



Pedestrian and bicycle progress report

2019

May 2020



Hennepin County pedestrian and bicycle progress report

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Acknowledgments

The accomplishments highlighted in this report are thanks to the collaboration and dedication of numerous departments across Hennepin County Public Works, partner agencies, advocates, and others.

More information

For questions or comments about this report, or to learn more about Hennepin County’s pedestrian and bicycle projects and programs, contact Jordan Kocak, Pedestrian and Bicycle Coordinator, at jordan.kocak@hennepin.us or 612-543-3377.

More information about pedestrian and bicycle projects in Hennepin County can be found online at:

- hennepin.us/bike
- hennepin.us/walk
- hennepin.us/ride

Executive summary

Hennepin County recognizes the importance of building more comfortable bicycle and pedestrian connections and closing gaps across the network. This work is guided by Hennepin County's Transportation Mobility 2040 Plan. We continue to make progress toward fulfilling the goals outlined in this plan.

In 2019, we added or upgraded more than 12 miles of bikeways to reach 266 miles of on-street and 545 miles of off-street bikeways.

One way we added to our system was by coordinating with roadway preservation projects. For example, a utility and pavement maintenance project on Nicollet Avenue in Bloomington provided an opportunity to restripe the roadway from four lanes to three, which improved roadway safety for all users and provided dedicated space for biking.

Reconstruction projects also provide an opportunity to add trails, sidewalks and updated curb ramps. Wayzata Boulevard in Long Lake and Orono is one such example where roadway safety was improved for all users.

Through dedicated bikeway and sidewalk funding, we invested more than \$700,000 across nine projects, leveraging more than \$1.5 million in improvements to provide people with additional transportation choices.

In 2019, we were also recertified as a silver level Bicycle Friendly Community by the League of American Bicyclists. This means we are a leader in making biking safer and more comfortable through engineering, education, enforcement, evaluation, and encouragement — all viewed through the lens of equity. Some of our most notable strengths include the 2040 Bicycle Transportation Plan, our total on- and off-street bikeway mileage, and our Bike to Work Day events.

In 2020, we will continue to add new miles of on-street bikeways, multi-use paths, and sidewalks to our network and invest in facilities for people to bike, walk, and roll across the county.

Overview of biking and walking

Bicycle Friendly Community



The League of American Bicyclists named Hennepin County a silver-level Bicycle Friendly Community, a distinction held by only a handful of communities nationwide. Hennepin is the first county in the state to earn the status at any level. Learn more about the status and criteria at www.bikeleague.org/community.



Collected pedestrian and bicycle counting data at **73** sites through automated and volunteer counts

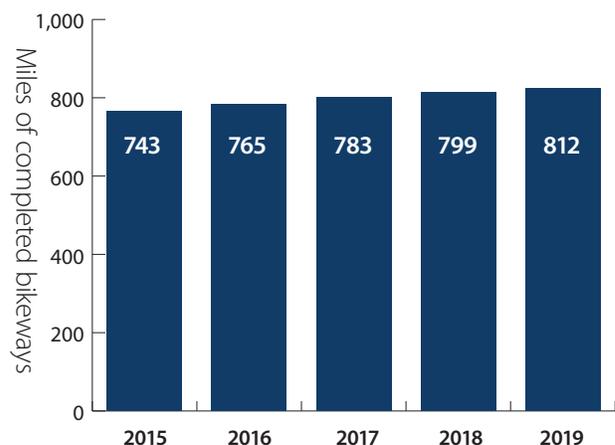
Bikeway system: We aim to collaboratively build an integrated bicycle system that is safe, efficient, and comfortable for people of all ages and abilities.

Upgraded **699** pedestrian ramps along county roadways in coordination with roadway preservation and reconstruction projects



Added 12.6 miles of dedicated bikeways to a system of 812 miles.

Total miles of bikeway



Guiding principles and goals

Hennepin County's Transportation Mobility 2040 Plan aims to improve safety, reliability, and comfort for all transportation users and provide affordable transportation choices. The 2040 Bicycle Plan and Pedestrian Plan provides more specific plans and programs for these modes.

2040 Bicycle Transportation Plan

The Hennepin County 2040 Bicycle Transportation Plan was adopted in 2015 and lays out a vision that emphasizes ways to make bicycling safe and comfortable for people of all ages and abilities.

