one disputes the importance of improving safety, accessibility, transit reliability, pedestrian accommodations, or bicycle infrastructure. These are legitimate public goals and should be part of any reconstruction effort. The issue is whether the current design achieves those goals without undermining the corridor's primary transportation and economic functions.

County arterials must balance multiple responsibilities: moving high volumes of traffic efficiently, supporting local businesses, accommodating transit, and providing safe access for pedestrians and cyclists. The current proposal appears to place increasing emphasis on bicycle, transit, and placemaking elements while reducing flexibility for vehicle movement, access, and overall corridor efficiency.

Business owners and residents have raised ongoing concerns about traffic flow, parking access, loading and deliveries, emergency vehicle movement, winter operations, construction disruption, and customer convenience. These are not abstract objections; they reflect the practical realities of operating and accessing businesses along a major transportation corridor.

Lyndale is also a critical economic corridor that supports jobs, tax revenue, investment, and local services. Businesses along the route have expressed concern that prolonged construction, reduced accessibility, parking constraints, and increased congestion could discourage customers, reduce investment, and make it more difficult to attract and retain tenants.

Many business owners and residents view the recent experience on Hennepin Avenue as a cautionary example that deserves careful consideration before a similar approach is implemented on Lyndale. While it would be overly simplistic to attribute every business closure, relocation, or vacancy to reconstruction alone, it is equally unrealistic to assume that prolonged construction, reduced accessibility, traffic disruption, and uncertainty have no impact on business performance.

The reality is that many small businesses in Uptown and LynLake continue to recover from years of extraordinary challenges, including the pandemic, inflation, labor shortages, rising operating costs, changing consumer behavior, and public safety concerns. For businesses already operating on thin margins, an additional two to three years of construction-related disruption may not be merely another challenge—it may be the tipping point.

The financial risks associated with this project extend far beyond individual business owners. Lyndale's businesses provide jobs, generate tax revenue, support commercial property values, attract visitors, and contribute to the vitality and safety of surrounding neighborhoods. If even a

modest number of businesses are forced to reduce operations, relocate, or close, the impacts will ripple throughout the community. Vacant storefronts discourage investment, reduce foot traffic, weaken neighborhood activity, diminish the economic health of the corridor, and ultimately affect the tax base that supports public services.

There are also unresolved questions about whether the current design will fully achieve its stated safety goals when considering real-world conditions such as winter weather, emergency response access, turning movements, delivery operations, traffic diversion onto neighborhood streets, and interactions between all roadway users. Safety should be evaluated comprehensively, ensuring that improvements for one mode of transportation do not unintentionally create new challenges for others.

Equally important is the process by which a previously developed compromise plan was set aside after years of public engagement. Many stakeholders believed a balanced solution had been reached that reflected extensive input and attempted to reconcile competing needs. The decision to move away from that compromise has left many questioning whether public participation meaningfully influenced the final outcome.

The question before policymakers is not whether Lyndale should be safer or more accessible—it should be. Nor is it whether infrastructure improvements are needed—they are. The question is whether the current design, combined with years of construction and disruption, strikes the appropriate balance between safety objectives and the economic realities facing the corridor today.

Many businesses along Lyndale remain in a fragile stage of recovery. While reconstruction may not be the sole factor determining their future success, prolonged construction, reduced accessibility, parking constraints, and ongoing uncertainty could become the tipping point for businesses already operating under significant pressure. The loss of even a handful of businesses would affect not only owners, but also employees, customers, neighboring property owners, and the broader community that depends on a vibrant commercial corridor.

Public infrastructure investments should strengthen communities, not unintentionally undermine them. Before moving forward, the City and County should ensure that the project reflects Lyndale's role as a major county arterial, fully evaluates the economic risks, incorporates lessons learned from similar corridor reconstructions, and prioritizes construction strategies that minimize disruption to the businesses and residents who depend on the corridor every day.

Particular attention should be given to the anticipated duration of construction. If reconstruction proceeds, every effort should be made to reduce the length and severity of disruption through phased construction, accelerated schedules, extended work hours where appropriate, or other strategies that shorten the overall construction timeline. For many small businesses, the difference between one year of disruption and multiple years of disruption may determine whether they survive. Minimizing construction impacts should be viewed as a critical project objective, not an afterthought.

For these reasons, I respectfully urge you to pause advancement of the current design and direct staff to revisit and revise it in a manner that better balances safety, mobility, accessibility, economic vitality, and long-term community success. The goal should not simply be to rebuild Lyndale Avenue, but to do so in a way that preserves the businesses, jobs, tax base, and community assets that make the corridor worth investing in.

Respectfully,

Hello, my name is Regina Burstein. I'm a Whittier resident in Ward 10, and I live one block east of the Lyndale project corridor.

I'm a transportation planner and I've been volunteering with the Livable Lyndale campaign for three years, since before we had a name for the group. I've also previously lived in the Wedge, both on Aldrich and Bryant Avenues. I've chosen to live close to this part of Lyndale because this is my favorite part of the city. Just about everything I need is within a short walk or bike ride, including dozens of my friends who also love it here, and there are a bunch of public transit options nearby that get me to other parts of the city.

I interact with Lyndale Ave every day, whether that means walking along Lyndale to a business, crossing it on foot, by bike, or in my car, taking the 4 bus, or driving along the corridor. It's not a well-designed street. It's not working well for anyone, no matter what mode of travel they use. In fact, when I walk to Aldi, or Bob's, or when I'm walking my dog, I specifically avoid walking along Lyndale because it's so unpleasant. It's loud, it smells bad, it's dangerous, it's noticeably hotter in the summer, and it's just an uncomfortable place to be, which is really unfortunate because there are so many great businesses on Lyndale!

I am SO excited for the changes in this proposed design: the separated two-way bikeway, wider sidewalks, medians, more green space, and partial-length dedicated bus lane. These changes will drastically improve my experience walking, biking, and taking the bus on Lyndale. They'll also improve my experience driving on Lyndale, since I won't have to worry about hitting someone on a bike in the road, and I won't have to be extra vigilant for dangerous drivers trying to illegally go around me because they can't be bothered to drive the speed limit.

I'm also relieved the design team listened to community feedback and moved beyond the Shared Use Path on this busy commercial corridor, which would have crowded people walking, rolling, and biking into the same area—creating conflict between bikers and pedestrians.

But, this design could have gone even farther to improve the corridor. For example:

- The design team did not propose any significant changes to the Lyndale and Lake St intersection, which is the intersection with the highest number of car crashes with pedestrians in all of Hennepin County!!
- There is no bike lane between 28th and 31st St, which will force people who bike to mix into a space designed for either pedestrians or cars, potentially with oncoming vehicle traffic.
- And, the bikeway is not consistently separated from the sidewalk, which will create opportunities for conflict between people who bike, walk, and roll.

We **MUST** center the needs of people walking, rolling, biking, and taking transit.

- Hennepin County's **own** Complete and Green Streets policy outlines a modal priority framework that instructs planners and designers to prioritize the safety and accessibility of people who walk, roll, bike, and take transit **OVER** cars. The City of Minneapolis has a very similar policy, as does the Met Council, and MnDOT.

- Despite the decent current design, there's still an obvious difference between the priorities of the County's policies, and the priorities of the proposed design, and it shouldn't be the residents' responsibility to fight for streets that live up to the County's commitments.

We can do so much better. The new Lyndale Ave should be future-oriented and an example for the rest of the city when it's complete. We should be planning for how people will travel in the future, not how people traveled in the past.

We should be planning for our changing climate and improved quality of life, and I expect and demand that City and County infrastructure will align with our established goal of increasing active moves of transit in Minneapolis.

Public Comment

Row 64

Date Created	07/08/26 11:42 AM
Saved	☐
Name	
Issue/File	Parking
Comment	I am very disappointed in the parking situation in Minneapolis. Many of us have disabilities and we are not able to walk longer distances to access a small store or even a home in my neighborhood. I realize biking is a good thing to do, but not at the expense of our elders. I cannot even park in front of my own home anymore.
Ward	Ward 11
Meeting Type	City Council
Council Committee	I don't know, share with all City Council
Independent Body	
Board/Commission	
Created By	web-form@smartsheet.com
Modified	07/08/26 11:42 AM
Modified By	web-form@smartsheet.com

From: [Olson, Ruth](#)
To: [Council Comment](#)
Subject: public comment for Lyndale Ave S reconstruction
Date: Thursday, July 9, 2026 9:37:44 AM

Clerks-

Please enter the following comment into the public record:

Dear City Council Members:

I just learned of the meeting tomorrow to discuss reconstruction plans for Lyndale Ave. For heaven's sake, people! For a change, please listen to people who live near Lyndale Avenue and/or work or own small businesses there. I am 82 years old and unable generally to attend meetings such as the one on July 9th, but my husband and I live close to Lyndale and use it to get around by car or Uber to attend appointments, shop or dine out. The reconstruction of Hennepin Ave was destructive to the neighborhood and businesses, the loss of which which now contributes to the barren, "lost" current appearance of the Hennepin/Lake neighborhood. So many issues about Hennepin Ave were stubbornly ignored by the planners — including the facts about our wintery climate six months of the year, issues of snow removal, the local need for local businesses, the safety needs of families with small children and the mobility needs of elderly residents like us. Everyone who bothers to look knows that bikes actually are rarely used in winter here. Bikes also frequently conflict with pedestrian safety, especially since the entrance of powerful e-bikes that have become a real hazard to pedestrians and to the bikers themselves. Please vote to stall this reconstruction the reconstruction plans for Lyndale so that reasonable compromises can be created that don't pit families and seniors and businesses against the avid young bikers. Bikers themselves one day could be responsible for families or they too might over time develop physical needs themselves for a roadway that doesn't make city life really difficult. After all, we need to remember that small businesses and city residents pay taxes that are crucial in keeping the city functioning. Without financial resources, the quality of life in the city will surely deteriorate.

Sincerely yours,
Signe and Maurice Dysken
Lynnhurst Neighborhood

Thank you!

Ruth

Ruth Olson | She/Her/Hers | Sr. Policy Aide – Ward 13
City of Minneapolis – Office of Council Member Linea Palmisano
[250 South Fourth St. – Room 100](#) | 612-673-3199 | ruth.olson@minneapolismn.gov

From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 9:19:29 AM



Public Comment:

Date: 07/09/26, 9:17 AM

I am asking the City Council and Hennepin County to pause the Lyndale reconstruction project until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Ward: Ward 7

I don't know, share with all City Council

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Public Comment:

Date: 07/09/26, 11:04 AM

Lyndale Avenue Project 2026-00625

President Payne and Members of the City Council-

This communication is offered on behalf of and at the unanimous direction of the Minneapolis Tree Advisory Commission (MTAC) relating to the loss of tree canopy resulting from the proposed Lyndale Improvement Project. The current plan will result in the estimated loss of between 52 and 67 mature trees. Removal of decades of mature tree growth with starter trees will set back our urban canopy on Lyndale by a generation. The avoidable destruction of the urban tree canopy associated with this project is not only senseless, but is in direct contradiction of the city's climate and environmental policies and objectives.

The benefits of a vibrant urban tree canopy are too numerous to chronicle here, but include:

- Urban Cooling. The urban tree canopy provides critical cooling and shading which offsets the urban heat island effect
- Air quality/Carbon sequestration. Trees actively pull carbon dioxide and store it, directly fighting climate change.
- Stormwater management. Leaves and branches intercept rainfall while roots absorb water. A mature tree can retain hundreds of gallons of water significantly reducing runoff.
- Health benefits. Access to tree canopy spaces have been proven to lower stress, improve overall health, lower blood pressure, and improve quality of life.
- Energy conservation. Reduces energy consumption for cooling.
- Biodiversity. Provides habitat for birds, insects and wildlife.

Trees are not merely a backdrop in our community. They are indispensable allies for our health, our climate resilience, and our quality of life.

Too often public infrastructure improvements consider tree loss and preservation of the urban canopy an afterthought, if given any consideration at all.

Preserving and enhancing our urban tree canopy is of undisputed importance in defining our streetscapes and quality of life.

The MTAC respectfully requests that the Council hit the pause button (and the chain saws) and send the Lyndale Plan back to design our public improvements to maximize preservation of the existing canopy. There is ample time to get this right for future generations.

Respectfully submitted-

Giuseppe Marrari and Tim Keane
Co-chairs, MTAC

cc. MTAC
Christopher McMaster, Chief Forester
MPRB

Ward:

I don't know, share with all City Council

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Respectfully submitted-

Giuseppe Marrari and Tim Keane

Co-chairs, MTAC

cc. MTAC

Christopher McMaster, Chief Forester MPRB

From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 8:37:10 AM



Public Comment:

Date: 07/09/26, 8:35 AM

File Number: 2026-00625

City Council and Hennepin County should pause the Lyndale reconstruction project for at least 3-5 years to allow businesses to recover from significant challenges presented by the pandemic, civil unrest, operation metro surge and the Hennepin Ave construction. A comprehensive economic impact assessment should be completed, and the design must be refined better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Ward:

Climate & Infrastructure (C&I)

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Date: May 1, 2026

Re: Lyndale Avenue South Reconstruction – Protect Small Businesses, Maintain Shared-Use Path, Preserve On-Street Parking, and Delay Project Implementation

Mayor Frey and Members of the Minneapolis City Council:

Hennepin County's current Lyndale Avenue South reconstruction design threatens small businesses and the economic stability of the Lyndale Avenue corridor. The proposed design changes—particularly the removal of on-street parking and the introduction of dedicated transit lanes—pose substantial risks to a commercial district that remains in a fragile state of recovery.

Small businesses on Lyndale Avenue rely heavily on street parking and are trying to recover from a prolonged series of challenges, including:

- Operation Metro Surge
- Civil unrest
- The COVID-19 pandemic
- Ongoing crime-related concerns
- Construction impacts from Hennepin Ave

On-street parking is essential to Lyndale Avenue businesses—it is the primary access mechanism for customers, service vehicles, deliveries, and ADA users. The corridor's-built form provides:

- No alleys
- No rear access
- Minimal off-street parking
- Buildings constructed at the lot line

Studies of urban commercial corridors show that a single on-street parking space can support **\$150,000–\$300,000 in annual retail sales**. Typical turnover on corridors like Lyndale Avenue is 8–12 vehicles per space per day, meaning each space serves dozens of customer visits. Meaningful customers for these Lyndale Avenue typically do not ride bicycles or Metro Transit buses.

Many Minneapolis businesses continue to report that revenues remain **10–25% below** pre-pandemic levels. Restaurants and small retailers on Lyndale Avenue are on a very slow recovery path, due to staffing shortages, fewer customers, and higher operating costs. South Minneapolis businesses have shown a very slow return-to-normal activity compared to citywide averages. **Uptown and LynLake are glaring examples of this painfully slow**

recovery. Removal of any on-street parking during and after reconstruction will result in the closure of many of these businesses.

