

Hennepin County 2040 Bicycle Transportation Plan

Appendix A. Community facilitation and engagement for the Hennepin County 2040 Bicycle Transportation Plan

PROJECT REPORT

Community Facilitation and Engagement for the Hennepin County Bicycle Transportation Plan



**A Report on
Community Engagement and
Community Conversations
for the 2014 Update to the
Hennepin County Bicycle Plan**



**DRAFT REPORT
06/02/14**



*Delivering sustainable,
people-centered solutions
to mobility and place*
community design group
212 3rd Avenue North, Suite 515, Minneapolis MN 55401
Phone: 612-354-2901 : Web: www.c-d-g.org

Acknowledgements

We gratefully acknowledge the participation and support of Hennepin County residents and organizations, and of the agencies and organizations who helped organize, publicize and host sessions for the work described in this report, including:

- PYC Arts and Technology High School
- Cleveland Neighborhood Association
- Bloomington Senior Leaders Group
- Bloomington Bike Alliance
- Quality Bike Products (QBP)
- Bike Edina Task Force (BETF)
- Blake Road Corridor Collaborative
- Orono Navarre Community Initiative
- Target Corporation
- SPOKES Bike Walk Connect
- New Hope Citizen Advisory Committee

We thank the many residents and community leaders who participated in the project workshops and through other engagement tools, sharing their ideas, vision, and aspirations for bicycling in Hennepin County.

Table of Contents

This report includes the following sections:

Section	Page
1. Introduction	5
2. Engagement Process	8
3. Engagement Results	17
3.1 - Introduction	18
3.2 - Summary of Overall Results	19
3.3 - Open House Workshops	22
3.4 - Online Engagement	46
3.5 - Listening Sessions	61
3.6 - Additional In-Person Engagement Activities	104



Contact information

For questions or comments about this report, or to request additional information, please contact the Hennepin County Project Manager:

Robert Byers, P.E.
Senior Transportation Engineer
Hennepin County Public Works
1600 Prairie Drive
Medina, MN 55340-5421
Email: Robert.Byers@hennepin.us
Office: 612-596-0354

Executive Summary

A creative, proactive and extensive process of community engagement and public participation provided the foundation for the recommendations of this Plan. Working together, Hennepin County and Three Rivers Park District developed and implemented a community engagement process that:

- Offered multiple opportunities for participation;
- Offered a menu of in-person and remote (online) engagement activities;
- Actively sought out the participation of under-represented and health-disparity communities;
- Took engagement activities to places where residents were already gathering; and
- Provided useful guidance for development of the plan, including guidance on policy priorities, plan vision, network development, and facility designs.

Overall, **more than 2,700 people provided comments or directly participated** in activities held specifically for this plan. This document provides a detailed and comprehensive review of engagement methodology, individual events, and participant comments.

Engagement events and participation

Opportunities for resident engagement included open house workshops, online engagement, listening sessions, and tabling at community events, among others.

Public Open House Workshops: Three large format public workshops (in Saint Louis Park, Minnetonka and Minneapolis) were held to provide opportunity for public guidance at various stages in the development of the project, including at the project kick-off, and at draft stages. Approximately 140 people participated in Open House activities.

Online Engagement: A public website (www.hennepin.us/bikeplan) was created to share updates on engagement activities and project information. An online survey and an interactive mapping tool were available from August to December of 2013 in an effort to obtain comments and guidance from residents not able to participate at in-person activities. The 31-question survey was completed by 1,944 respondents, while 489 individual participants used the online interactive mapping tool to provide 1,511 data entries throughout the county.

Community Listening Sessions: Ten Community Listening Sessions were held with specific focus populations (including health disparity populations). These sessions consisted of small-group activities and discussion hosted by a community-based organization and the County. Approximately 160 individuals participated in the Community Listening Sessions, and provided more than 900 text comments and 500 map-based comments.

Community Events and Other In-Person Engagement: Hennepin County staff facilitated additional interaction with the public at several community festivals and meetings, including at Minnehaha Open Streets, Lowry Open Streets, the Richfield Farmer's Market, and at meetings of the Northwest Hennepin County League of Municipalities and the Hennepin County Bicycle Advisory Committee (BAC), among others.

What we asked during engagement

Public sessions provided a valuable opportunity for two-way dialogue between members of the public and members of the project team. While exercises varied slightly between events and engagement platforms, we asked participants for their guidance and opinions on:

- Likes, dislikes, and opportunities for improvement for the existing bicycle system;
- Facility preferences;
- Priorities for improvement; and
- Current routes, destinations, and barriers to bicycling in Hennepin County.