- Quadruple the number of bicycle commuters to reach 48,000 by 2040
- Reduce bicycle crashes by half per capita from 2010 levels and move toward zero deaths on bicycles
- Bring the ratio of bicycle commuters between men and women to 1:1
- Complete an average of 20 miles of the bikeway system each year
- Build a bikeway within a ½ mile of 90 percent of homes in Hennepin County

Ridership goal

Promote the bicycle as a mode of transportation that is practical, convenient, and pleasant for commuting, health and exercise, and outdoor recreation.

Bikeway system goal

Collaboratively build an integrated county bikeway system that allows bicyclists of varying skills to safely, efficiently, and comfortably connect to and between all destinations within the county.

Safety and comfort goal

Create a safe and comfortable county bikeway system.

Sustainability goal

Implement bikeways and support facilities as an essential tool in realizing environmental, social, and economic sustainability.

Maintenance goal

Protect the county's and the park district's investments in the bikeway system and reduce seasonal hazards through partnership.



Hennepin County Pedestrian Plan

Pedestrian safety goal

Increase the safety of walking by decreasing the number and severity of pedestrian/vehicle crashes.

Walking for transportation goal

- Add more miles of sidewalk and trail along county roadways
- Increase percent of county residents who walk to work and other destinations
- Conduct annual pedestrian counts

Health goal

Improve the health of county residents by decreasing the percent of county residents who are overweight or obese.

- Improve safety and access to schools for people who walk
- Focus on pedestrian safety improvements in areas of the county with higher rates of chronic disease



Collaboration

Bicycle Advisory Committee

The Hennepin County Bicycle Advisory Committee (BAC) provides guidance and recommendations on bicycling issues to county staff, project partners and the Hennepin County Board of Commissioners.

Each county commissioner appoints one member and one alternate to a three-year term. The committee typically meets once a month at locations throughout the county.

This year, the BAC welcomed four new members: Gilbert Odonkor (District 1), Kristel Porter (District 2), Jay Eidsness (District 4), and Lou Miranda (District 6).

2019 BAC accomplishments

- Supported six resolutions in support of various county projects, including several restriping projects and the East Hennepin crossing improvement project.
- Provided valuable insight for four studies, 20 projects, and various programs, most notably: the Webber 44 corridor reconstruction project, 2020 overlay candidates (Glenwood Avenue in Golden Valley, Nicollet Avenue in Richfield, and East Hennepin Avenue in Minneapolis), the Franklin Avenue corridor study, and the 46th Street pedestrian safety improvements project.

Learn more about the Bicycle Advisory Committee: www.hennepin.us/bikeadvisory

Bicycle Advisory Committee members and district representation. From left to right: Jay Eidsness District 4, Greg Anderson District 7, David Gepner District 5, Dave Carlson District 3, Erin Daly District 3, Ron Uglow District 7, Peggy Kvam District 6, Gilbert Odonkor District 1, Tammy McLemore District 1, Lou Miranda District 6, Billy Binder District 2, Hokan District 4. Not shown Judy Jones District 5 and Kristel Porter District 2

Safe Routes to School

Hennepin County recognizes the importance of Safe Routes to School (SRTS) planning and programming so that children are equipped to develop safe walking and biking habits from an early age.

We participate in the Minneapolis Public School District's monthly Safe Routes to School Working Group, along with periodic site visits and school workshops. Our staff then evaluate and may recommend infrastructure improvements to promote biking and walking to school.

In 2019, Hennepin County continued work in the SRTS planning process for Edison High School. We also participated in a Rockford Area Schools workshop, looking at SRTS connections for elementary, middle, and high school students. Finally, Hennepin County staff participated in a MnDOT workshop as part of the statewide SRTS Five-Year Strategic Plan update.

Safety and Operations Committee

Hennepin County's Safety and Operations Committee (SOC) is a multidisciplinary committee that evaluates safety concerns on the county road system.

If data analysis recommends crossing improvements, the group identifies potential opportunities for funding and implementation.

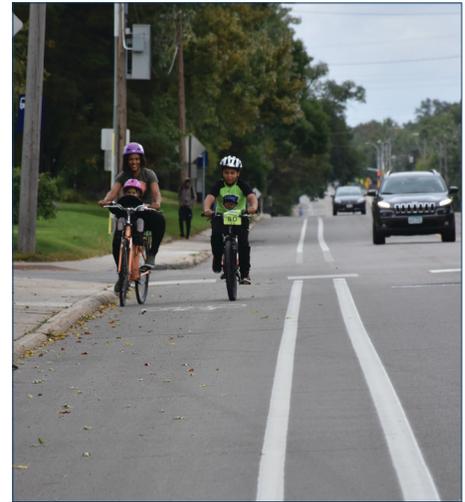
In 2019, the Safety and Operations Committee:

- Met weekly to review intersection and roadway safety concerns.
- Collected pedestrian and/or bicycle counts at 53 locations based on concerns and requests from Hennepin County residents and municipalities.
- Reviewed and provided comments for county and partner-led plans and projects including bus rapid transit locations, scooter parking locations, and four-lane to three-lane conversion projects.