The shared-use bicycle and pedestrian path should be preserved.

In the fall of 2025, the Hennepin County presented their “final” plan for reconstruction of Lyndale Avenue that included a shared-use bicycle and pedestrian path. After three years of exhaustive efforts by the County to gather input from all interested parties, the shared-use path was included as the strongest and most widely supported option for biking, rolling, and pedestrian use.

Based on the Minneapolis Street Design Guide:

- Lyndale Avenue has limited right-of-way space, making separate bicycle paths and pedestrian sidewalks difficult.
- Pedestrian volumes on Lyndale Avenue are not high enough to require full separation (per MnDOT’s pedestrian-access thresholds).
- A shared-use path is explicitly considered All Ages and Abilities (AAA) compliant.

A shared-use path is the more practical, policy-supported solution for Lyndale Avenue, while still meeting AAA standards.

Dedicated bus lanes provide little transit time benefit and are not justified by current ridership levels.

The current design includes dedicated bus lanes that would replace on-street parking. The improvement in bus transit time is minimal while the economic cost is huge; using a conservative estimate of \$50,000 per year per parking space, the loss of ten parking spaces is valued at \$500,000 per year. At best improvements in transit time provided by dedicated bus lanes will be 20-30 seconds during a 5-to-10-minute bus ride.

- Metro Transit ridership remains **well below pre-pandemic levels**, with many routes recovering only **50–65%** of former ridership.
- Recovery has been slow and uneven, with no clear upward trend.

Installing full-time dedicated bus lanes in a corridor where ridership remains low and provides almost no benefit to transit times and where businesses rely on curbside access for survival is simply bad for business.

A five-year pause in the start of construction would allow time for commercial businesses to stabilize.

Given the corridor's fragile economic condition and the number of major variables still in play, the County and City should delay the start of Lyndale reconstruction until 2031 at the earliest. This would allow time.

- For businesses to recover from the challenges of the last more fully several years
- To observe the economic and mobility effects of the Hennepin Avenue reconstruction
- Allow businesses to rebuild financial reserves and customer stability.

Without a five-year delay in the start of construction there is a substantial risk to the economic future of Lyndale Ave South that is only now beginning to regain momentum.

A balanced design is achievable without sacrificing business access.

Safety improvements and traffic-calming measures can be implemented **without eliminating on-street parking**. Tools such as speed tables, raised crossings, signal timing adjustments and the elimination of bus only transit lanes can provide meaningful safety benefits while preserving essential curb access.

I respectfully ask the County and the City to:

- **Delay the start of Lyndale Avenue South reconstruction for at least five years.**
- **Restore the shared-use bicycle and pedestrian path (as in the “final” 2025 plan)**
- **Retain all existing on-street parking.**
- **Remove dedicated bus only transit lanes that eliminate parking and provide limited benefits to transit times.**
- **Prioritize a design that supports both safety and economic vitality.**

Lyndale Avenue South is an important commercial corridor whose success depends on thoughtful, balanced design decisions. I urge the City to protect the businesses that anchor this corridor and ensure that reconstruction occurs only when the businesses are economically prepared.

Sincerely,

Walter Hagen

Metro Transit ridership has not returned to pre-pandemic levels. Publicly available data and regional transportation reports show:

- Systemwide ridership remains at **50–65% of 2019 levels**, depending on route type.
- Local bus routes—like those operating on Lyndale—have shown **the slowest recovery**, with some routes still below **55%** of former ridership.
- Peak-hour ridership has flattened due to hybrid work patterns, reducing the operational value of dedicated lanes.
- No sustained upward trend has been observed in the past two years.

Implication for Lyndale: A full-time dedicated bus lane that replaces on-street parking is not supported by current ridership levels or recovery trajectories.

B. Parking Turnover and Economic Value of Curb Access

Urban commercial corridor studies consistently show that on-street parking is one of the **highest-value uses of curb space** for small businesses.

- A single on-street parking space typically turns over **8–12 times per day** in mixed-use commercial districts.
- Each space can support **\$150,000–\$300,000 in annual retail sales**, depending on turnover and business mix.
- Short-duration parking is especially critical for restaurants, service retail, and independent operators—Lyndale’s dominant tenant types.
- On-street parking is the **primary access mode** for customers on corridors with limited off-street supply.

Implication for Lyndale: Removing parking eliminates a high-value economic asset that directly supports business revenue and customer access.

C. Small-Business Recovery Indicators

Small businesses in Minneapolis—especially in corridors affected by civil unrest—continue to face slow and uneven recovery.

- Many independent businesses report revenues still **10–25% below pre-pandemic levels**.

- Restaurants and personal-service businesses face **higher operating costs**, staffing shortages, and reduced weekday traffic.
- Corridors impacted by civil unrest have shown **slower return-to-normal activity** compared to citywide averages.
- Insurance costs, security expenses, and capital constraints remain elevated.
- Customer behavior has shifted toward shorter trips, fewer discretionary outings, and more reliance on convenient curb access.

Implication for Lyndale: The corridor is not yet economically stable enough to absorb major access changes or parking reductions.

D. Corridor-Specific Access Constraints

Lyndale Avenue South has unique physical and operational characteristics:

- Buildings sit at the lot line with **no alleys** and **no rear access**.
- Off-street parking is extremely limited.
- Deliveries, ADA access, contractor vehicles, and customer parking all depend on curb space.
- The corridor's business mix is dominated by **small, independent operators** with limited financial buffers.

Implication for Lyndale: Any design that reduces curb access—especially on-street parking—directly harms the corridor's economic viability.

E. Reconstruction Timing Considerations

A minimum **five-year delay** would allow the City and County to evaluate:

- Long-term pandemic recovery patterns
- Crime-related impacts and the effects of Operation Metro Surge
- The economic and mobility outcomes of the Hennepin Avenue reconstruction
- Business stabilization and reinvestment capacity
- Transit ridership trends and whether dedicated lanes become justified.

Implication for Lyndale: Delaying reconstruction provides time for data-driven evaluation and avoids destabilizing a corridor still in recovery.

From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 9:06:30 AM



Public Comment:

Date: 07/09/26, 9:04 AM

2026-00625

I'm respectfully requesting that the LynLake reconstruction project be paused to give Hennepin Avenue businesses more time to recover from this area's multi-year reconstruction project. A pause could also provide more time to further consider the parameters of the LynLake reconstruction plan.

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Wednesday, July 8, 2026 11:33:44 PM



Public Comment:

Date: 07/08/26, 11:31 PM

2026-00625

Please, please do not destroy mature trees and businesses with this unnecessary project for bike and bus lanes. Has the city not learned anything from the destruction caused by what was done on Hennepin Ave? A thriving area of Uptown is now a ghost town with shuttered business, concrete and crime.

Ward: Ward 13

I don't know, share with all City Council

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Public Comment:

Date: 07/08/26, 8:41 PM

2026-00625

Please do not accept the Lyndale design with a dedicated bike lane.

1) The street design is not safe for people walking, driving, and handicapped accessibility is not taken into consideration. Lyndale is a busy street for adding a dedicated bike lane, with electric bikes & scooters traveling around 30 miles per hour.

2) The street parking width is reduced from the existing 11 ft to 9 ft for the new design, which is similar to the width prior to the 4-to-3 conversion of Lyndale. The 2-foot reduction will put people's lives in danger. Please keep the 11 ft parking width.

3) We are losing more than 62 beautiful, mature trees on this design to allow for bike lanes. With the purple design, only 25 trees were lost.

4) There is not enough boulevard to put the snow in the winter. Some blocks have no boulevard space for the snow at all.

5) Removing the snow is one big challenge no one is talking about. There are Minneapolis snow removal trucks clearing snow from the street to the Blvd.

Also, there is another Minneapolis department that will remove the snow from the bike lane and dump it somewhere, and then there are the homeowners, business owners, and property owners fighting over where to put the snow.

Who is going to control and manage all these people on the shoveling schedule and on the small-to-nonexistent boulevard to put the snow?

Lyndale is great the way it is right now. Fix the infrastructure and keep the current design. We know it works great.

Thanks.

Ward: Ward 10

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Monday, July 6, 2026 3:50:23 PM



Public Comment:

Date: 07/06/26, 3:48 PM

With the track maintenance occurring on the blue line LRT for the entirety of the summer, my request is to keep the bike path alongside it from Minneapolis Target Field to Minnehaha Falls stations open. Not much thought, from my perspective, was put into the public transit closure timing to begin with (BOTH the green line and blue lines closed during the summer, hurting our local economy and further making transportation inaccessible to those who need reliable connectivity.

To lessen the impacts to people who rely on non-car forms of transportation, I request that you keep the bike path along the blue line FULLY OPEN and communicate with the construction workers that there will be cyclists and pedestrians this summer because the absence of the blue line is impacting forms of transit. Do NOT continue to block off bridges and intersections near the pathway. This is affecting mobility for cyclists and pedestrians alike.

Ward: Ward 7

I don't know, share with all City Council

<!--[if !mso]-->



From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Wednesday, July 8, 2026 11:44:57 AM



Public Comment:

Date: 07/08/26, 11:42 AM

Parking

I am very disappointed in the parking situation in Minneapolis. Many of us have disabilities and we are not able to walk longer distances to access a small store or even a home in my neighborhood.

I realize biking is a good thing to do, but not at the expense of our elders. I cannot even park in front of my own home anymore.

Ward: Ward 11

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 9:44:51 AM



Public Comment:

Date: 07/09/26, 9:42 AM

2026-00625

I am a resident of the Whittier neighborhood. My credentials for my opinion include: a masters degree in urban planning, an actual resident of the affected area, and a leisurely cyclist.

After listening to the complaints of businesses along the Lyndale corridor, it is clear that their objection is to the construction project as a whole, not the bike lanes that will be installed. This construction is needed regardless of the bike lanes (that I believe should be included in the design). As a resident of this neighborhood, I suffer from lead in my water pipes. I am not certain that this project will solve this problem, but I know inaction certainly will not. Our infrastructure is outdated and the time and energy these businesses are spending on opposing the construction, should be put toward lobbying for more small business support during tumultuous times. As a regular customer at businesses in my neighborhood, I walk or bike to these businesses 99.9% of the time. I am a strong supporter of encouraging multimodal transportation opportunities on this vital corridor. I oppose the idea that Bryant serves this need when sharrows have been proven to not improve bicycle safety. Bryant does not serve the community as a needed north/south thoroughfare. I look forward to a new and improved Lyndale.

Ward:

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Wednesday, July 8, 2026 5:36:22 PM



Public Comment: (2 entries)

Public Comment:

Date: 07/08/26, 5:34 PM

2026-00625

Please pause the Lyndale reconstruction!!

My concerns are the same as the Uptown Association's and include:

- A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.
- Continuous concrete medians/removal turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.
- Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe
- A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- Accessibility concerns: Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.
- Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.
- The absence of a comprehensive economic impact assessment before another major construction project begins.
- The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

Ward: Ward 7

I don't know, share with all City Council

-

Public Comment: Rethos: Places Reimagined

Date: 07/08/26, 5:34 PM

Lakeshore Arms Local Landmark Designation

Please accept the following public comment from Rethos, Minnesota's building reuse nonprofit, in support of the local landmark designation of Lakeshore Arms at 3026 West Lake Street. If possible, please include this comment in the public record for the City Council's consideration of this item.

Ward: I do not reside in Minneapolis

Business, Housing & Zoning (BHZ)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Thursday, July 9, 2026 10:52:15 AM



Public Comment: (2 entries)

Public Comment:

Date: 07/09/26, 10:51 AM

026-00625

Please do not create protected bike lanes on Lyndale Avenue. I am a commercial real estate broker and have witnessed the tragic effects that the Hennepin project had on the businesses and owners along the corridor. Lake and Lyndale is the only somewhat thriving area of business in Uptown and shutting it down now would be a death sentence. ADA accessibility is also a huge concern and the council should consider the fact that most customers to these businesses do travel by car. Cyclists can and should be utilizing Bryant Avenue and the Greenway where we have already spent so many taxpayer dollars to support cyclists.

Ward: Ward 7

Climate & Infrastructure (C&I)

-

Public Comment: Penny George

Date: 07/09/26, 10:49 AM

2026-00625

I am writing re: Reference #2026-00625 to request that action on the Lyndale Avenue redo be paused until Hennepin Avenue has time to recover from the devastation of the redo there that led to businesses failing and others still in jeopardy.

Ward: Ward 7

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Thursday, July 9, 2026 10:43:26 AM



Public Comment: (2 entries)

Public Comment: Ben

Date: 07/09/26, 10:43 AM

2026-00625

While I support the passing of this resolution, it is my professional opinion, as a civil engineer, that the County has failed the community by refusing to meaningfully incorporate pedestrian-friendly improvements that are already embedded within existing city, county, and state policy guidance documents and frameworks.

A primary example of this was the County's decision to propose the "shared-use path," in which advocacy efforts and collaboration between city and state officials led to the County eventually removing the feature from the design. Proposing a shared-use path on one of the busiest corridors in the city—situated between some of our most populous neighborhoods—was fundamentally flawed, and led to unnecessary and significant extension of community engagement and design processes/efforts. It ignored the lived reality of the street's volume and danger, prioritizing a "check-the-box" design standard that was claimed by the County to have been a compromise for all modes of transportation.

This was an explicit lie among many discrete efforts by the County to use language throughout the process to minimize the majority voice of the community. The community voices were seeking more from the design in relation to pedestrian oriented improvements such as bike lanes, transit lanes, and pedestrian space in lieu of the space allocated to automobiles. Communication graphics by the County used language that minimized and modified the majority claims of the community for features that played into their preferred design which was to ensure the maintenance of as much parking and automobile space as possible to minimize friction with local businesses.

I am concerned that the City and County continue to rely on an "old guard" engineering philosophy that prioritizes traffic models over community outcomes.

As a civil engineer, I previously worked on hydrologic models. In that field, we understand that a model is a simplification of a complex phenomenon used to create a benchmark. Traffic analysis operates similarly: it uses historical counts and assumptions to build a "story" of how a road functions. However, a critical distinction must be made: a model is a snapshot of assumptions, not a reflection of living reality.

The danger arises when these models become the primary decision-makers. We saw this clearly with the recent Kmart site design process. Despite the community overwhelmingly preferring a bus-only design (similar to downtown Nicollet), the City opted for a car-accessible design because the traffic model predicted slower bus times.

This represents a logical fallacy. Traffic models almost universally assume a baseline of car-growth. When we make decisions based on these models, we are not planning for the world we want to live in; we are simply reinforcing the car-centric world the model assumes. We cannot engineer our way out of traffic congestion by using the same tools that treat car growth and "improving traffic" as an inevitability.

There is a glaring contradiction between the policy documents produced by the City, County, and MnDOT—which increasingly advocate for bike lanes, transit priority, and pedestrian-oriented design—and the actual implementation of those policies on the ground.