What we learned

Participants included County residents across a range of age, cultural and ethnic groups, socio-economic levels, geographic locations, and bicycle experience. Many concerns, ideas and priorities were repeated across participant groups. Among these are:

- Preference for facilities that increase separation between motor-vehicle traffic and bicycle traffic;
- Desire for improved connections between neighborhoods to regional trails and local destinations;
- Identification of closing system gaps as an important priority;
- Traffic safety concerns at intersections and trail crossings;
- Desire for improved coordination between jurisdictions;
- Education of bicyclists and drivers about traffic laws, and improved enforcement;
- Provision of consistent and on-going maintenance;
- More end of trip facilities for both recreational riders and commuters; and
- Traffic safety and public safety are barriers to bicycling.

In addition, there was consistent recognition from participants that:

- There are many assets for bicycling existing throughout the County today;
- Many people ride bicycles for transportation and recreation purposes;
- There are many other people who do not bicycle but travel on the same roads and trails; and that
- There are several key opportunities for improving conditions for bicycling throughout the County.

Please review this document for a detailed and comprehensive review of engagement methodology, individual events, and participant comments.



The project team kicks-off engagement at the first open house in St. Louis Park.

Section I

Introduction

This section provides an introduction to the Hennepin County Bicycle Plan, and provides an overview of the role of Community Engagement within the overall project.

In this section

- 1.1 - Background: Hennepin County Bicycle Plan
- 1.2 - Overview of the Community Engagement Effort

1.1 - Background: Hennepin County Bicycle Plan

Hennepin County is committed to supporting livable communities and healthy citizens. The County recognizes that bicycling is an environmentally-responsible, cost-effective, and healthy way to travel. The county is working with Three Rivers Park District to update the current Hennepin County Bicycle Transportation Plan to reflect current and growing uses of cycling in the region.

The bicycle plan update (“Plan”) aims to make bicycling a safe, comfortable, and efficient method of connecting between County destinations for users of varying skill levels. Plan objectives include:

- Evaluate new ways to integrate bikeways into county roadway projects
- Re-assess county roles and responsibilities related to bicycling
- Plan a bicycle network to meet transportation and recreation needs
- Work internally and with city partners to develop a connected system
- Create bikeway design guidance

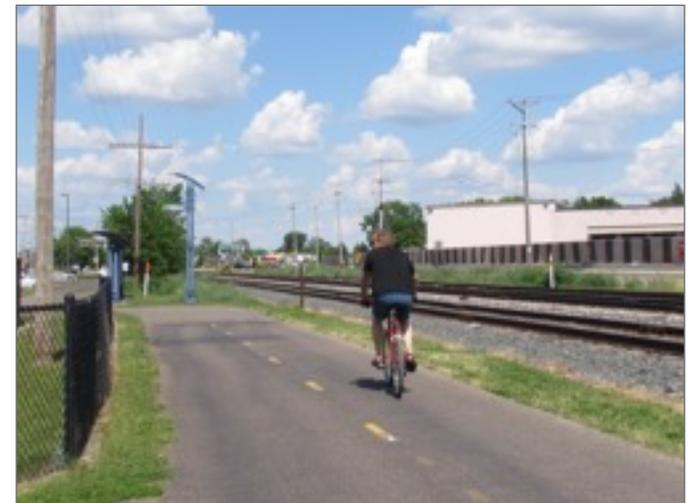
The updated Plan is expected to be completed in the summer of 2014.

1.2 - Overview of the Community Engagement Effort

A central component in the development of the Hennepin County Bicycle Plan was the implementation of a Community Engagement Plan (CEP) developed during initial stages of the project process. The CEP presents a summary of tools, approaches, issues, and considerations related to community engagement for the Plan. The CEP outlined a process for engaging a variety of types of audiences throughout the county, encompassing a range of physical and urban development conditions. The engagement process aims to expand opportunity for participation to members of a variety of different ethnic and cultural communities, and populations experiencing a variety of socioeconomic conditions, including health disparity populations.



The community engagement process described in this report includes ideas from a broad range of Hennepin County residents.



Safe, comfortable, and convenient bicycling facilities can help increase rates of bicycling.

This report provides a summary and documentation of all engagement efforts conducted throughout the project's process. Its purpose is to serve as a tool for County staff to guide development of the Plan, enrich its recommendations, and ensure that it responds to the needs of County residents.

The engagement activities described in this report took place between October of 2013 to May of 2014.

