

CARAG Assessment of Lake Street – Summary of Community Responses - January 14, 2006

Strengths	Opportunities
<ul style="list-style-type: none"> ▪ Existing Retail/Services ▪ Existing street parking ▪ Greenway ▪ Housing and business mix contributes to increased partnerships/community building ▪ Strong transit ▪ Density of residents/uses leading to better transit opportunities ▪ Direct route, a “crossroads” from the lakes to the east ▪ Central focus of the region; Uptown area is a benchmark in many respects ▪ High level of activity 	<ul style="list-style-type: none"> ▪ Better link to Greenway and access areas on Bryant and Lyndale Avenues for bicycle and pedestrians ▪ Links to transit ▪ Bike lanes on Lake Street? ▪ Connect Hennepin to Lyndale Avenues ▪ Offer bicycle amenities (racks) ▪ Visually more vibrant ▪ Make street/area more pedestrian-friendly ▪ Improve streetscape (consistent, clean image, linking corridor) ▪ Increase green ▪ Move more people to transit ▪ Bring LRT and/or streetcar to CARAG (in terms of linkages to existing LRT line and the potential of a new line) ▪ Encourage lingering/cross patronage of community businesses ▪ Increase sense of community for all age groups ▪ Changeover of auto-oriented uses creates opportunity for land use/design change
Weaknesses	Challenges/Concerns
<ul style="list-style-type: none"> ▪ Lack of maintenance/snow removal and storage is a problem ▪ Segregation of modes of transport (unsafe for bikes on Lake; lack connections to Greenway and safety for all types of bike uses) ▪ Difficult to cross Lake Street ▪ Unfriendly environment for pedestrians ▪ Limited sense of community ▪ Turning radius at intersections favor vehicles (speed levels are high for pedestrian area, resulting in conflict) ▪ Housing and business mix renders it difficult to balance priorities (lack of dialogue and networks creates misunderstanding) ▪ Many curb cuts/opportunities for conflict between autos and people ▪ No green or trees ▪ Lack of visual interest ▪ Narrow sidewalks and lack of buffer from traffic ▪ Design does not encourage street activity/place-making ▪ Blind alleyways ▪ Poor sight lines/cars parking too close to intersections which decreases visibility and safety of pedestrians 	<ul style="list-style-type: none"> ▪ Desire to accommodate traffic and pedestrian/neighborhood uses with limited space ▪ Fulfill needs for parking to support businesses ▪ County arterial road (traffic study found that it is no longer a east/west commuter route but rather that lake Street serves a greater number of those connecting to areas one or two minutes away) ▪ Balancing increasing density and development (to support business, transit and increased population needs) ▪ Keeping people informed and gaining input on the reconstruction process ▪ Environmental sensitivity