We are seeing a friction where unnamed stakeholders hold more sway over the final design than the community or the stated climate goals of the region. If we continue to treat each project as a standalone mathematical problem rather than a piece of a larger social and environmental system, we will continue to produce infrastructure that reinforces social inequality and accelerates climate collapse.

Ward: Ward 10

Climate & Infrastructure (C&I)

-

Public Comment: Ben

Date: 07/09/26, 10:41 AM

2026-00625

While I support the passing of this resolution, it is my professional opinion, as a civil engineer, that the County has failed the community by refusing to meaningfully incorporate pedestrian-friendly improvements that are already embedded within existing city, county, and state policy guidance documents and frameworks.

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This was an explicit lie among many discrete efforts by the County to use language throughout the process to minimize the majority voice of the community. The community voices were seeking more from the design in relation to pedestrian oriented improvements such as bike lanes, transit lanes, and pedestrian space in lieu of the space allocated to automobiles. Communication graphics by the County used language that minimized and modified the majority claims of the community for features that played into their preferred design which was to ensure the maintenance of as much parking and automobile space as possible to minimize friction with local businesses.

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We are seeing a friction where unnamed stakeholders hold more sway over the final design than the community or the stated climate goals of the region. If we continue to treat each project as a standalone mathematical problem rather than a piece of a larger social and environmental system, we will continue to produce infrastructure that reinforces social inequality and accelerates climate collapse.

Ward: Ward 10

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Thursday, July 9, 2026 10:17:10 AM



Public Comment: (2 entries)

Public Comment: Lisa McDonald

Date: 07/09/26, 10:16 AM

2026-00625

Please delay construction of the Lyndale Ave project for at least a year until businesses have time to recover from the affects of Hennepin Ave reconstruction. There should also be a a return to the proposed shared use path that represented a compromise that had broad support from businesses and community members.

Ward: Ward 13

I don't know, share with all City Council

-

Public Comment: Alex Beck

Date: 07/09/26, 10:14 AM

2026-00625

I want to add for the record that I think delaying the Lyndale Reconstruction further is a terrible decision. If anything, delay will just hurt the area more. I have my issues with the redesign (mainly that it doesn't do enough for transit users, pedestrians, and bikers) but delaying the reconstruction another year will just make the vacant retail spaces sit empty even longer.

To be frank, I do not care if some small business are hurt. Not a single business that is open today was open when Lyndale was last reconstructed. This is a project for the people who live here for the next century, not the businesses that are here today and will with certainty be gone much sooner

than the next reconstruction.

I urge the City to push the county not to delay any further. Rip off the bandaid and get it done.

I also urge the city to push the county to make even more transit improvements in the area by removing even more street parking. If the business owners were being honest, they would tell you that they want the street parking so THEY do not have to park elsewhere and walk. I see a number of local business owners parking right in front of their business in the one street spot they have. They do not care about their customers parking they care about themselves. There is ample parking in the area, yes you may have to pay (I would argue all street parking on Lyndale and one block in each direction should be metered anyway) but that is the cost of parking in a dense pedestrian friendly area.

Ward: Ward 10

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 12:14 PM
To: Council Comment
Subject: Public Comment: (2 entries)



Public Comment: (2 entries)

Public Comment: Jennifer Norlin-Weaver
Date: 07/08/26, 12:13 PM

2026-00625 Lyndale Avenue

As a constituents, I am profoundly disappointed and increasingly angered by the Minneapolis City Council's continued refusal to genuinely listen to community members and local business owners who keep this Lyndale corridor alive and who depend on it to be fully functional for our collective use. By moving forward with restrictive layout modifications, reduced street widths, and environmental destruction without an economic assessment, you are AGAIN disregarding the people who will actually navigate the fallout. The broad community support for the previously proposed shared-use path proved that stakeholders were eager to collaborate on a balanced solution. Instead of honoring that democratic engagement, you discarded a viable compromise behind closed doors to push an aggressive design that sacrifices small business survival, emergency logistics, and year-round accessibility. We demand transparency on why the consensus design was abandoned, and we urge you to finally prioritize the livelihoods and lifestyle needs of your actual voters over rigid, unreasonable and unyielding plans.

Ward: Ward 11

I don't know, share with all City Council

-

Public Comment: Scott Rich

Date: 07/08/26, 12:11 PM

2026-00625

Bryant Avenue S is 2 blocks west of Lyndale Avenue S. Based on the City's cycling network map, Bryant has a dedicated protected bikeway or bicycle boulevard from north of Franklin Avenue, south to W 58th Street. The conversion of Bryant from transit to an integral component of Minneapolis' bike network has been such a success that StreetsMN published the article "Bryant Avenue Is Amazing" 5/14/24.

Due to Lyndale's proximity to Bryant, Lyndale does not need to sacrifice its limited space for bike infrastructure. If anything, a future design of Lyndale should encourage more bicycle traffic to the safety Bryant affords all who travel by wheels.

Ward: Ward 13

I don't know, share with all City Council

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Public Comment: (2 entries)

Public Comment:

Date: 07/08/26, 12:04 PM

2026-00625

I ask that the Lyndale reconstruction project be paused until a comprehensive economic impact assessment can be done. A better design is needed to better address accessibility, customer access, and traffic operations. I support the issues identified by the Uptown association and share their exact concerns including the following reasons for the pause.

- A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.
- Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe
- A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- Accessibility concerns: ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.
- Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.
- The absence of a comprehensive economic impact assessment before another major construction project begins.
- The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

Ward: Ward 10

Business, Housing & Zoning (BHZ)

-

Public Comment:

Date: 07/08/26, 12:01 PM

2026-00625

Please listen to the Uptown Association that asks that you pause the Lyndale reconstruction. It is putting all the businesses in a tough position again after Covid, George Floyd's murder and then Metro Surge. Give them some time to recover and also you some time to see how construction on Hennepin worked. If you made mistakes there, you will have the option of not repeating them on Lyndale. We really need a vibrant Uptown. It needs to be practical, easy to transverse, and accessible or people won't go there. Thank you.

Ward: I do not reside in Minneapolis

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Wednesday, July 8, 2026 1:15:08 PM



Public Comment: (2 entries)

Public Comment: Andrea Johnson

Date: 07/08/26, 1:14 PM

2026-0488

please do not use sky drones!!! Especially the same ones that are being used to slaughter Palestinians!!! RIDICULOUS THAT THIS IS EVEN BEING CONSIDERED!!!!

Ward: Ward 8

I don't know, share with all City Council

-

Public Comment: Deb Reutter

Date: 07/08/26, 1:12 PM

2026-00625

Please pause the proposed construction on Lyndale Avenue South. Uptown has been decimated by multiple issues including the long construction project. Decreasing parking in Uptown has been a killer for businesses and has not made Uptown a better place for businesses. With similar plans for Lyndale, I am afraid for those businesses as well. If you vote to move forward, I implore you to maintain all parking. Please learn from Uptown and do better for Lyndale.

Ward:

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: (2 entries)
Date: Wednesday, July 8, 2026 2:06:07 PM



Public Comment: (2 entries)

Public Comment: Resident

Date: 07/08/26, 2:04 PM

2026-00625

Dear Council Members,

Please put the Lyndale project on hold for further consideration.

The Hennepin project has only recently finished, and many businesses did not survive. We lost favorite neighborhood restaurants, like The Lowry, and others may still not make it.

Now Lyndale is being set up for failure. None of the options work well.

My concerns include:

- The absence of a comprehensive economic impact assessment before another major construction project begins. There's a history of project failure, failing to learn from the past and failure listen to residents. The south end of Hennepin was redone first, it failed. All the small businesses went out of business or moved. The city rep admitted "yes, that failed" in our neighborhood meeting when we expressed concerns about plans for the second Hennepin redo that stretched to Douglas Ave. Many residents and Public Works Director (at the time), Margaret Anderson Kelliher pleaded for Hennepin plans to be reconsidered. They were ignored. We know 3 years of construction will be extremely tough on businesses that are still recovering from many years of difficulty.
- Continuous concrete medians/removal of turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry. This is especially egregious. Driving north from uptown, I wanted to stop at Walgreens and Kowalski's. Could no longer turn into Walgreens. Or

Kowalski's. Could not even turn left at Franklin to get to my home. Continued north. Couldn't turn left on Groveland Terrace anymore. Finally could turn on Vineland Place. By then I'm not turning around to head south to those businesses.

- Bike lanes that assume "build it to grow". There is enough history to see the growth isn't there. Too much sacrifice was made on Hennepin for bicycles.
- Narrow lanes make passenger loading, deliveries, emergency access unsafe, even more so in winter with snow.
- Accessibility is more than compliance with ADA standards, it is ensuring people can access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in winter.
- Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue. Why are we trading urban canopy for concrete?
- The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

Ward: Ward 7

I don't know, share with all City Council

-

Public Comment: Andrea

Date: 07/08/26, 2:03 PM

2026-00625

Please consider pausing the Lyndale street project. Our family lives in South East Bde Maka Ska and has been committed to staying in our neighborhood and revitalizing Uptown. While longer term we welcome improvements to Lyndale, shutting down another major street in our community at this point in time will be detrimental to our efforts. Please re-shift your focus to helping business come back to the area and making Hennepin thrive before creating another challenge for our neighbors and business to overcome. This is not the

time to move forward with this project.

Ward: Ward 13

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 12:54 PM
To: Council Comment
Subject: Public Comment: (4 entries)



Public Comment: (4 entries)

Public Comment:

Date: 07/08/26, 12:53 PM

2026-0488

For the love of god PLEASE do not let the police use Skydio drones as first responders. If you need me to explain how terrible of an idea that is, we are already doomed.

Ward:

I don't know, share with all City Council

-

Public Comment: Noggle Rachel

Date: 07/08/26, 12:52 PM

2026-0488

File number 2026-0488: do not vote to allow drones as first responders. This is ridiculous and won't provide greater safety. If officers want to use drones for missing persons in the woods, they can use them for that. Also stop forcing us to fund police toys and instead appropriate money for something that will improve the community. I don't need any more money going to cops sitting around in their cars all day watching movies on overtime....

Ward: Ward 10

I don't know, share with all City Council

-

Public Comment: Lyndale Ave reconstruction

Date: 07/08/26, 12:52 PM

2026-00625

I hope that the city council supports Hennepin County's proposal to reconstruct Lyndale Avenue. With only so much space in our public right of way, it is difficult to prioritize everyone's needs or preferences. But I feel strongly that the proposal is balanced and will help us meet our commitments to reduce vehicle miles traveled in Minneapolis and reduce or eliminate accidents, injuries or death. We've spent so much time arguing and debating what to do. Everyone has had multiple opportunities to voice their concerns. Not everyone is happy. But it's time to move forward and approve the plans. A decade or two from now, nobody will remember the drama. People will be grateful they live in a city with high-quality public spaces. For all the talk of what to do to solve fiscal and other challenges in Minneapolis, something is often ignored: population growth. People aren't drawn to Minneapolis because of abundant parking or lanes for cars. Our city is increasingly attractive because we've been doing the right things to change our infrastructure and land use. It's smart governance to lean into changes that will create more demand to live in Minneapolis and spur more development along corridors like Lyndale. That will increase our tax base and help solve our fiscal challenges as our economy continues to adjust to a new post-COVID norm.

Ward: Ward 8

I don't know, share with all City Council

-

Public Comment:

Date: 07/08/26, 12:51 PM

2026-00625

It is crucial that the city pause and evaluate the reconstruction of Lyndale Avenue. The community is attempting to recover from the Hennepin Avenue reconstruction. Businesses have closed, and those that remain have challenges with parking for their patrons. I personally have challenges with the bike lane being on the sidewalk with the pedestrians. A number of times crossing in a pedestrian crosswalk I have almost gotten hit by a bike failing to stop. The bumpy metal curbs are very slippery when there is any kind of precipitation. They are also challenging for wheelchairs to use. Bryant avenue reconstruction is awful. Fire trucks have difficulty making the turn and bicyclists barrel down the sidewalk seeming to go out of their way to hit pedestrians. As a person relaying on public transportation, the city has made it more challenging to get to a bus stop and catch the bus. Walking on Hennepin and Bryant I truly have to pray to not be hit by a cyclist. I agree that Lyndale could use a refresh but not at the expense of the public transportation users, walkers and the businesses. Please pause the project and reevaluate the needs of the community.

Ward: Ward 10

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 3:52 PM
To: Council Comment
Subject: Public Comment: (2 entries)



Public Comment: (2 entries)

Public Comment: J G Worley
Date: 07/08/26, 3:50 PM

2026-00625

I am amazed that the City of Minneapolis is planning yet another devastating street project after the horrendous impact of the Hennepin Avenue debacle. It seems the people pushing these projects are purposely trying to destroy any semblance of a successful business environment for the merchants and for the residents of Uptown. Reduce parking. Disrupt merchants for weeks (months). Create obstacles for residents.

For what purpose? To encourage biking as an alternative?

The Hennepin Avenue disaster for the merchants on that corridor may never recover.

Please give these poor people a break and cancel the Lyndale project.

Ward:

I don't know, share with all City Council

-

Public Comment: J G Worley
Date: 07/08/26, 3:49 PM

2026-00625

I am amazed that the City of Minneapolis is planning yet another devastating street project after the horrendous impact of the Hennepin Avenue debacle. It seems the people pushing these projects are purposely trying to destroy any semblance of a successful business environment for the merchants and for the residents of Uptown. Reduce parking. Disrupt merchants for weeks (months). Create obstacles for residents.

For what purpose? To encourage biking as an alternative?

The Hennepin Avenue disaster for the merchants on that corridor may never recover.

Please give these poor people a break and cancel the Lyndale project.

Ward:

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 2:19 PM
To: Council Comment
Subject: Public Comment: Adam Perry



Public Comment: Adam Perry

Date: 07/08/26, 2:16 PM

2026-00625

To the Minneapolis City Council,

I am a blind man who lives in Uptown and frequents many of the retail establishments, restaurants and businesses in the neighborhood. While I appreciate some of the access improvements made in the reconstruction work completed on Hennepin Avenue and Lake St., several of these “improvements” actually made businesses and streets harder to safely access and navigate.

I support the request to the Minneapolis City Council and Hennepin County to pause the Lyndale reconstruction project until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Many of the redesigned pathways, bike lanes and inconsistent curb treatments have actually made Hennepin and Lake harder to navigate for people with disabilities. Choices were clearly made to prioritize bikers and drivers over pedestrian traffic. We need arrow turn signals on virtually every intersection along this corridor. Expanded crosswalks are not enough to stop bikers and drivers from turning into pedestrians in the limited time allotted for them to cross the street. That is just common sense and it should have been

considered as an integral upgrade in the reconstruction planning. It is clear that appearance over function and safety continues to win the day in those discussions. Having to cross a bike lane (that nobody seems to use) on Lake Street by guessing that no bikes will be flying by is ridiculous. The snow piles on the corners of virtually every intersection are virtually impossible for anybody with a disability to navigate during the winter. Random placement of signage poles and inconsistent sidewalk design along Hennepin is treacherous and confusing. It feels like haphazard solutions were pushed through to complete the work.