Section II

Engagement Process

This section describes the process, materials, and activities used in this Community Engagement project.

In this section

- 2.1 - Overview of Engagement Activities
- 2.2 - Public Open House Workshops
- 2.3 - Online Engagement
- 2.4 - Community Listening Sessions
- 2.5 - Additional In-Person Engagement Activities

2.1 - Overview of Engagement Activities

A range of community activities were completed as part of the engagement process for the Hennepin County Bicycle Transportation Plan:

Public Open House Workshops

Three large format public workshops were held with the goal of gathering information from members of the general public at different stages in the project process. Specific activities conducted at each workshop varied depending on the status of the project at the time of each workshop.

Online Engagement

A public website was created for the project (www.hennepin.us/bikeplan) which includes updates on project process and information. An online survey and mapping tool were available on this website from August to December of 2013 in an effort to coordinate online engagement with in-person outreach events. This offered a venue for gaining input from those not able to be present at engagement meetings.

Community Listening Sessions

Community Listening Sessions were held with specific target populations (including health disparity populations). These sessions consisted of small-group activities and discussion. Efforts were made to coordinate listening sessions with regularly scheduled meetings of the host group.

Additional In-Person Engagement

Hennepin County staff facilitated additional interaction with the public at several community events, including festivals and meetings of civic organizations.



At a listening session with the Bike Edina Task Force.



During the SPOKES listening session.

2.2 - Public Open House Workshops

Open house meetings provide an opportunity for members of the public to receive project information, express preferences, and ask questions from the project team. Early and proactive outreach, using traditional and social media, press releases, and communications with community partners, helped to expand participation in the workshops.

Three Public Open House Workshops were held at different stages of the development of the Plan. The specific activities conducted at each meeting varied, and the meetings are meant to support the development of the Plan at different process benchmarks.

The three workshops conducted were:

- One initial “Kick-Off” Public Workshop (held October 17, 2013 in St. Louis Park);
- Two “Key Guidance” Public Workshops (attended by approximately 100 people, and held on May 7 in Minnetonka and May 8 in Minneapolis) to share progress on the draft bicycle plan, and solicit comments and guidance on key items for the plan.

A description of the workshops and a summary of results from each is included in Section 3.



The project team discusses the Plan process.



Members of the public provide input on a map of Hennepin County.

2.3 - Online Engagement

Online Mapping

A Wikimapping tool was made available for public input at the Plan's public website (www.hennepin.us/bikeplan). The tool was intended to gather participant feedback in map format regarding currently bicycle routes and destinations, barriers to bicycling, and gaps in the bicycle network.

Respondents were asked to use the tool to identify the following elements:

- Current bicycle destinations;
- Desired bicycle destinations;
- Barriers to bicycling;
- Existing low-stress routes;
- Existing high-stress routes; and
- Routes that would be used if improved.

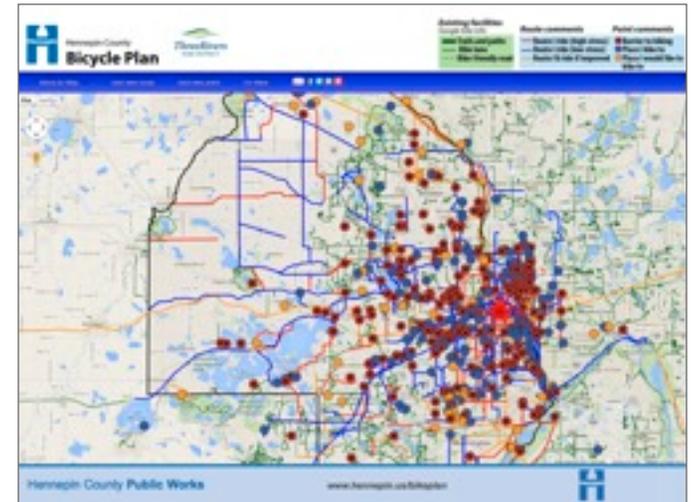
Online Survey

An online survey was made available at the project's public website (www.hennepin.us/bikeplan) from October 1 through December 4, 2013. The survey was intended to provide insight into attitudes and preferences about bicycling in Hennepin County.

The online survey consisted of 31 questions, gathering the following information from respondents:

- Individual cycling characteristics;
- Perceived barriers to cycling;
- Perceived level of comfort for different bicycle facility types;
- Priorities for improvement; and
- Optional demographic information.

A detailed summary of survey findings and results is included in Section 3.



A Wikimapping tool made available at the project's website to gain public input.

