

From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 7:10:26 PM



Public Comment:

Date: 07/09/26, 7:08 PM

2026-00625

Council Members.

Everyone in this room wants safer streets. Every life matters. That is not the question before us today.

The question is whether this project—and Vision Zero more broadly—is delivering the results it promised.

Vision Zero was introduced with the goal of eliminating traffic deaths and serious injuries. Yet today, we are still experiencing the same traffic fatalities at levels to those before Vision Zero began. If we are asking our communities to accept permanent changes to how they live, travel, and do business, then we should expect measurable evidence that those changes are making us safer.

Where is that evidence for the major changes coming on Lyndale Avenue?

Public policy should never be judged by its intentions. It should be judged by its outcomes.

I've spoken directly with the management of both Lowry and Red Cow. They told me that reduced customer access caused by the median was a major factor hurting their businesses, along with lack of access and road congestion. The point is that these transportation decisions have real consequences for the businesses, employees, and neighborhoods they affect.

Safety and economic vitality are not opposing goals. In fact, they depend on one another. A successful corridor is one where people feel safe to walk, bike, drive, shop, dine, and invest. We should never have to choose between safer

streets and thriving neighborhoods.

Most of the businesses did not make it through the Hennepin construction and neither will the businesses on Lyndale. Are we going to put another major commercial Corridor out of business?? Placing two major commercial corridors in Uptown under construction within a mile of each other within a two year period is lunacy!! It is a well known fact that people avoid entire construction zones, not just the affected street during a construction project, leading to lost customers increase congestion, and economic hardship. Let's give Hennepin time to come back.

Smart planning means balancing infrastructure improvements with the long-term health of our business community by ensuring construction is phased in a way that allows our neighborhoods to remain vibrant, accessible and economically resilient. If the data clearly supports this project, then show us the data if it doesn't then we have a responsibility to reconsider before making irreversible decisions

Ward: Ward 10

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment:
Date: Thursday, July 9, 2026 4:02:32 PM



Public Comment:

Date: 07/09/26, 4:00 PM

Lyndale reconstruction

I write to urge you NOT to approve the Lyndale Avenue reconstruction plan in its current form. IT IS A FLAWED DESIGN that will have ruinous impact on the taxpayers of this neighborhood. I have owned a home in this corridor for almost 40 years because of its walkability to businesses that serve all my needs. If those businesses continue to be forced to close (as they were on Hennepin before, during and now after that reconstruction) I and others like me will also be forced to leave, taking our property tax dollars with us.

A balanced solution is possible—one that improves safety while also preserving business access, parking, traffic flow, emergency vehicle movement, tree canopy, and the unique character of the corridor.

Unfortunately, the plan now being presented for approval does not reflect any of the years of input by the people who will be most affected by it. Why aren't you, the mayor and city council we voted for listening? Please listen to your constituents and at least delay this project until the neighborhood has time to recover from the Hennepin project. We know you are pushing this through to take advantage of federal funding, but what future cost?

The current design includes continuous concrete medians that limit vehicle access and make it more difficult for customers to reach businesses on either side of the street. It introduces a dedicated bike facility while further narrowing an already constrained corridor, reducing flexibility and creating concerns regarding snow storage, maintenance, and daily operations. The resulting street configuration leaves little room for unexpected challenges that inevitably arise in Minnesota winters.

The proposal also removes approximately 52 mature trees from the corridor.

Trees are not simply decorative amenities. They provide environmental benefits, shade, stormwater management, and contribute significantly to the character and livability of the neighborhood. Once removed, they cannot be quickly replaced.

Equally concerning are the impacts on business access and customer safety. Narrower lanes, constrained parking conditions, and limited space between moving traffic and parked vehicles create challenges for customers, families, seniors, and individuals with mobility limitations who rely on convenient access to neighborhood businesses. These concerns deserve serious consideration.