We need to hit pause on the Lyndale reconstruction project to not only allow the businesses along Hennepin and Lake to recover, but also to learn from the community how to do a better job of making things accessible and sage for all of us.

Sincerely,

Adam Perry

Ward: Ward 10

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Anita Demants
Date: Wednesday, July 8, 2026 8:15:23 PM



Public Comment: Anita Demants

Date: 07/08/26, 8:12 PM

2026-00625

Please stop, change and delay the Lyndale Ave reconstruction.

Do not remove mature trees! They are essential for cooling, improving air quality as well as beautifying the street.

Do not destroy small local businesses with the prolonged work on the street!

Did you not notice how this already happened on Hennepin Ave? Empty storefronts reduce tax income for the city and increase personal homeowners property taxes!

Ward: Ward 13

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Anne Estes
Date: Thursday, July 9, 2026 9:09:28 AM



Public Comment: Anne Estes

Date: 07/09/26, 9:07 AM

2026-00625

As a lifelong Minneapolis resident and community leader, I am asking the City Council and Hennepin County to pause the Lyndale reconstruction project until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

We have already seen the devastation of Hennepin Avenue; please do not do the same to Lyndale Avenue. The potential negative impacts of this plan have been listed over and over and should be clear to anyone who understands what makes a city thrive as well as those who remember what a special place Minneapolis once was; it is now on the verge of losing its soul. Please stop trying to kill it.

Ward: Ward 7

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Ashok Dhariwald
Date: Wednesday, July 8, 2026 10:09:49 PM



Public Comment: Ashok Dhariwald

Date: 07/08/26, 10:07 PM

2026-00625

I am a local busiiness owner with three businesses in Minneapolis inlcuding Uptown off of Lake and Hennepin. What you all did to the Hennepin ave area destroyed so many business and more businesses will close as soon as leases expire. No one will want to open a business there and with no small businesses, why would anyone want to live in Uptown. You need to look at what you did to Hennepin because Lyndale will be the same or even worse. STOP This project now.

Ward: I do not reside in Minneapolis

Climate & Infrastructure (C&I)

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 3:23 PM
To: Council Comment
Subject: Public Comment: Beth Johnson



Public Comment: Beth Johnson

Date: 07/08/26, 3:20 PM

2026-00625

I'm concerned about the timing of construction on Lyndale Ave as well as the proposed timeline for the completion of the project. The Hennepin Ave construction carried on for longer than originally proposed and cost the community several beloved small businesses.

I would like some sort of measures put in place, or at least put up for consideration, that can help ease the burden of small business owners along the Lyndale corridor during affected during this new phase of construction. Perhaps a combination of the following?

- A quarterly stipend from the city to compensate for lost business
- Sales tax or other tax breaks for businesses
- Free advertising credits in major publications (print and web)

I don't know if this already exists or not, but it would be nice if the city also implemented a "rest period" between large construction projects. Like, a three-year gap between major projects to allow areas to recover.

I'm not sure what the solution is, and I'm all for progress and safer streets for everyone, but we also need to be more thoughtful about the businesses that are ultimately helping fund these projects. They are the ones that take the hit and that kind of sucks.

Ward: Ward 8

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Beth Popalisky
Date: Wednesday, July 8, 2026 10:50:09 PM



Public Comment: Beth Popalisky

Date: 07/08/26, 10:47 PM

2026-00625

I sent this to Mayor Frey on June 10th. I am resubmitting here for consideration.

Dear Mayor Frey,

I attended the meeting about the Lyndale Avenue design last week. I was disappointed in how it devolved, but here we are. I had been asked to talk, but time ran out, so I am putting my comments in writing.

The plan, the fourth plan, was a surprise and did not undergo the public input process that the first three plans did. We asked and it was confirmed that there was no data collected about the Hennepin Ave. design's impact on businesses, transportation, traffic flow on neighboring streets, etc. Why not? And now our county commissioner is signing off on a similar plan, which was a surprise to all. How do we learn if we do not collect data?

Here are my questions.

Why a new fourth plan? Commissioner Greene said it was because safety experts from all over the country weighed in. I wonder why our safety experts signed off on the first three plans and why their input was usurped.

What prompted outside experts to weigh in? What was their motivation?

Given the stated input from these outside experts, how significantly, in quantitative terms, was the existing plan deficient in safety?

How impactful is the new (4th) plan on mitigating this deficiency given the major trade off this will cause for businesses?

How do experts who do not live here understand the context sensitivity for Lyndale and the surrounding neighborhoods?

- Do they understand snow removal?
- Did they use any stats of number of walkers, bikers, busses and cars?
- Do they have a clear understanding of the importance of this business district?
- Were they aware of the bike lane on Bryant, just two blocks west of this road?

At the ribbon cutting for the Bryant Ave bike lane, held at 36th and Bryant, Margaret Anderson Kelliher assured us that there would be no dedicated bike lane on Lyndale Ave. And yet, here we are.

Two years ago, I attended a meeting with the local businesses and Commissioner Greene and staff. The concerns from businesses were very clear. Then, three plans were proposed, and they went through the public input process. The businesses agreed to one of the three original plans, which was a compromise they could live with. Then came the switcharoo, plan 4, which changed things significantly.

If you look at the 2040 plans for the city and the county, and go to the transportation actions, there is no indication of a dedicated bike lane on Lyndale. Business owners consider the existing conditions, explore documents that predict future buildouts, before buying or leasing a space in which to open their business. If our municipalities offer no certainty about what the city or county might do, how are we to attract new businesses? It is akin to asking someone to build on quicksand.

I urge you to delay signing off on the plan that Commissioner Greene supports. Please request a comprehensive traffic (and parking) study of Lyndale (and Aldrich and Garfield), and an assessment on how the redesign will impact the future use of these roads.

I understand that there are competing goals for this project, improved infrastructure, safety, support of local businesses, and improved livability. Why not look at very small area proposal vs. Lyndale Ave (only) proposal?

I join with the businesses in supporting the plan that preserves the middle lane, has no medians and has the shared walking/biking path. Then invest in the Bryant Ave path, which is a far safer biking option. Our small businesses are essential to a thriving community, where neighbors shop, gather, and generate tax dollars for the benefit of all. If they fail, we fail.

Thank you for your consideration.

Beth Popalisky

Ward: Ward 13

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Brenda Short
Date: Thursday, July 9, 2026 12:33:48 PM



Public Comment: Brenda Short

Date: 07/09/26, 12:31 PM

Reference File Number: 2026-00625

Dear Minneapolis City Council,

I was disappointed that this meeting conflicted with my schedule, because this issue is deeply important to me. I want you to know that I stand with our small businesses in Uptown.

For years, these businesses have fought to survive. Many have struggled since the unrest of 2020, and additional challenges over the past year have only made recovery more difficult. During that time, many business owners felt abandoned as policies and decisions including blackout business shutdowns and other disruptions placed even more strain on those already fighting to keep their doors open.

Uptown has always been a vibrant part of our city and a place where our community can thrive. Today, however, it is facing another crisis. Closing streets for construction may be necessary, but we cannot ignore the impact it has on the small businesses that depend on customer access every single day. The last time businesses faced prolonged disruptions, many never reopened. We cannot afford to repeat that mistake.

At a time when business owners need revenue to survive and when the City also depends on thriving businesses to generate property tax revenue, we should be doing everything possible to support them, not making it harder for them to succeed.

Our small business owners are not asking for special treatment. They are asking for time, flexibility, and meaningful support so they can continue serving our community, employing local residents, and contributing to our local economy.

This is not the time for the City Council to turn its back on the people who have invested their lives in Minneapolis. This is the time to lead with compassion, common sense, and a commitment to keeping Uptown alive.

I urge you to work with these business owners, help them remain open, and

restore the economic vitality of Uptown before more businesses are lost.

Sincerely,

Brenda Short

Candidate for Minnesota State Senate, District 62

Ward: Ward 9

Business, Housing & Zoning (BHZ)

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I urge you to work with these business owners, help them remain open, and restore the economic vitality of Uptown before more businesses are lost.

Sincerely,

Brenda Short

Candidate for Minnesota State Senate, District 62

Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 2:15 PM
To: Council Comment
Subject: Public Comment: Carol Dines



Public Comment: Carol Dines

Date: 07/08/26, 2:13 PM

Lyndale

I believe Lyndale is a thriving community and I would do everything you can to protect it. Save the trees. Maintain parking and bus lanes. There is no reason people can't bike on Bryant to Lyndale. You don't have to have bike lanes on every business corridor. Nobody bikes on Hennepin. Please don't cave to the very loud voices of the bicycle coalition. Many don't even live here. We do and we'd like to keep our small businesses afloat. Thank you.

Ward: Ward 10

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 12:58 PM
To: Council Comment
Subject: Public Comment: Carolyn Gergen



Public Comment: Carolyn Gergen

Date: 07/08/26, 12:55 PM

2026-00625

Please reconsider this project. I ride a bike a lot and Bryant Ave is near Lyndale. It can be used for bikes. Here are other problems:

A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.

Continuous concrete medians/removal turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.

Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe.

A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.

Accessibility concerns: Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.

Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.

The absence of a comprehensive economic impact assessment before another major construction project begins.

The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

Ward: Ward 13

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Chip Lindeke
Date: Wednesday, July 8, 2026 9:57:53 PM



Public Comment: Chip Lindeke

Date: 07/08/26, 9:55 PM

2026-00625

I live at 1917 W Franklin Ave, Minneapolis MN 55405, within Ward 7. I fully support the Uptown Association's request that the Minneapolis City Council and Hennepin County pause the Lyndale reconstruction project until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Ward: Ward 7

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Clairann Hanson
Date: Wednesday, July 8, 2026 11:58:56 PM



Public Comment: Clairann Hanson

Date: 07/08/26, 11:56 PM

2026-00625

Please pause this project. Please learn from the Hennepin Avenue businesses that disappeared and the ones that are struggling to survive. Please listen to the residents who patronize the neighborhood business and want them to thrive. Please listen to the business owners who are concerned for customer accessibility and safety. Please notice all the dead zones on Hennepin Avenue where pedestrian traffic is missing and parking spots are hard to come by, and are non-existent between Lake and 31st St. Having access to neighborhood businesses and services was an important consideration when my family moved to Uptown 50 years ago.

Ward: Ward 9

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 3:39 PM
To: Council Comment
Subject: Public Comment: ConcernedMPLSRes



Public Comment: ConcernedMPLSRes

Date: 07/08/26, 3:36 PM

2026-00625

Members of the Minneapolis City Council,

All I can say is, Are you out of your gatdamn minds?

I oppose the current Lyndale Avenue reconstruction plan and urge you to adopt the hybrid design instead.

Frankly, it's astonishing that the City appears willing to ignore the lessons of Hennepin Avenue. Businesses spent years enduring construction, many closed permanently, and others are still struggling to recover. Now, before that corridor has even had a chance to stabilize, we're preparing to repeat the same experiment a few blocks away.

At what point do we admit that "we'll figure out the economic impacts later" is not responsible planning?

The current proposal reduces vehicle access, removes turn lanes, narrows loading areas, eliminates mature trees, and creates accessibility concerns during Minnesota winters—all while asking businesses to survive another three years of disruption. These aren't hypothetical concerns. We've already watched what prolonged construction can do to a commercial corridor.

What is most frustrating is that the previously proposed hybrid design represented a practical compromise. It recognized that Lyndale serves many users: people who drive, bike, walk, receive deliveries, use transit, or have mobility limitations. Somehow that compromise disappeared in favor of a design that seems intent on maximizing one mode of transportation at the expense of nearly everything else.

I also question whether the benefits justify the costs. Much of the argument for dramatically reducing vehicle access is framed around climate change. Climate change is a real challenge, but public policy should also be grounded in scale and measurable impact. One recent analysis estimated that even if every person in Minneapolis stopped driving tomorrow, the resulting reduction in global CO₂ emissions would amount to roughly 0.012 percentage points because of Minneapolis's relatively small share of worldwide emissions. (<https://why.org/articles/climate-reality-check-global-carbon-pollution-up-in-2018/>) If that estimate is even close to correct, then we should ask whether imposing years of disruption on businesses, reducing customer access, and permanently altering one of South Minneapolis's most important commercial corridors is a proportionate response.

Good government is about balancing competing priorities—not treating every local road project as a symbolic battle in a global climate debate.

Please pause this project. Complete a comprehensive economic impact assessment. Allow Hennepin Avenue businesses time to recover. Then return with a design that reflects compromise instead of ideology.

The hybrid option accomplishes that balance. The current proposal does not.

Ward: Ward 13

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 12:47 PM
To: Council Comment
Subject: Public Comment: Elizabeth Gordon



Public Comment: Elizabeth Gordon

Date: 07/08/26, 12:44 PM

2026-00625

Hennepin Avenue has only recently reopened after years of construction, and many businesses did not survive. Others continue to struggle. We cannot afford another three-year construction project on one of Uptown's most important commercial corridors before Hennepin has had the opportunity to recover.

Frankly, the Bryant Ave reconstruction was a mess, and continues to be a mess. Please don't ruin another Minneapolis corridor in a similar fashion.

Our concerns include:

- A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.
- Continuous concrete medians/removal turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.
- Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe
- A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- Accessibility concerns: Accessibility is more than compliance with ADA

standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.

- Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.
- The absence of a comprehensive economic impact assessment before another major construction project begins.
- The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

We are asking the City Council and Hennepin County to pause the Lyndale reconstruction project until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Ward: Ward 13

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 12:10 PM
To: Council Comment
Subject: Public Comment: Gavin Bronson



Public Comment: Gavin Bronson

Date: 07/08/26, 12:07 PM

2026-00625

The proposed Lyndale Avenue construction project should be delayed given the ongoing challenges that Uptown businesses have faced over the past several years. From the pandemic to the Hennepin Avenue construction project, and more recently disruptions related to ICE enforcement activity, local businesses have had to continuously adapt to circumstances beyond their control.

Small businesses have suffered immensely from the constant road closures, reduced accessibility, and other inconveniences that make it more difficult for customers to reach us. Before beginning another major construction project that could last three years, the City should prioritize addressing the broader issues affecting Uptown, including public safety, cleanliness, and economic recovery.

Uptown has been slowly declining year after year, and moving forward with another prolonged construction project now could be the final blow for many local businesses. I urge the City to reconsider the timing of this project and delay it until the area has had an opportunity to recover.