2.4 - Community Listening Sessions

A total of 10 listening sessions were held throughout Hennepin County. Listening sessions were strategically planned and coordinated to invite participation from a broad range of different user groups in the County, including youth/senior populations, health disparity communities (low-income and ethnic minority), bicycle commuters and bicycle advocates

Listening Session Framework

Goals for the number of listening sessions, land use context, and audience demographics were established within the previously-completed Community Engagement Plan. Please see green text box at right for details.

The primary purpose of these sessions was to engage a range of community members living in urban, suburban, and rural communities, with special emphasis on engaging residents of varying ages (including youth and seniors), cultural and ethnic groups, income levels, and bicycling experience in an effort to gather ideas and guidance from a broad cross-section of Hennepin County residents with varying degrees of bicycling experience and ability.

The contact list from the Hennepin County Pedestrian Plan was used as a foundation for reaching out to potential groups for listening sessions. This database was expanded through research of additional groups determined to be likely interested in providing feedback on bicycling in the County and participating in the planning effort. Initial contact was made to potential groups and organizations, and continued follow-up contact and coordination with those expressing interest occurred over several weeks until listening session dates and locations were secured.



Listening sessions were held throughout Hennepin County.

Listening Session Target Audiences

Land-use context:

- Urban (2 sessions);
- Suburban (4); and
- Rural (1).

Characteristics/Demographics:

- Health disparity communities (4);
- Young people, and/or senior citizens (1);
- Members of the bicycle advocate community (1); and
- Bicycle commuters, not necessarily advocates (1).

Several contacted groups expressed interest in the planning effort but were unable to host listening sessions due to schedule constraints. These organizations and individuals were directed to the project website and Open House forums so that they could have an opportunity to provide feedback and stay updated on the project's progress.

Listening Session Exercises and Methods

A detailed table of exercises used during each listening session can be found in Section 3.5. In general, all listening sessions followed the same outline and included the same tools for introducing the Plan and gathering participant feedback. Listening sessions were meant to be informative, fun and engaging for the participants, and to generate high-quality feedback to inform the work of the Plan.

Description of Engagement Tools and Activities

Presentation

Each listening session began with a brief presentation introducing participants to the project's scope, goals and central concepts. The presentation included maps of the current Hennepin County and Three Rivers Park System bicycle network, and provided a summary of completed and planned facility projects.

In addition, the presentation introduced the concept of bikeability, and reviewed several qualities that contribute to bikeability for participants to consider throughout the listening session.

Participants were introduced to the range of online resources available on the Hennepin County Bicycle Plan website to provide further guidance after the listening session, and to share with others.

Listening Sessions Facilitated

#	Location / Organization	Date
1	PYC Arts and Technology High School	11/07/13
2	Cleveland Neighborhood Association	11/11/13
3	Bloomington Senior Leaders Group	11/13/13
4	Quality Bike Products, Bloomington Bicycle Alliance, Richfield Bicycle Alliance	11/13/13
5	Bike Edina Task Force	11/14/13
6	Blake Road Corridor Collaborative	11/18/13
7	Orono Navarre Community Initiative	11/20/13
8	Target Cycling Club	11/25/13
9	SPOKES Bike Walk Connect	11/25/13
10	New Hope Citizens Advisory Committee	01/14/14

Post-It Brainstorm Exercise

Each participant was asked to answer three questions related to their overall impression of bicycling in their community. The questions were:

- What is working about bicycling in Hennepin County? What do you like?
- What is not working? What needs to be improved?
- What can be done to improve bicycling? What would make you, or people you know, want to bike more?

Participants recorded their answers on Post-It notes—one answer or idea per note—and were encouraged to provide as many answers or ideas as they could. At the end of the exercise, participants placed their answers on the walls of the meeting room and were encouraged to review the responses provided by other participants.

If time permitted, the group reconvened to discuss any new ideas or recurring themes that participants observed while reviewing others' responses. The responses obtained were transcribed following each workshop and are included in this report's Appendix, organized by workshop.

Facility Type Comfort Level Evaluation

Posters including photos of various bicycle facility types were hung on the wall. Below each photo was a scale measuring facility comfort, with participants being asked to place a dot along the scale to indicate how comfortable they would feel riding a bicycle in the facility pictured. The scale included nine boxes for participants to place their dots ranging from “I would feel very uncomfortable riding here,” to “I would feel okay riding here,” to “I would feel very comfortable riding here.”

Responses were documented in a spreadsheet for data visualization.