Projects and improvements

Nicollet Avenue (County Road 52) in Bloomington

Hennepin County and the City of Bloomington repaved and restriped 2.5 miles of Nicollet Avenue (County Road 52) from American Boulevard to Old Shakopee Road (County Road 1) in 2019. Safety improvements were incorporated with the project which included restriping the roadway from four lanes to three lanes, and adding a buffered bike lane.



Lake Street (County Road 25) and Excelsior Boulevard (County Road 3) in Minneapolis

Hennepin County improved the Lake Street (County Road 25) and Excelsior Boulevard (County Road 3) intersection in Minneapolis. Intersection geometry was modified to enhance safety. For people walking, biking, and rolling, the curb ramps were upgraded, new refuge areas were added, and accessible pedestrian signals were included in the upgraded traffic signal.



Wayzata Boulevard (County Road 112) in Long Lake and Orono

In coordination with the cities of Long Lake and Orono, Hennepin County completed the second phase of reconstruction along Wayzata Boulevard (County Road 112) from Wolf Pointe Trail to Highway 12. With two segments of the former state highway reconstructed, people walking and biking now have access to a multi-use trail and new sidewalks from Willow Drive to the Highway 12 ramps. Additionally, the new biking and walking facilities have improved accessibility for people of all abilities. Safer sidewalk and trail crossings, as well as new street lighting, were key elements of this project.





Accessibility

Hennepin County strives to be a place where people of all ages and abilities can walk and roll. Hennepin County released its Americans with Disabilities Act Transition Plan (ADA Transition Plan) in August 2015. The plan reviewed current county policies and evaluated the extent to which county transportation facilities comply with the Americans with Disabilities Act (ADA).

In 2019, the county took the following steps related to accessibility and the ADA plan:

- Added 32 new accessible pedestrian signals (APS) to county intersections
- Reconstructed 699 ADA pedestrian ramps along county roadways in coordination with roadway preservation and reconstruction projects

By the end of 2019, about 59% of the county's 13,000 pedestrian ramps were fully ADA compliant.

More information related to the Americans with Disabilities Act and Hennepin County ADA efforts is available at: www.hennepin.us/adaplan

Bikeway additions and improvements

Hennepin County and its partner agencies added more than 12 miles of new or upgraded bikeways to the county network in 2019. Of the 12.6 miles, 4.2 miles are on-street bikeways including bikeable shoulders, standard bike lanes, and buffered bike lanes. The remaining 8.4 miles are off-street bikeways such as multi-use trails.

County-led projects

- Bloomington Road (County Road 204) from Minnehaha Avenue to Tower Avenue in Fort Snelling — upgraded multi-use trail
- Colville Avenue (County Road 204) from Bloomington Road to Taylor Avenue in Fort Snelling — upgraded multi-use trail
- Meadowbrook Elementary School Trail along Glenwood Avenue (County Road 40) in Golden Valley — multi-use trail
- Nicollet Avenue (County Road 52) from Old Shakopee Road (County Road 1) to American Boulevard in Bloomington — buffered bike lanes
- University Avenue Southeast (County Road 36) and 4th Street Southeast (County Road 37) from the I-35W bridge to Huron Blvd Southeast in Minneapolis — buffered bike lanes
- Wayzata Boulevard (County Road 112) from Wolf Pointe Trail to Highway 12 ramps in Long Lake and Orono — multi-use trail

Partner-led projects

- 29th Avenue Northeast (County Road 94) from New Brighton Boulevard (County Road 88) to the Hennepin/Ramsey County border in St. Anthony — multi-use trail
- 141st Avenue (County Road 144) from Orchid Avenue to Hill Place Drive in Rogers — multi-use trail
- Blake Road (County Road 20) from Spruce Road to Highway 7 in Hopkins — multi-use trail
- Cedar Lake Road from Kentucky Avenue South to Quentin Avenue in St. Louis Park — multi-use trail, cycle track and bike lane
- Broadway Street Northeast (County Road 66) from Stinson Boulevard (County Road 27) to Industrial Boulevard in Minneapolis — multi-use trail
- Brooklyn Boulevard (County Road 152) from 49th Avenue to Bass Lake Road (County Road 10) in Brooklyn Center — multi-use trail
- Brooklyn Boulevard (County Road 152) from Hampshire Avenue North to Brunswick Avenue North in Brooklyn Park — multi-use trail
- Plymouth Road (County Road 61) from Minnetonka Boulevard (County Road 5) to Amy Lane in Minnetonka — multi-use trail