Ward: Ward 10

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Heather Rose-Dunning
Date: Thursday, July 9, 2026 8:08:11 AM



Public Comment: Heather Rose-Dunning

Date: 07/09/26, 8:06 AM

2026-00625

I am a resident who has lived within blocks of Lyndale and Hennepin for 30 years. I have walked, biked, driven, shepherded kids to and from school, shopped, and today work — and own a business and building — on Lyndale Avenue. I'm dismayed at the current plan to repeat the negative impacts of design decisions implemented on Hennepin Avenue on the upcoming Lyndale Avenue reconstruction. The introduction of concrete medians, the lack of parking, the prioritization of 2-way bike lanes on a major thoroughfare, county highway, and business corridor make more than "passing through" nearly impossible UNLESS you are on a bike, which is unrealistic for the vast majority of people. The past few weeks of heat, humidity, and sporadic rain are one extreme (even my dog wanted to stay inside) and snowy winter days are another. Most people cannot and will not bike or walk in these conditions. Cars are actually important. And a neighborhood that enables navigation and parking is the only one that will remain vibrant.

Perhaps the changes on Hennepin will somehow magically change. Perhaps time will tell. But today, the changes have negatively impacted businesses. And the idea of biking or walking to a neighborhood restaurant or shop sounds romantic and idealistic, but certainly isn't when those places have all closed.

Please at least pause and let the lessons of Hennepin shed light on the decisions for Lyndale. Consider the 20 people you're closest to...your kids, your parents, your best friends. How realistic is it for them to function carless? Those of you making this decision for Lyndale, gather your 20 people and forego a car - not just on a rare, lovely 72 degree day, but on Monday when the forecast is over 100. Or in February when it is -20. Then think again.

Ward:

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Heidi Page
Date: Thursday, July 9, 2026 10:09:33 AM



Public Comment: Heidi Page

Date: 07/09/26, 10:07 AM

2026-00625

I think that Lyndale Avenue does not need to be changed much. Bryant Ave is two blocks away from Lyndale Avenue and it has a very nice bike path already. I bike and I have often used the bike path on Bryant Avenue. Hennepin Avenue also already has a nice bike path, which is close to Lyndale Avenue. I don't think that Lyndale Avenue needs to have an extra bike path. I also think that the city should not remove mature trees from Lyndale Avenue. I think that extra construction on Lyndale Avenue could cause local businesses to close as it did on Hennepin Avenue.

Ward:

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: James Riley
Date: Thursday, July 9, 2026 8:53:32 AM



Public Comment: James Riley

Date: 07/09/26, 8:51 AM

It's hard to believe the city & county have learned nothing from the Hennepin Ave. Reconstruction. Maybe that's because they haven't allowed any time since its completion for any meaningful analysis? Or is that the real reason for the rush to shove Lyndale Reconstruction down the throats of taxpayers? "Hurry up before they ask too many questions"?

Where are the public reports on outcomes from the last 15 years of the massive infrastructure overhaul eliminating car lanes for bike lanes, jutting curb corners etc? Their original claims were that it would decrease greenhouse gas emissions & improve pedestrian/bike safety. What are the greenhouse gas levels now compared to pre-pandemic levels? I've heard that car accidents have increased - did we trade safety for some at the cost of safety for many?

I CAN PRETTY CONFIDENTLY GUARANTEE THAT THE REALITY OF REDUCED CAR LANES WILL RESULT IN INCREASED GREENHOUSE GAS EMISSIONS. IT'S SIMPLE MATH & PHYSICS - EVERY SECOND TRAFFIC IS STOPPED WITH ENGINES RUNNING IS A NET INCREASE IN EMISSIONS. INDIVIDUAL DRIVERS ARE NOT THE SOURCE OF EMISSIONS - THEY'RE A BY-PRODUCT OF BIG OIL AND AUTO MANUFACTURER MONOPOLIES. IF YOU'RE SERIOUS ABOUT CLIMATE CHANGE YOU NEED TO ATTACK THE SOURCE.

WHAT'S THE TOTAL PRICE TAG FOR ALL THE CONSTRUCTION SO FAR? FOR THE NEXT 10 YEARS?

WHO'S BENEFITTING FINANCIALLY FROM ALL THIS NON-ESSENTIAL CONSTRUCTION?

WHO THE HELL ARE THESE NATIONAL ENTITIES DICTATING HOW WE
RUN OUR LOCAL GOVERNMENT?
I SMELL CORPORATE DEVELOPER KICKBACKS.

FROM "BETTER MINNEAPOLIS" BY TERRY WHITE:

"A concrete median down the middle narrows the road and stalls traffic
whenever someone parallel parks. Emergency vehicle access becomes a
nightmare.

Snow removal in Uptown is already a mess. Add two years of construction,
narrowed roads, and fewer parking spots, and you've guaranteed a winter
parking catastrophe that extends well beyond the project timeline."

HOW CAN WE TRUST WHAT THE CITY COUNCIL AND COUNTY
OFFICIALS SAY WITHOUT PROOF?

WHERE'S THE ACCOUNTABILITY?

DO WE HAVE TO CALL THE ALREADY-OVERBURDENED ATTORNEY
GENERAL'S OFFICE TO INVESTIGATE? DO WE HAVE TO STAGE A
PROPERTY TAX STRIKE TO GET YOUR ATTENTION?

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Jenny Morataya
Date: Thursday, July 9, 2026 10:39:41 AM



Public Comment: Jenny Morataya

Date: 07/09/26, 10:37 AM

2026-00625

I am incredibly excited about the potential for the Lyndale Avenue reconstruction! I would love to see a new Lyndale that is way more inviting for everyone to shop, dine, commute, and just hang out. It should be a space that protects our climate goals, supports the local economy, and feels genuinely safe and welcoming for people of every age, race, and ability to walk, bike, roll, or catch the bus.

I would like to specifically ask for the following:

1. Extend the bikeway to 31st Street so cyclists have a continuous, safe route.
2. Strengthen the pedestrian environment in the LynLake area. We can do this by reducing crossing distances, improving sidewalk and public realm configurations, and incorporating fun placemaking elements that bring the neighborhood to life.

Thank you for listening to community feedback.

-JM

Ward: Ward 8

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: jill Florence Zimmerman
Date: Wednesday, July 8, 2026 4:43:03 PM



Public Comment: jill Florence Zimmerman

Date: 07/08/26, 4:40 PM

2026-00625

Hello, Please consider PAUSING the Lyndale Avenue Reconstruction until a better plan can be worked out!

I am an avid cyclist but I believe there should NOT be a bike path on Lyndale that will take away precious parking, trees, and the construction is going to drive away more businesses from this busy street. I BIKE ON BRYANT AVENUE - as do many others, so why would you need to put one on Lyndale? I also live on Hennepin Ave and see how no one uses the bike path and there are nothing but closed businesses now!! Its very sad for those of us who love Uptown. Please reconsider the plan. Thanks.

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Joan Moser
Date: Wednesday, July 8, 2026 4:05:20 PM



Public Comment: Joan Moser

Date: 07/08/26, 4:03 PM

2026-00625

As a home owner is Lowry Hill East Neighborhood Association I am strongly opposed to continuing with the Lyndale Avenue reconstruction project before the neighborhood has an opportunity to rebound from the Hennepin construction and have time to assess the full impact of all the very "new" changes to a community. None of our major corridors has experienced the design changes with bike lanes, cement medians and reduced parking, as we have on Hennepin Ave South. Give us a chance to see if these design changes can be absorbed into a new way of existing with the businesses and residents. Please pause and take the time to really study Lyndale Avenue before you embark on another project.

Ward: Ward 10

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 2:02 PM
To: Council Comment
Subject: Public Comment: Julie Michener



Public Comment: Julie Michener

Date: 07/08/26, 2:00 PM

2026-00625

Give businesses and residents a break! Pause the Lyndale reconstruction project and give South Uptown a chance to recover from past disruptions. Bolster business relationships and stop driving them out of the city. I am tired of my taxes propping up your short sighted decisions!

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Kathryn S
Date: Thursday, July 9, 2026 10:28:47 AM



Public Comment: Kathryn S

Date: 07/09/26, 10:26 AM

This project will be destructive, not constructive! Don't do it now. Put it on hold! Living through the Hennepin project was horrible. So many good businesses ended up closing. This contributed to Uptown's slow downfall. Why are you considering doing this now to Lyndale Ave? We are recovering from the ICE killing of two people in the area. Use this money for something else that doesn't harm the lives of people in the neighborhood. We also struggle with crime spreading from other areas. Criminals, usually young men with no direction, visit our neighborhood to race cars, break windows, steal parked cars, and just generally flood our streets with wanton violence on people and property.

Ward:

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: kung fu hot pot
Date: Wednesday, July 8, 2026 10:02:40 PM



Public Comment: kung fu hot pot

Date: 07/08/26, 10:00 PM

Please halt the street renovation project. This is a very busy street; renovation work would have negative consequences, directly inconveniencing every business and pedestrian. It is undoubtedly a misguided and truly terrible decision.

Ward:

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Laura Odom
Date: Thursday, July 9, 2026 12:24:27 PM



Public Comment: Laura Odom

Date: 07/09/26, 12:21 PM

Reconstruction Lyndale Ave So

As a long term resident and rental property owner ON Lyndale Ave So, @26th I am asking that you pause the projected plans on reconstruction. The disruption to my neighborhood will greatly impact the livability for my neighbors and myself. As I have been following changes to my mixed use block over 40years, it is obvious that destruction of mature boulevard trees (only now in place after recovery from the Dutch Elm disease losses of the 1980s) will take years to re-grow.

Please consider: A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.

Continuous concrete medians/removal turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.

Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe

A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.

Accessibility concerns: Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.

Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.

The absence of a comprehensive economic impact assessment before another major construction project begins.

The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

Ward: Ward 10

I don't know, share with all City Council

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Please Pause Lyndale Ave So Reconstruction. Save my neighborhood:

- **A projected three years of construction**, further disrupting businesses that are still recovering from years of roadwork.
- **Continuous concrete medians/removal turn lane on most of the corridor** that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.
- **Narrower travel and parking lanes** that make passenger loading, deliveries, emergency access unsafe
- **A separated bike facility with minimal snow storage**, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- **Accessibility concerns:** *Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.*
- **Removal of approximately 52 mature trees**, permanently changing the character and streetscape of Lyndale Avenue.
- **The absence of a comprehensive economic impact assessment** before another major construction project begins.
- **The previously proposed shared-use path represented a compromise that had broad support from businesses and community members.** We are asking why that design was abandoned?

Sincerely,

Laura Odom
2630 Lyndale Ave So
Mpls MN 55408
612-240-6798

From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Leslie O'Neill
Date: Thursday, July 9, 2026 6:25:24 AM



Public Comment: Leslie O'Neill

Date: 07/09/26, 6:23 AM

2026-00625

I strongly oppose this project for Lyndale Avenue as it currently stands. I have lived in uptown for over 20 years as a renter and have been biking and busing as my main form of transportation all over Minneapolis in that time. My beloved neighborhood will suffer from this project and I firmly believe the "improvements" will not reap the benefits that the city assumes it will. As a biker, I enjoy cruising slowly down Bryant Avenue under the shade of the trees and then hopping on the bike path south of Lake Street where the area is residential. If the bike path were on Lyndale, just as it is on Hennepin, I would feel less safe because I'd be dodging pedestrians who are confused about where to walk. The traffic on Lyndale would become unbearable for drivers because we'd lose lanes. Winter snow removal would be a disaster. I don't know who is advocating for this project, I can't imagine they actually live here. Please pause the project and reconsider other ways to improve the street and help local businesses thrive.

Ward: Ward 10

I don't know, share with all City Council

<!--[if !mso]-->



From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Linda Tillitt
Date: Wednesday, July 8, 2026 9:43:48 PM



Public Comment: Linda Tillitt

Date: 07/08/26, 9:41 PM

2026-00625

I moved to Minneapolis after living in Eden Prairie and Edina for 25 years because of the neighborhood restaurants and community and I thought PARKING. I live close to 50th and Bryant and have watched my visits limited over parking! I am a 65 year old woman who is not going to ride my bike at dark, to the grocery store or out to see friends!

Today as I drove across Minneapolis from Lake Harriet to Powderhorn park I counted 5 BIKERS and my traffic was slowed due to bike paths and those horrible ugly white plastic sticks! I notice them closer to Powderhorn park than Lake Harriet because Linea is doing a great job as our city council member in WARD 13 to keep those ugly bollards off our streets.

But back to the point, once again the crazy BIKE people who are thrilled that the council has killed commerce around both Bryant and Hennepin Avenues want to KILL commerce and car travel along Lyndale Avenue!

PLEASE do not let this happen! It has become so hard to get around Minneapolis it's almost embarrassing when friends are in town and we end up having dinner in St Louis Park.

As I pay almost double in property taxes to live in Minneapolis, the DSA needs to realize who is paying the tab and what are we getting? We thought it was neighborhood restaurants and parking but if not WHAT?

Ward: Ward 13

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Mary Ann Knox
Date: Thursday, July 9, 2026 9:54:48 AM



Public Comment: Mary Ann Knox

Date: 07/09/26, 9:52 AM

2026-00625

Lyndale Ave reconstruction -- I am opposed to the current plan. Please pause this project so we can go back to an earlier version that the community approved. Surveys showed the shared-use plan had broad support. Why are you ignoring that? A shared center turn lane (not concrete barriers) would work better. Leave the large trees!!! Leave parking! And the community is concerned many small businesses will not survive this. Look what happened on Hennepin. Local residents are opposed to the new plan!!! We support our small local businesses.

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Mary Trondson Insurance Agency Inc
Date: Thursday, July 9, 2026 2:37:31 PM



Public Comment: Mary Trondson Insurance Agency Inc

Date: 07/09/26, 2:35 PM

As a 32 year old agency in Uptown/Lynlake, this construction will be devastating to my business and access for my clients. I was run out of my office at Lake and Hennepin due to Protests after Mr Floyd was killed. Then I moved into the Wework bldg and I was out of there due to Covid. I have been in my current space for 5 years. 621 W Lake St Lynlake bldg. I have survived road construction, protests, surge and Covid. One more thing I may not be able to afford keeping my office viable. Please I beg you, the new restaurants coming into the 4 corners of Lake and Lyndale and established business cannot take anymore. Before the surge, Lyn/lake was starting to prosper. New businesses were starting, spaces rented. Anticipating the new restaurants and activity. Surge happened. People once more not open to coming to my office. Traffic down, no one on street except Protestors and the ICE. Not friendly or welcoming to do business. Please postpone for at least 2 years. Thank you for your consideration.

Ward: Ward 4

I don't know, share with all City Council

<!--[if !mso]-->



Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 11:50 AM
To: Council Comment
Subject: Public Comment: Megan Peterson



Public Comment: Megan Peterson

Date: 07/08/26, 11:47 AM

2026-00625

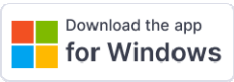
Please put a pause on the Lyndale project to avoid another Hennepin disaster.

