

Comment Sheet				
Greater Southdale District Plan				
IMPLEMENTATION GUIDANCE				
Commenter:	Lou Miranda			
Page	Location on page	Nature of comment	Comment	Suggestion for revision
153-154	4.4 Transportation and Mobility	We need bolder actions. Much bolder.	With both the UN’s IPCC Report and the USA’s National Climate Assessment coming out in the past couple months, with absolutely dire warnings if we don’t take prompt, assertive action on climate change, these recommendations seem way too timid. We have a once-in-a-lifetime opportunity to redesign what amounts to an entire downtown, and we need to completely rethink transportation in the Southdale District, and use it as a model for our smaller nodes.	<p>Planning, Engineering, & Public Works need to come up with a plan to make the entire Southdale District (and every other node) mostly car-free by 2050.</p> <p>Much like we have an Affordable Housing Fund, where developers can pay \$100k to help affordable housing, we need a Parking/Multimodal Fund, where developers can opt out of building (unnecessary, as time goes on) parking spaces, and contribute \$10k-\$30k per space they don’t build but is required by zoning, so the city can build shared parking and/or build safe, separated bike lanes, bike parking, comfortable transit stations, etc. The Pedestrian & Cyclist Safety Fund is insufficient for funding comprehensive, separated bike infrastructure. We need to stop using our precious space on every lot for parking. We need to come up with a policy for this.</p> <p>Metro Transit’s E Line aBRT should be mentioned by name, and staff, Planning & Transportation Commissions, & Council need to evaluate every development on or near France Ave. in light of having a high-frequency, easy, comfortable transit line going down it, connecting to Uptown, Downton, & the U, by 2023.</p> <p>We should also be working with Metro Transit on a rail or BRT line connecting the industrial area west of Hwy 100, through Pentagon Park & Southdale, and on to the airport.</p> <p>The 2018 Bike & Ped Plan treats Southdale District no differently than any other node, with a single loop connector to the rest of the system. With the anticipated large population density increase in the Southdale District, we don’t need a handful of bike lanes, we need a bike network every bit as comprehensive as the car network we have today. We need to make the Southdale District not merely bike-friendly or pedestrian-friendly, but bike-prioritized and pedestrian-prioritized (and transit-prioritized). It won’t happen overnight, of course, but cars need to be de-emphasized year after year after year. If people can be expected to park on the periphery of Southdale Mall or the Galleria or MoA, but only pedestrians are allowed inside, there’s no reason we can’t do the same for the District, with bikes, e-bike, e-scooters, and/or bus circulators providing internal transit.</p> <p>Major streets like France & York Aves. need to be remade into “true boulevards/avenues”, with transit running down the middle, no more than 2 lanes in each direction for cars, and separated, protected bike lanes on either side. Cars on these streets would be for through traffic or for accessing parking structures on the periphery of the District. They should not feed cars into the district.</p> <p>Not all of these things can be done in 10 years, but we have to start talking about them so we can plan for them and budget for them and collaborate with other agencies & governments.</p>