This is not an argument against bicycle infrastructure, pedestrian improvements, or enhanced safety. Our community has consistently demonstrated support for thoughtful investments that improve safety for all users. The concern is that the current design prioritizes one objective (a dedicated bike lane) at the expense of other equally important community needs. What happened to the agreed upon shared use lane from previous versions of this plan? Or improvements to existing north south bike lanes on Bryant and Blaisdell instead of building new? Or even simple traffic calming speed bumps on parallel streets that will be handling way too much traffic forced there by construction? I am so sick of giving futile input that is never even acknowledged, much less implemented. The mayor's statement on this topic at the VFW on Lyndale was pointless.

The Lyndale Avenue corridor serves many functions. It is a transportation route, a commercial district, a neighborhood main street, and a destination. A successful design must balance all of these roles.

I respectfully ask that the City Council and Mayor's Office pause approval of the current plan and direct staff to return with a design that better reflects the extensive community feedback received throughout this process. The voices of residents, businesses, property owners, and stakeholders deserve more than acknowledgment—they deserve meaningful consideration in the final outcome.

The decisions made today will shape Lyndale Avenue and the surrounding neighborhoods for generations. I urge you to approve a design that truly serves the entire community.

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: Annette Atkins
Date: Sunday, July 12, 2026 1:35:44 PM



Public Comment: Annette Atkins

Date: 07/12/26, 1:33 PM

2026-00625

Please postpone the Lyndale Avenue redo for the time being. Please give all of us a chance to recover from the last years of hardship, construction, and congestion between downtown and uptown.

I appreciate the need for safety for bikes and pedestrians, of course. I am now 75 years old and can no longer ride a bike or walk long distances, so many of the improvements make my life harder and force me away from doing business in "my" neighborhood. Please also remember we older adults as you balance the interests of your constituents.

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: David L
Date: Thursday, July 9, 2026 11:33:58 PM



Public Comment: David L

Date: 07/09/26, 11:31 PM

Lyndale reconstruction

I just wanted to write for my support of the Lyndale design. It really like that it improves access for people walking, biking and taking transit. I have taken friends and family who live outside Minneapolis biking on the new Hennepin and Bryant ave streets and they were really impressived with how safe it was to bike here. As someone who lives outside Uptown, I really appreciate the improved access biking and taking transit since I am not as likely to visit if I have to take my car. It also makes the street seem more lively with people walking and biking everywhere.

Ward: Ward 11

Climate & Infrastructure (C&I)

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From: [Grant Johnson via Smartsheet](#)
To: [Council Comment](#)
Subject: Public Comment: East Isles resident
Date: Sunday, July 12, 2026 9:15:45 AM



Public Comment: East Isles resident

Date: 07/12/26, 9:13 AM

2026-00625

I live in East Isles, and I've seen the impacts of Hennepin construction. Also, it's not the construction, it's that the end result is a neighborhood with more congestion that people avoid. I consistently see empty bike lanes, and the sidewalks are frankly more dangerous with a mix of bikes/people. This is all when there are nice bike avenues on Bryant, side streets, and the Greenway nearby.

I can live with construction if I know the end result will be an improvement, but the most difficult piece is that we went through 2 years of Hennepin construction to a final result that is much less functional and has decimated the local business community that makes Uptown what it is. I live one block from Hennepin, and I now use the side streets due to constant congestion on Hennepin. Also, I can't bike/walk/ride to a business that doesn't exist, which means I have to drive and leave the neighborhood to do things I used to do in my neighborhood.

Please don't repeat this on Lyndale. The area is still recovering and can't survive a 3 year impact of Lyndale next door when Hennepin has yet to come back.

I am aligned with the comments I re-pasted below:

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.

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: Laura Mitchell
Date: Thursday, July 9, 2026 5:54:26 PM



Public Comment: Laura Mitchell

Date: 07/09/26, 5:52 PM

I'm writing in support of the proposed design for the Lyndale Ave reconstruction. This street is 90 years old with crumbling infrastructure. We have federal funding lined up and now is the time to make sure this street is ready for the next 50+ years. The county's proposed design isn't perfect (I wish it went beyond 28th, I wish it had full time bus lanes and less car parking) but it is a great compromise to ensure everyone can walk, bike, roll, drive or take transit to and through this critical corridor.

Ward: Ward 8

Climate & Infrastructure (C&I)

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