The current three-year construction plan will destroy more neighborhood businesses, reduce access, kill trees, and further harm a neighborhood in need of help.

I don't understand how the 1% of city residents who bike year-round were able to get rid of an agreed-upon shared-use path that had interest from both residents and business owners. Please, please reconsider.

Ward: Ward 7

I don't know, share with all City Council



From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Nancy Gross
Date: Thursday, July 9, 2026 7:13:27 AM



Public Comment: Nancy Gross

Date: 07/09/26, 7:11 AM

2026-00625

Please pause the Lyndale Reconstruction project. As a long time resident of this area (just a block off Hennepin Ave in Uptown), I have experienced this first hand.

More time is needed to assess the impact of changes on Hennepin Ave - and there have been many - and thus re-evaluate choices for Lyndale Ave and adjust plans accordingly. It has been especially difficult for our beloved businesses.

Also, the neighborhood / area needs more time between such major disruptions as it takes a big toll on all of us who live, work, and do business here.

Please vote to pause this project now before it is too late.
Thank you

Ward: Ward 7

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Nancy Stockert
Date: Wednesday, July 8, 2026 4:31:13 PM



Public Comment: Nancy Stockert

Date: 07/08/26, 4:29 PM

2026-00624

Re File 2026-00625 RELATING TO PROPOSED LYNDAL AVE
CONSTRUCTION

I live at Hennepin and 28th. I have seen how small businesses have been hurt, traffic has increased, and generally more chaos has resulted from the "upgrade" to Hennepin. Furthermore, very few bicyclists use the bike lane... Bryant, the Greeway, etc provide more than adequate accommodation for bicycles. For those of us who are old, riding the bus with groceries isn't an option so you haven't encouraged ridership. You have simply made it harder for small business,..the heart of Uptown...to continue. Note all the vacancies! Now you are proposing the same for Lyndale...plus revving many trees! You must find some other way to encourage mass transit and bikes, because these changes are resulting in no businesses left to which people would ride the bus or bike..and you are destroying Uptown, then assessing residents who didn't want these changes. Please vote to rethink this plan. It may look great on paper but not in reality!

Ward: Ward 7

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: R. Rezac
Date: Wednesday, July 8, 2026 6:48:57 PM



Public Comment: R. Rezac

Date: 07/08/26, 6:46 PM

Lyndale Ave reconstruction.

It sounds like plans for Lyndale Ave are similar to what's been done to Hennepin Ave. Hennepin has been a disaster. The bike lobby is much too powerful and I wish that you would listen to people from different abilities. I biked until I was 75 and found no problem doing so without all the bike lanes being built now. It is really too much. Please keep in mind those of us that are older or have a disability. More buses, less bike lanes please, and ease of getting to the businesses. And think of the small businesses that will be disrupted. I'm sad to see Minneapolis being so inconsiderate of people other than the bike lobby.

Ward:

I don't know, share with all City Council

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Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 3:42 PM
To: Council Comment
Subject: Public Comment: Robin Ogden



Public Comment: Robin Ogden

Date: 07/08/26, 3:39 PM

2026-00625

I lived through the Hennepin redevelopment and it was awful. My favorite restaurants have closed. The gain of a bus lane and grassy spaces is not a trade off for the noise, commotion and inconvenience is not enough. Traffic is now more congested than before, I'm unable to turn off Hennepin. Unhappy resident near Hennepin. Let Lyndale Ave postpone their proposed changes.

Ward: Ward 5

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: S. Wagner
Date: Thursday, July 9, 2026 7:16:59 AM



Public Comment: S. Wagner

Date: 07/09/26, 7:14 AM

2026-00625

I am asking City Council to pause for at least 3 years and reconsider who benefits from the reconstruction of Lyndale Avenue in Uptown.

We live in a climate where the weather is harsh, cold and icy from November through March. Many citizens are beyond the age to safely ride a bicycle in any weather. Many citizens are unable to use a bicycle for transportation to and from work and for shopping for necessities. Parents with children are unable to use bicycles as a conveyance when visiting a doctor, store, pharmacy, restaurant, or other service.

In addition, removing old growth trees in a city, which provides shade canopy, is a climate hazard, benefitting no one. A city that does not provide access to businesses that serve its citizenry is a failed city. This plan does NOT consider the majority.

Ward: Ward 3

Business, Housing & Zoning (BHZ)

<!--[if !mso]-->



From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Sam Frankel
Date: Thursday, July 9, 2026 12:29:10 PM



Public Comment: Sam Frankel

Date: 07/09/26, 12:26 PM

2026-00625

Hello,

My name is Sam Frankel, and I am a resident of Bryant Avenue, and live in between Hennepin Avenue to the West and Lyndale Avenue to the East. I am fortunate enough to use both streets heavily for shopping and transportation. I'm both a driver and a cyclist / pedestrian.

I recently attended two meetings (at the Lyndale Avenue VFW Hall) where proponents and opponents of the Lyndale Avenue redesign discussed their concerns.

- I am open to the design proposed by the county, and utilized recently on Hennepin Avenue.
- However, at the same time it's hard to consider Hennepin Avenue right now as a successful street.
- It's beautifully done, and very good for walking and cycling. I can see that in some ways it's an ideal for multi-modal transportation.
- But at the same time, it has truly suffered as a business corridor that contributes to our neighborhood.
- There simply aren't that many people on it, by bicycle or foot, and while the tradeoffs may be worth it, it is less convenient to access businesses by car.
- At the same time, Uptown has had constant challenges since the Pandemic, and I don't think it makes sense to draw a straight line from street design to current business challenges.
- In my opinion too many changes have happened over the last 6 years since the pandemic that all likely contribute.

That said, my suggestion would be to take a pause, observe and gather data

on how Hennepin Avenue with a very similar design is used. I am open to that showing that as the construction period recedes, usage increases to match projections and it's a good idea for Lyndale.

But I do have reservations, and I'm not sure that the County has presented sufficient justification that the Hennepin Avenue design works in practice as well as in theory.

Cities change, and I'm not saying that busy streets like Lyndale should be kept the same. But it seems like Lyndale works for transportation and business right now, and I don't think we know yet whether that will be true of Hennepin's design.

In a perfect world, I'd prefer we observe the experiment on Hennepin with an open mind, see what usage patterns emerge, and use that information to make decisions for other major streets.

Best,

Sam Frankel

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Sarah
Date: Thursday, July 9, 2026 10:19:41 AM



Public Comment: Sarah

Date: 07/09/26, 10:19 AM

2026-00625

Regarding the plans for the lyndale ave reconstruction:

I'm excited to see lyndale ave get rebuilt to be easier to cross and more comfortable to bike along and I want to see it done as quick and soon as practical to minimize the amount of construction-disrupted time.

I currently avoid shopping on lyndale ave for the most part despite living right on it because crossing is hard with having to watch two directions of traffic at the same time, and biking along it is a nonstarter for me without protected bike lanes. So for all my shopping and dining out, I look further afield first for a place I can comfortably bike to. Id like to see short crossing distances and a bikeway running the full length of the reconstruction, to make lyndale ave a more comfortable place be and travel along.

Ward:

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Shanneon Grimes
Date: Thursday, July 9, 2026 11:18:56 AM



Public Comment: Shanneon Grimes

Date: 07/09/26, 11:16 AM

Uptown is hurting, we have lost the Red Cow,, The Lowry, on Hennepin Ave, Hennepin Ave from 31st to 27th is desolate, only a handful of businesses remain. We have large and small vacant buildings that has been unoccupied for decades, years. We lost major retailers, all due to construction. We have a bus depot that not even busy with people traveling, the main users are drug addicts and homeless people. You built a bike path that barely used, because our bikes are being stolen if parked outside, .there's not enough foot traffic to support opening business on Hennepin. In order to get to a business on the left or right from the opposite side you have to travel through the neighborhood to get to it, because you put a median down the middle, so drivers can't easily go to Walgreens or The now closed Red Cow. There's a stupid traffic light by Kowalski ,on a median with no purpose. Now you want to continue to destroy uptown and it's businesses, with Lyndale. Why what's the rush, are you trying to drive businesses out of Uptown. How about revitalizing Hennepin bring back retail, restaurants and then fix Lyndale.. you reconstructed Lyndale once, it hurt businesses, now you're going to do it again.. Shame.

Ward: Ward 10

I don't know, share with all City Council

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Sonjia E
Date: Thursday, July 9, 2026 3:04:39 PM



Public Comment: Sonjia E

Date: 07/09/26, 3:02 PM

Lyndale Avenue

Please pause the Lyndale Avenue project. I live on Lyndale, and urge leaders to reconsider this initiative until more research can be done, and we get meaningful data about the impact of the alterations to Hennepin Avenue. There are zero reasons to spend a dime on this project at this time. As a lifetime resident of the neighborhood, I BEG YOU to stop.

Ward: Ward 5

I don't know, share with all City Council

<!--[if !mso]-->

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: Steve Norlin-Weaver
Date: Wednesday, July 8, 2026 7:27:11 PM



Public Comment: Steve Norlin-Weaver

Date: 07/08/26, 7:25 PM

2026-00625

I am writing to express my support for the wishes of the Uptown Association and their request to delay the Lyndale Avenue Project. Unfortunately I am unable to attend the upcoming meeting so I am expressing my concern here. As a resident of South Minneapolis I feel the issues raised by the Uptown Association are more than justified.

- > A projected three years of construction, further disrupting businesses that are still recovering from years of roadwork.
- > Continuous concrete medians/removal turn lane on most of the corridor that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.
- > Narrower travel and parking lanes that make passenger loading, deliveries, emergency access unsafe
- > A separated bike facility with minimal snow storage, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- > Accessibility concerns: Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.
- > Removal of approximately 52 mature trees, permanently changing the character and streetscape of Lyndale Avenue.
- > The absence of a comprehensive economic impact assessment before another major construction project begins.
- > The previously proposed shared-use path represented a compromise that had broad support from businesses and community members. We are asking why that design was abandoned?

I have witnessed the disruption projects such as this cause. Past projects such

as Hennepin and Bryant Avenues are examples. Hennepin Avenue and Uptown businesses are still struggling to recover.

I implore you to not only consider but honor the request of the Uptown Association and work with the community to plan for the project moving forward. Their concerns are real and justified.

Ward: Ward 11

I don't know, share with all City Council

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Dear Uptown Community Members, Business Owners, Property Owners, Employees,

We need your help. The proposed reconstruction of Lyndale Avenue is moving forward at a time when our business community is still fighting to recover from years of disruption.

We are not asking the City to abandon improvements to Lyndale, we are asking them to pause this project.

Hennepin Avenue has only recently reopened after years of construction, and many businesses did not survive. Others continue to struggle. We cannot afford another three-year construction project on one of Uptown's most important commercial corridors before Hennepin has had the opportunity to recover.

Our concerns include:

- **A projected three years of construction**, further disrupting businesses that are still recovering from years of roadwork.
- **Continuous concrete medians/removal turn lane on most of the corridor** that reduce access to businesses as seen on Hennepin in front of Red Cow and Lowry.
- **Narrower travel and parking lanes** that make passenger loading, deliveries, emergency access unsafe
- **A separated bike facility with minimal snow storage**, creating snow berms that make it difficult for seniors and customers with disabilities to safely access businesses during Minnesota winters.
- **Accessibility concerns:** *Accessibility is more than compliance with ADA standards-it is ensuring that people can actually access businesses safely and comfortably 365 days a year, including after a six-inch snowfall in January.*
- **Removal of approximately 52 mature trees**, permanently changing the character and streetscape of Lyndale Avenue.
- **The absence of a comprehensive economic impact assessment** before another major construction project begins.
- **The previously proposed shared-use path represented a compromise that had broad support from businesses and community members.** We are asking why that design was abandoned?

We are asking the City Council and Hennepin County to **pause the Lyndale reconstruction project** until Hennepin Avenue businesses have had the opportunity to recover, a comprehensive economic impact assessment has been completed, and the design better addresses accessibility, customer access, traffic operations, and the realities of operating a thriving commercial corridor.

Sincerely,
Uptown Association

From: [Story Schwantes](#)
To: [Council Comment](#)
Subject: [EXTERNAL] Lyndale Comments!
Date: Thursday, July 9, 2026 2:45:13 PM

You don't often get email from storyjs@gmail.com. [Learn why this is important](#)

Hi, I'm Story Schwantes. I live in ward 10 in Uptown. I live a few blocks away from lyndale and grocery shop, eat, drink, dance, hangout there regularly. The majority of my friends live in uptown and frequent lyndale businesses. I'm also a multimodal transit user. My partner and I share a car and I walk, bike, and take the bus frequently.

I want to first say that while I spend time on lyndale, right now, I don't find it to be an appealing place to be. It feels unsafe, its not a place where I want to bop around from store to store or spend like an afternoon shopping. I never want to be on a patio along it as vehicle traffic makes that scary and gross (Im an air quality scientist and know too much about vehicle pollution). That could be changed.

Hennepin redesign with the e line changed my life and im not joking about that or being dramatic. Its easy and feels safe and great in the winter when I cant walk or bike and has made me much more interested in making my way up and down the street. Make a bus lane day 1.

just last week I biked to get my glasses adjusted at spectacle shoppe on hennepnin where I usually get my glasses. And it was SO easy. I want that on lyndale. I want to be able to easily

grab lunch with my friends by the lake intersection and then bike or bus up to get my groceries at aldi, before heading back home down on 32nd. And not get hit by anyone or have a car door open on me or have to ring at pedestrians (which I would never bike on a sidewalk anyway).

I also want to comment on parking. Parking already sucks and it basically always has. That's not going to change and never once in the last like decade plus have I been like oh I should drive to lyndale, even when I didn't live nearby. Make it easier for people to come visit our neighborhood in other ways then.

While this design is alright and ultimately I want it to be approved and get GOING, I also want to emphasize how important public transit and pedestrian safety is and encourage further prioritization of it in the design.

Thank you!!

Thanks!

[EXTERNAL] This email originated from outside of the City of Minneapolis. Please exercise caution when opening links or attachments.