Dedicated bikeway and sidewalk funding

In 2019, Hennepin County reviewed gaps and corridors across the bikeway and sidewalk networks to determine projects that would address key needs across the county. Funds were awarded to independent park districts and municipalities for the study and construction of sidewalk and bikeway projects in the county bicycle and pedestrian plans. In 2019, the county awarded more than \$700,000 and leveraged more than \$1.5 million for the following projects to be studied or constructed over the next three years.

- 4th Street Southeast (County Road 37) from the I-35W bridge to University Avenue (County Road 36) in Minneapolis — striping removals and restriping
- 63rd Avenue from Sunrise Terrace to West Broadway (County Road 8) in Brooklyn Park — multi-use trail
- 141st Avenue North (County Road 144) from Hill Place Drive to Marie Avenue in Rogers — multi-use trail
- County Road 101 from 54th Avenue North to future Alvarado Lane in Plymouth — multi-use trail
- Duluth Street/Golden Valley Road (County Road 66) from Douglas Drive (County Road 102) to Bonnie Lane in Golden Valley (Three Rivers Park District) — multi-use trail design (**bike gap**)
- Franklin Avenue (County Road 5) in the Seward neighborhood of Minneapolis — bumpouts
- Franklin Avenue (County Road 5) from Lyndale Avenue South to Bloomington Avenue in Minneapolis — feasibility study
- Nicollet Avenue (County Road 52) from Old Shakopee Road to American Boulevard in Bloomington — overlay/ four-lane to three-lane restriping project
- Old Shakopee Road (County Road 1) from East 86th Street to Killebrew Drive/24th Avenue South in Bloomington — multi-use trail



System monitoring

Automated bicycle counting

Each year, Hennepin County conducts automated bicycle counts rotating between the northern and southern halves of the county. In 2019, 48-hour bicycle count data was collected at 39 locations across the southern half of the county. These 48-hour counts are then extrapolated and used to calculate Average Annual Daily Bicyclists (AADB) volumes at each location.

Manual bicycle and pedestrian counting

2019 marked the county's fourth annual volunteer pedestrian and bicycle count initiative. These short-term counts rely on volunteers collecting data from 4 to 6 p.m. during the second week of September. Volunteers counted at 34 locations across the county outside of Minneapolis (the counts on county roads in Minneapolis are led by Minneapolis city staff). This data was then used to calculate estimated daily traffic at each site to understand larger trends in walking and biking. The data collection and analysis process is consistent with the City of Minneapolis, and data can be easily compared across jurisdictions.

To view data from both the automated and manual counts visit the [county's multi-modal count map](#).

Why count?

The pedestrian and bicycle counting initiatives enable the county to:

- Evaluate ridership changes seasonally and annually
- Provide data to inform and support planning and engineering decisions and identify where additional data is needed
- Determine pedestrian and bicycle volumes that may be used to calculate crash rates
- Track pedestrian and bicycle activity before and after county projects

For additional details, visit: hennepin.us/bike



2020 preview

Over the last ten years, Hennepin County has invested more than \$6 million in more than 90 bicycle and pedestrian projects that have added sidewalks and trails to our network.

The county has several notable pedestrian and bicycle projects scheduled in 2020, including:

- Restriping East Hennepin Avenue (County Road 52) and Golden Valley Road (County Road 66) in Minneapolis, Glenwood Avenue (County Road 40) in Golden Valley, Nicollet Avenue (County Road 52) in Richfield, and Bass Lake Road (County Road 10) in Brooklyn Center and Crystal to add bike lanes
- Constructing a multi-use trail along Bottineau Boulevard (County Road 81) in Brooklyn Park
- Adding dedicated bikeway along Portland Ave (County Road 35) between 60th Street in Minneapolis and 66th Street (County Road 53) in Richfield
- Constructing at-grade crossing improvements along the Midtown Greenway in Minneapolis
- Constructing multi-use trail along Flying Cloud Drive (County Road 61) in Eden Prairie
- Adding dedicated walking and biking facilities along Rockford Rd (County Road 9) over I-494 in Plymouth
- Completing accessibility improvements along Zane Avenue (County Road 14) in Brooklyn Park and 46th Street (County Road 46) in Minneapolis



Hennepin County
Public Works

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