Waldegerma, Michael

From: Grant Johnson via Smartsheet <automation@app.smartsheet.com>
Sent: Wednesday, July 8, 2026 1:20 PM
To: Council Comment
Subject: Public Comment:



Public Comment:

Date: 07/08/26, 1:16 PM

2026-00625

I am commenting on the proposed construction upcoming to Lyndale Avenue. I have lived, worked and shopped in Uptown for majority of my adult life. I am a self-employed artist that primarily bikes for transportation and buses. I have always worked for small businesses. I currently live in the Lyndale neighborhood with my partner who owns our home. I am deeply concerned how small businesses will be impacted by the construction at this time, but more than that, I feel it necessary that a pause be taken for the city to take on construction in this area. Our city and especially this region and surrounding neighborhoods have been recovering from years of trauma, rebuilding and trying to survive the pandemic, and its effects, the murder and aftermath of George Floyd, the killings of Dante Wright, Amir Locke, Dolal Idd, Winston Smith, Renee Good, Alex Pretti – all victims in these past years, Metro Surge's continued and damaging impacts, the undeniable desperation and needs of this current time, the plethora of unhoused folx, the fentanyl/opiate crisis in our neighborhoods and ongoing struggles seems more where the focus should be directed. The small courageous businesses that have been struggling to recover and hang on by a thread are just starting to possibly decide if they can keep going or fold. Many have lost ample parking on Hennepin Avenue, and as a biker I am grateful our city continues to prioritize space for us, but I feel that we cannot deny we live in a wintry climate and businesses do need parking to attract clientele. We do sadly rely on car transport still and considering the number of condos and

expensive living around – there is an aging population that also relies on being able to park nearby where they are going in order to sustain businesses. I hope we can work to accommodate both needs.

I am also very concerned about removal of established tree canopy in Uptown. I have seen many very old trees being removed of late, I understand trees become diseased, etc. and it is necessary at times but I also know how these construction efforts work and some trees are removed for convenience of the process. I had to live through 8 YEARS of construction DIRECTLY across from my home 5am-11pm at night, sometimes the workers thinking they had carte blanche would work til 2 am (with a beeping truck). This may not mean a thing to people but if you have lived through it- YOU UNDERSTAND what this does to your wellbeing, your nervous system, your environment, your tolerance and patience. Issues of construction come up and delays occur. Unnecessary removal of greenery disrupts well-being especially in an urban setting, if we can preserve mature trees we should do it considering the benefits of offsetting carbon and energy efficiency, the proven calming and de-stressing that nature and greenery has upon human beings and the beauty that the trees on Lyndale Avenue has is something that cannot be regrown in an instant.

The people of Uptown need a pause on further street construction in this area, not saying that the plans for Lyndale shouldn't happen but instead should be postponed. We need to focus on allowing the businesses there to thrive and support the needs of the people. Uptown was and still can be a thriving epicenter of culture, music, shopping and living but there needs to be room to bloom and encouraging aspects like being able to get around in summertime to garner trust of the area and efforts by the city to somehow provide social services, non-judgmental drop ins for those in need and affordable living.

It is encouraging to see there is a farmers market happening and other efforts to support local creatives, but it saddens me to see so many places now gone that brought people together through the years.

I believe there are many good minds, creative thinkers and great businesses that the city needs to listen to, many of whom you will hopefully hear from today.

Thank you for the time.

Ward: Ward 8

I don't know, share with all City Council

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- I walk bike, and take transit for almost all trips
- Lived at ~~along Lyndale~~ ^{along Lyndale} for 6 yrs
- ~~now live 4 blocks away on Dupont~~
- ~~gave at least 10 of the feedback points mentioned~~ (60,000)
- ~~so very interested in feedback~~

- I love the sidewalk, crossing, bike, & transit features of this plan esp at 24th and at Franklin
- I have been on bike lane & Lane as well
- I can't wait to see it get built as soon as possible to continue to improve for all users.
- as a frequent visitor to Lyndale businesses, I want to advocate for a swift & urgent construction process and for the city & county to provide funding & aid to keep our local businesses afloat during construction.
- These are critical repairs & upgrades to do in a timely fashion.
- Thank you to county & city staff for listening to safety advocates & for all the hard work.

Madeline Wozniak

WATCH LIVE

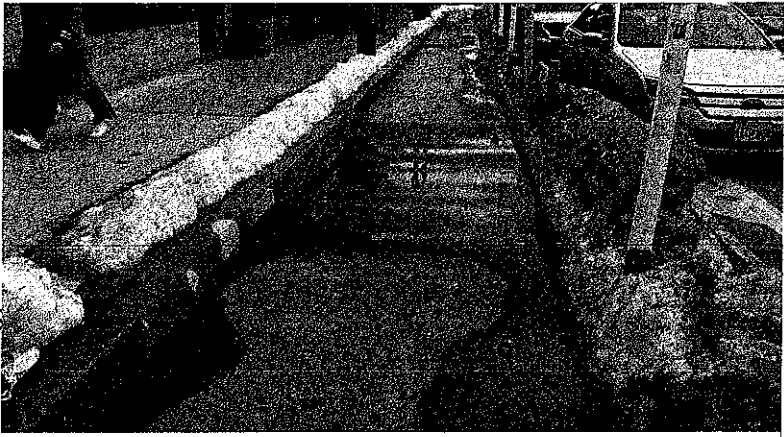
Bloor Street bike lane battle heats up as Etobicoke business owners sue city, local councillor

Several businesses in Etobicoke are taking the city to court, calling for the bike lanes on Bloor St. W. to be ripped up. Afua Baah reports.



By **Lucas Casaletto**
Posted February 26, 2025 5:23 pm.
Last Updated February 27, 2025 8:23 pm.

The often-maligned bike lanes along Bloor St. W. in Etobicoke are the focus of a lawsuit filed by a group of business owners who are banding together to sue the city and a local councillor.



The lawsuit was filed in Ontario Superior Court on Friday, Feb. 21. The 40 business owners are seeking \$10 million from the city for “negligence and nuisance” and named Etobicoke-Lakeshore councillor Amber Morley and Toronto’s Transportation Services General Manager Barbara Grey.

The City acknowledged in an email that they have received the statement of claim and will respond in due course. “The City has no further comment as the matter is before the court,” read their statement.

The group is also requesting a court injunction to remove the bike lanes along Bloor Street West and restore the streets to their original condition.



Cyclists ride on the designated Bloor Street bike lanes in Toronto on Oct. 12, 2017. THE CANADIAN PRESS/Nathan Denette.

Cody MacRae is the founder of the non-profit community's concerns about the bike lanes

“It has caused huge suffering in our community, businesses properly or people with disabilities

The Crooked Cue is among the 40 local businesses and operated the restaurant since 1992 and the Cue is regarded as a frequent gathering place

Transportation Minister Prabmeet Sarkaria made an announcement restricting new bike lanes on



Oct. 15.

Pappas is a board member of Balance on Bloor and maintained in the past that he's had meetings with Toronto Mayor Olivia Chow and the provincial government concerning the Bloor Street West bike lanes.

"From day one, the bike lanes on Bloor West have been poorly planned, sitting empty for half the year, hurting local businesses and making life harder for drivers and pedestrians," Pappas said last month.

Claudio DeMelo, the owner of ENBU hair on Bloor West, has been in the neighbourhood for over a decade and said cash flow has turned into a trickle since the cycling infrastructure was installed last year.

"Last year alone was our worst year ever ... We support cycling infrastructure when it's done properly; this has just been an unmitigated disaster."

Province and city appear still at odds over bike lanes

In the fall, **Doug Ford doubled down on the province's plan** to prevent future bike lanes from being built in cities if it means taking out other traffic lanes. The bill also allows the removal of the bike lanes on Bloor Street, Yonge Street, and University Avenue.

Ford has often complained about bike lanes creating gridlock, particularly on Bloor Street West. The government did not indicate when the bike lanes would be removed. Last month, **the Ford government hired an engineering firm** to finalize the design for removing bike lanes from certain Toronto streets.

The province's "Reducing Gridlock, Saving You Time Act, 2024" would require municipalities to ask the province for permission to install bike lanes when they **remove a lane of vehicle traffic**.

The City of Toronto and Mayor Chow vehemently opposed the province's legislation, which estimated that removing \$27 million of bike lane infrastructure would cost \$48 million. Chow has repeatedly called it an overreach by Ford and the province.

Last June, **Toronto's city council approved** s
mayoral candidates, such as former Toronto



"Cyclists have cars. They use Bike Share, and
Chow said. "I can't imagine what would happen
the [traffic] congestion worse."

Cyclists and advocates have long called for
numerous fatalities and bikes struck by drivers on roadways.

Executive Director of Cycle Toronto, Michael Longfield, questioned the decision to sue the city.

"The City of Toronto has voted on these bike lanes now at least four times. And each time, it passes City Council. I understand folks may not be content with that decision, but there is actually a transparent and democratic process for how these projects happen."

Cycle Toronto currently has a legal challenge against the province over Bill 212. "The crux of our legal challenge is that removing these bikeways will put lives at risk," shared Longfield.



Cyclists ride in a bike lane at St. George St. and Bloor St. West in Toronto on Friday, December 13, 2024. THE CANADIAN PRESS/Laura Proctor

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◆ AI Overview

The bike lanes on Bloor Street West remain protected and operational following an Ontario court ruling that struck down provincial legislation aimed at removing them. While a legal battle over the province's appeal continues, the government has reached a \$750,000 redesign compromise to restore some vehicle capacity in the western suburbs without removing existing infrastructure. 🌐 CBC +4

The current infrastructure includes:

- **Continuous Protection:** Sturdy, physically separated cycle tracks remain in place across the main downtown and west-end stretches connecting to Danforth Avenue. 🌐
- **The Western Compromise:** The Ontario Ministry of Transportation reconfigured a 500-meter stretch (between Resurrection Road and Clissold Road, near Kipling and Islington Stations) to restore a motor vehicle lane while keeping the bike lanes. 🌐 Global News +1
- **Legal Status:** An Ontario Superior Court ruling previously deemed the province's attempt to remove the lanes unconstitutional. While the province has challenged this at the Court of Appeal for Ontario, the lanes cannot be dismantled pending ongoing legal proceedings. 🌐 CBC +2

Would you like information on the status of bike lane projects on other major streets, or details on specific intersections and detours along the Bloor route?

 9 sites

Toronto cyclists defend bike lane challenge before Ontario's top court | CBC News

Jan 28, 2026 — A group of Toronto cyclists have been challenging the province's plan to remove 19 kilometers of protected bike lanes. The cyclist...

 CBC



Ford government re-adding vehicle lanes to short stretch of ...

Oct 9, 2025 — Share Close. Share this item on Facebook facebook Share this item on X x Send this page to someone via email email Share this item...



 Global News

Bloor Street West – Runnymede Road to Shaw Street - City of Toronto

Jan 24, 2024 — Project Design. Example of physical separation. Richmond Adelaide Cycle



Dear Council Members,

I am presenting comments as both a Ward 13 resident and the owner of ZRS Fossils and Gifts at 3018 Lyndale Avenue South. I understand that the City Council's Climate & Infrastructure Committee will meet on July 9 to review the Lyndale Avenue Reconstruction Design, and I respectfully urge you not to approve the current proposal as it stands.

As a business owner on Lyndale Avenue and a homeowner just one block off the corridor, I have serious concerns about the harmful effects of the most recent Hennepin County proposal—particularly because the latest revision appears to have changed significantly from the previous version without adequate discussion with affected businesses and residents.

ZRS Fossils and Gifts, which I co-own with paleontologist John McArdle, has been part of the Lyndale corridor for 20 years. We are a distinctive retail store offering fossils, crystals, minerals, natural stone décor, jewelry, and related materials. We also serve as an education center through our in-house ZRS Studio-Lab, offering specialized instruction in the lapidary arts, wellness events, holistic expos – as well as providing a series of educational field experiences across the United States, and 16-day GeoTour adventures abroad. In short, ZRS is a unique Twin Cities destination that draws customers specifically to the LynLake business corridor and to Minneapolis.

After surviving several recent difficult years in Uptown, we are deeply concerned that the current reconstruction plan as proposed would make it impossible for our business to remain viable.

Why Customer Access Matters

ZRS Fossils maintains a customer database of nearly 8,000 active customers. Of those customers, 97% live outside our business zip code, and 88% live outside the six zip codes surrounding our location (beyond an area covering 23.36 adjacent square miles). These individual entries represent multiple family members, including seniors, children, and people with disabilities, many of whom must drive to reach our store. Once here, they typically visit other businesses along the corridor as well.

These customers are not likely to bike long distances—especially in winter—to reach our front door. Our business, and many others on Lyndale, cannot survive primarily on support from nearby bike traffic. Accessible customer parking supports not only individual businesses but also the broader Lyndale corridor, local employment, and the tax base that sustains our community.

The success of each Lyndale Avenue business strengthens the others. We depend on one another. If multiple businesses fail, the corridor risks becoming another retail ghost town. We do not want to see Lyndale experience the kind of damage associated with the 65 post-reconstruction business closures reported along Hennepin Avenue.

Key Concerns with the Current Plan

- **Customers need accessible parking.** It is already difficult to find parking during business hours along Lyndale. The project's stated 25% loss of street parking would be serious enough, but that figure rings wholly inaccurate. In reviewing the referenced parking study, we found that private residential and business parking—spaces restricted from public use—were included in the assessment. As a result, the number of actual public parking spaces is significantly lower than reported. We raised this concern with Hennepin County but have not received a meaningful response.

The available street parking will be reduced even further when the three blocks between 31st and 28th Streets along the northbound parking/designated transit-ready lane are ready to function as a dedicated bus lane.

Some advocates argue that study after study shows parking removal for bike lanes has no negative effect on local businesses. However, we have had these studies professionally reviewed, and the critiques identified significant flaws in their assumptions. Many of the studies also appear to have been conducted by organizations focused on promoting acceptance of bike lanes, which raises legitimate questions about how their conclusions should be applied to this specific corridor.

- **Drivers need accessible streets to reach businesses.** A plan that makes Lyndale more difficult to navigate by vehicle will increase driver frustration and may make the street less safe for everyone. Restrictive boulevards that prevent turns, combined with narrowed travel lanes, will disrupt traffic flow, create backups, and make it harder for customers to reach Lyndale businesses.

We do not believe Lyndale Avenue is the right location to reduce public street parking and narrow traffic lanes in order to install dedicated bike lanes. This is a heavily traveled commercial corridor that must continue to serve residents, customers, and local businesses. There is too much at stake to move forward with the plan in its current form.

- **Safety and accessibility must serve everyone.** We all want safer, more accessible communities. However, placing dedicated bike lanes on a heavily traveled county road that carries up to 30,000 vehicles per day—and narrowing its lane capacity to do so—does not, in our view, meaningfully improve safety. Other options would better serve the community. The recent trial 4-to-3 lane conversion on Lyndale successfully addressed safety concerns and should be fully incorporated into the reconstruction project.

I am also concerned about the potential impact on emergency ambulance and fire access. Similar street designs have created serious response challenges in other areas.

Dedicated bike lanes on Lyndale are not the right solution for this corridor. Bryant and Blaisdell Avenues already provide parallel routes with designated bike lanes and should be further developed as safe, accessible options for cyclists. I am an avid biker and routinely use these routes myself.

The original shared-pathway plan, with wider lanes allowing pedestrians and cyclists to access businesses, was a reasonable and workable compromise. Cyclists who want to visit Lyndale businesses could use a slower shared path, much as they do during Open Streets events. Shared-use approaches already operate successfully elsewhere in the city.

- **Tree preservation matters.** As an environmentalist, I do not want to see our community lose mature trees. The current plan would eliminate too many of them, which is unacceptable.
- **Snow removal must be addressed.** Winter is a defining reality in Minneapolis. With businesses clearing sidewalks, separate bike-lane clearing, and street snow removal handled across different boundaries and responsibilities, the current proposal raises obvious practical concerns. Where will all the snow go within these designated clearing areas? This issue needs to be addressed before the plan moves forward.

Bottom Line

The current Lyndale reconstruction plan does not work for the vast majority of our community. Businesses are owned, managed, and operated by people who rely on customers—many of whom arrive by vehicle. Bike lanes do not need to be installed on every other street in Minneapolis, and placing them on Lyndale's business corridor, where so much is at risk, does not make practical sense. This concern comes from a household with one vehicle and four bikes that are used daily.

The Twin Cities public is only now beginning to understand the consequences of the decisions being made about Lyndale Avenue. In the recent *Star Tribune* article by Eric Roper (<https://www.startribune.com/lyndale-avenue-bicycle-lane-hennepin-county/601853630>), nearly 300 comments reflected broad concern, including from many cyclists, that removing parking businesses rely on is not a good solution. If the current plan proceeds, I believe the public response will continue to grow substantially louder.

It has also become a growing trend for cities to be required to remove bike lanes and reinstall street parking after businesses fail to thrive and/or traffic safety situations becomes an untenable nightmare (Los Angeles, Denver, New York, San Mateo, Washington DC, Baltimore, Chicago, Vista, Houston, Culver City, Toronto, Cambridge, Pasadena and more). That's quite a lot of money spent trying to undo a forecasted bad decision. Lawmakers in Utah have also advanced state-level transportation legislation aimed at forcing the "mitigation" or removal of city-installed bike lanes and bus lanes if the state determines they disrupt vehicular traffic flow or commerce.

Requested Next Steps

I respectfully ask you to support Lyndale Avenue businesses and residents by pausing this process before approving the current plan. Safety should remain a top priority, but the serious risks to local businesses and community access need more careful review.

- Conduct an economic impact study focused on affected Lyndale businesses.
- Reexamine the flawed public parking assessment and distinguish clearly between public and private parking.
- Consider whether dedicated bike lanes could be extended farther north on ^{Bryant}~~Lyndale~~ where 30-foot street widths can accommodate that approach.
- Develop a construction plan that minimizes disruption and shortens the period of restricted customer access.

As business owners on the Lyndale Avenue corridor, we are weary of feeling invisible to decision-makers at multiple levels of government. While we are focused on keeping our businesses open, it often feels as though a narrow group of pro-biking at-all-costs ideologues are prevailing without sufficient due diligence or meaningful consideration of the perspectives of those most affected.

After surviving the pandemic, civil unrest, business closures and break-ins, ICE activity within our community, and the resulting loss of customers, small businesses like ours do not have the resources to hire lobbyists or mount large public-awareness campaigns. We are simply asking of you that our concerns be taken seriously before irreversible decisions are made.

Thank you for your attention to this issue, which is of vital importance to me, my business, ZRS Customers, and the Lyndale Avenue community.

Sincerely,

Colleen Lund // ZRS Fossils and Gifts - 3018 Lyndale Avenue South - Minneapolis, MN 55408

NOTES ON MISREPRESENTATION OF PRO-BIKE LANE PUBLICATIONS AND STUDIES

My name is John McArdle. My partner, Kelly Lund and I have owned and operated ZRS Fossils and Gifts, located at 3018 Lyndale Ave South for the past 18 years. We are now one of the anchor businesses in our wonderfully vibrant Lyn-Lake community.

I am officially trained in the hard sciences and know something about looking at data, identifying potential sources of bias, interpreting that data and recognizing when people are "cooking" the results to make inappropriate or simply wrong inferences and conclusions. These actions have become a habitual problem with multiple presentations by today's pro-bike lobby.

There is a basic concept in statistics that "correlations do not necessarily prove associations." You need to establish cause and effect. The classic example in every introductory statistics class is the very high correlation between sunspot activity and the sale of snuff. Essentially, none of the bike studies I have read have done this. They are generally characterized by simplistic conclusions that just happen to reinforce their own prejudices and often do not correspond to the titles of their publications.

I examined the wealth of publications, including those most often cited in pro-bike lane testimony and websites. These supposedly "prove" that eliminating parking and substituting protected bike lanes actually increases local business income. Intuitively, this did not make sense, since we all know that dozens of small businesses on Hennepin and Bryant Avenues did not thrive, but rather permanently closed as a result of reconstruction activity.

Four local businesses in our area (three in the same block as our store) have decided not to renew their leases and are leaving Uptown because of the fear that the bike lobby will do to Lyndale Avenue, what they have already done to other streets.

Any studies comparing different streets and/or different cities need to normalize variables that may influence the data collected and establish common baselines before any attempts at analysis are made. You cannot directly compare downtown small towns with New York City.

These can include:

- Demographics: age, sex, ethnic, disabilities, seasons, car ownership, income
- Local economic conditions and trends
- Types of business at each location (a rock shop or furniture store has very different situational considerations than a convenience store)

In general, the pro-bike lane, anti-parking studies do not do this. They frequently assume equivalence without establishing it.

Jeremy Winter has testified here in Minneapolis and has several locally-focused publications. His favorite claim is that "study after study after study" show that bicycle infrastructure brings increased business to commercial districts. I do not know if he is deliberately misrepresenting the situation – or simply has not critically read the studies which he cites.

His favorite study examples are:

A. Montreal, Canada

While extolling the virtues and popularity of its vehicle-free streets, Jeremy fails to mention that this only happens in the summer months. For most of the year, these are normal streets with available street parking.

La Crosse/Wauwatosa, Wisconsin / Economic Impact of Cycling

- Primarily discusses amount of money spent by bikers and development of bike trails.
- Wauwatosa did put in a bike lane, but KEPT parking on both sides of the street (photo included with publication).

C. Cambridge, Massachusetts / "Bike Lanes and Local Business – the Economic Impact"

- Study did not normalize to account for the excellent rapid transit system and the large local population who do not own cars.
 - Extensively referred to a publication in *Bloomberg Business News* / **"Complete Case for Converting Street Parking into Bike Lanes – 12 Case Studies"**
- 1 Portland, Oregon
 - Drivers spend more on groceries, home goods
 - Bikers spend more on bars, restaurants and convenience stores
 - 2 East Village, New York
 - Failed to account for high urban density, people who do not own cars and extensive rapid transit system
 - 3 Auckland, Christchurch, Wellington New Zealand
 - Drivers spend significantly more than cyclists
 - 4 Dublin, Ireland
 - Not normalized for population density, car ownership and public transportation
 - No significant differences noted before and after
 - 5 Los Angeles, California
 - No significant impact noted, but variables not normalized
 - 6 Vancouver, Canada
 - Net decrease in business sales after implementation of separate bike lane
 - 7 Toronto, Canada – Bloor Street
 - On-street parking kept on one side
 - New off-street parking added
 - Created specific loading / unloading zones
 - Local businesses conducted own survey on economic impacts of the bike lanes. These were not included nor considered in the official report.
 - Included admitted subjective bias with commentary that researchers expected to find a positive impact on local businesses.
 - 8 San Francisco, California
 - Did not normalized any variables

- No significant impact noted before and after

9 Seattle, Washington

- Actually documented recovery from 2008 recession – not bike lane addition
- Businesses stayed relatively stable
- KEPT parking on both sides of street

10 Davis, California

- Entirely based on visits to a single Target store, with parking. Not relevant to bike lanes.

11 Bristol, United Kingdom

- Not relevant to bike lanes vs parking

12 Melbourne, Australia (*my personal favorite!*)

- Still cited on biker websites
- Drivers spend significantly more than cyclists
- However, since 6 bikes will fit in one parking space – she multiplied their contribution by 6
- Extreme example of dishonest data fudging

D. Portland State University / “Understanding Economic and Business Impacts of Street Improvements for Bicycle and Pedestrian Mobility”

- Looked at data from 6 cities
- Included Minneapolis – specifically South Lyndale Avenue
- Very dense publication, including several meaningless equations designed to make it appear more scientific
- Photo chosen for the publication shows bike lanes, with parking on both sides of the street
- Claimed the improvement on South Lyndale Avenue (which included retention of parking) boosted business and employment in the retail and food sectors
- Chose Grand Avenue as the control street (for comparisons), but admitted the two streets were significantly different for employment categories, economic indicators, and wages. As we all know, there are no similarities between Lyndale Avenue South and Grand Avenues.
- What economic growth they noted on both streets actually resulted from post-recession recovery – not construction.

As a Personal Note:

If you take away all of our customers who utilize bikes or walk to come to our store, it would have insignificant impact on our business income.

However, if you take away all of the customers who only come via cars, it would put us out of business.

INTRODUCTION - John & Kelly ZRS Fossils & Gifts
 - training in hard sciences
 - know when data & analysis is being "cooked" for predetermined result

- Available Parking

- CURRENT PLAN SAYS ONLY ⁴2% loss of parking. That conclusion includes offstreet parking in the calculation. That means the actual loss of Lyndale parking will be more than 25%. We do not know the actual amount of loss.
- If dedicated bus lane is added in the future, it will eliminate all parking on East side of Lyndale
- County used a bogus ~~plan~~ available parking study. It needs to be redone
 - included vacant lots (next to ZRS)
 - parking lots now sold for development
 - neighborhood streets
 - done during the lowest volume days, times & season minimum
 - NOT COMPREHENSIVE

- Comparative Studies

- Jeremy Winter loves to say that "study after study after study" support benefits to local businesses from dedicated bike lanes replacing parking-

- This statement is false. I have read every available publication on that issue. In every case the conclusions are either simplistic, biased, incomplete, misinterpreted or outright fabrications.

- His favorite example is Bloor St. in Toronto what really happened?

- kept parking on one side of street
- created loading zones for businesses
- created new off-street parking
- completely ignored business community and their comprehensive study economic impacts - STATED CONCLUSIONS BEFORE DONE
- Provincial Government passed legislation banning new & removal of existing dedicated bike lanes. - Currently under litigation
- 40 Bloor St. businesses suing city of ~~the~~ Toronto for \$10 million over lost revenue
- Multiple studies, with good data, now show that dedicated bike lanes are not safer

Academics

- Multiple cities in U.S. & Europe now removing dedicated bike lanes. Viewed as failed social experiments. Re-installing parking. - As of today more than 30

VIA LEGISLATION

TYRANY OF THE MINORITY

- What % of the Lyndale Avenue community are bikers, ~~over~~ versus drivers? 3%-5% for all of Minneapolis. Why is such a small group allowed to determine or even influence major public construction projects or policies?
- According to Hennepin County on any given day
 - 30,000 people by car
 - Lyndale Ave. - 2,000 " " bus
 - 500-2000 " " walking
 - 200 " " bikes (<10 in winter)

- If you take away all of the bikers coming to ZRS, it will have no significant impact. Take away those that drive, we will be out of business. More than 97% of our more than 8,000 customer base live outside the uptown zip codes.

97%

DO NOT REPEAT HENNEPIN Disaster

The phenomenon of removing or watering down protected bike lanes to restore or install on-street car parking is an ongoing trend in several US cities. This typically happens due to intense pushback from local businesses and drivers concerning lost parking and traffic congestion. [1, 2]

<https://www.planetizen.com/news/2025/02/134340-troubling-trend-backlash-bike-lanes>

Specific US cities where this has occurred include:

- **Los Angeles, California:** The Los Angeles Department of Transportation (LADOT) removed bike lanes entirely on **48th Street in South L.A.** to add diagonal parking for motorists.
- **San Mateo, California:** The city in the San Francisco Bay Area voted to tear out its longest protected bike lanes and replace them with roughly 100 car parking spots, shifting bicycle infrastructure to a less-trafficked "bike boulevard".
- **Washington, D.C.:** District officials removed a newly installed protected bike lane on **Arizona Avenue NW**—replacing it with unprotected painted lanes—specifically to address complaints regarding the aesthetics of the plastic and concrete barriers and to restore parking. *Alabama Ave -*
- **Baltimore, Maryland:** The city rolled back a protected bike lane project on **Roland Avenue**, opting to reinstall curbside street parking and a standard, unprotected painted bike lane next to vehicle traffic.
- **Chicago, Illinois:** Following complaints from residents and business owners in the Brighton Park neighborhood, the city removed a brand-new concrete bike lane and pedestrian islands on **Archer Avenue** to add back parking spots and an extra traffic lane.
- **Vista, California:** The city removed raised physical barriers and flex posts from existing bike lanes on **South Melrose Drive** and **Sycamore Avenue**.
- **Culver City, California:** Removed protected bike lanes along Washington Boulevard to restore traffic lanes and parking.
- **Toronto, Ontario:** The provincial government announced plans to remove bike lanes on major thoroughfares including Bloor Street, Yonge Street, and University Avenue.
- Other PBLs that have run into opposition, been removed or canceled include Baltimore, San Diego, Belfast, Milwaukee, Boston, Atlanta, ~~Seattle~~, London, Melbourne and Sydney, Oakland, Dublin, Berlin, New York, Providence, Tempe, Annapolis, Boston, and Silver Spring.

Pasadena, Beverly Hills, Denver, San Francisco

*Save
Cons.
Ave.*

- In a striking parallel with Conn Ave, residents of Cambridge, MA are trying to stop the installation of PBLs along Mass Ave in that city. Mass Ave is very much like Conn Ave, a major thoroughfare that moves emergency vehicles, buses, trucks and cars across town. Also similar to Conn Ave, it is a major small business corridor, with bookstores, shops and restaurants lining the street from the northernmost point in the city through Harvard Square and to the other end of town at MIT before it flows into Boston.
- A group called Cambridge Streets for All has filed a lawsuit against the city to stop the bike plan, claiming that the city council exceeded its authority. The group describes itself on its website thus:
- *Cambridge Streets for All is a large group of Cambridge residents and business owners who have come together to fight to preserve our right of democratic participation in decision making by the city. We believe that streets in particular, belong to us all. That streets are an integral part of our lives, and have to work in a way that enhances community vitality, growth, and well-being for everyone, not just a single interest group.*

Utah State Transportation Bill (Targeting Salt Lake City)

In contrast to California's protection efforts, Utah lawmakers have advanced state-level transportation legislation aimed at **forcing the "mitigation" or removal of city-installed bike lanes.** [1]

- **The Regulation:** This legislation expands state oversight on municipal roads, specifically targeting Salt Lake City. It gives the state the authority to direct the city to modify or alter recently installed bike and bus lanes if the state determines they disrupt vehicular traffic flow or commerce. [1]
- **The Catalyst:** State-level Republican lawmakers argue that capital city decisions regarding road diets and bike lane installations negatively impact regional commuters and business accessibility. [1]