Prioritizing Improvements

During this activity, participants were asked “How can we make it easier and more convenient for more people to choose to ride a bicycle for at least some of their trips?” Participants indicated their top 3 choices from a list of 17 options by placing a dot beside their preferred improvements.

Responses were documented in a spreadsheet for data visualization.

Small-Group Mapping Exercise

One or more—depending on the size of the audience—large-format paper maps of the community where each session took place were provided at each listening session. Participants were asked to identify a number of features using color coded dot stickers and pens:

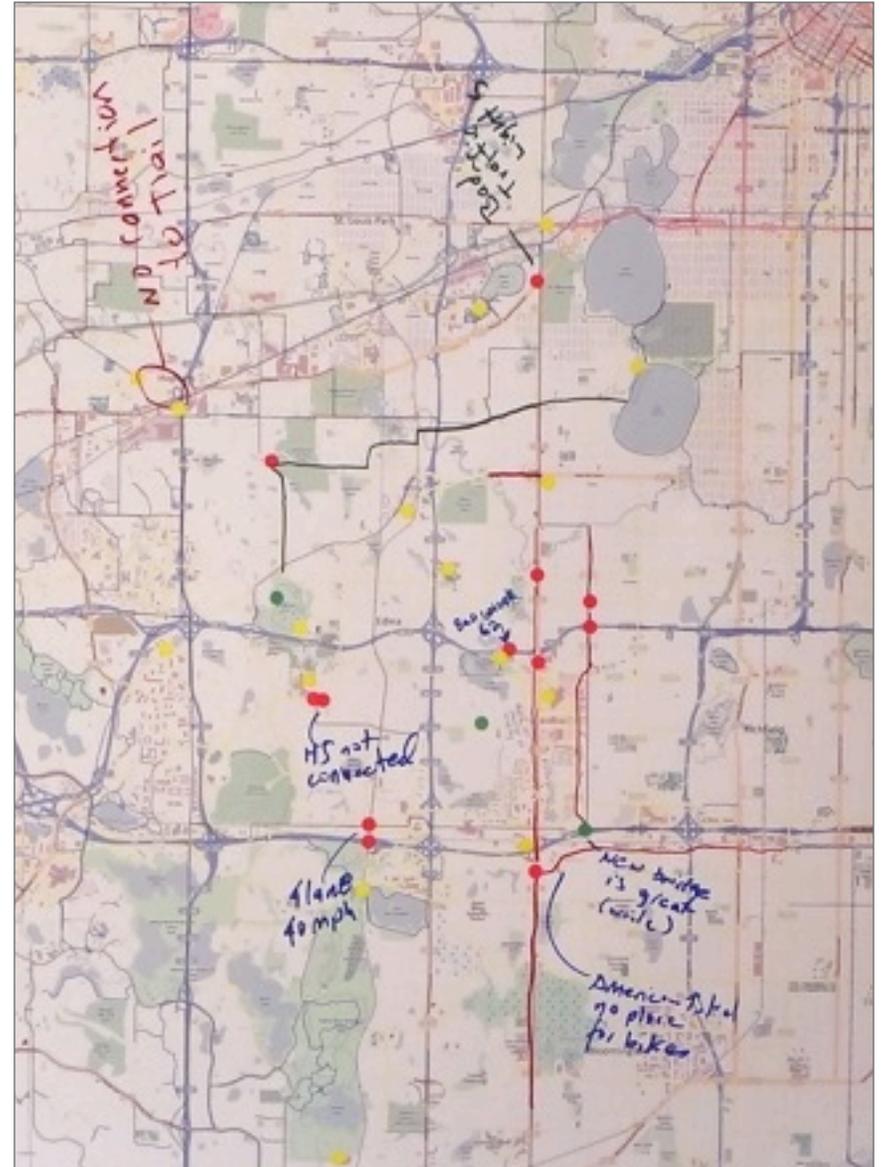
- 1) Destinations (with a **yellow** dot);
- 2) Assets to bicycling (point locations/roadways in **green**);
- 3) Barriers to bicycling (point locations/roadways in **red**); and
- 4) Current bicycle routes (with a **blue** pen).

Participants were encouraged to provide further details indicating the meaning of dots and lines by writing their reasoning directly on the map.

All locations and description information provided by participants were digitized and transcribed into GIS and used to develop maps of locations and routes that participants identified as having positive or negative attributes. These maps, with a brief summary of information received from each listening session, are provided in Section 3.3 of this report.

Conclusions and Next Steps

If time permitted and throughout the meeting, participants were asked to briefly share additional comments or questions about bicycling in their community and Hennepin County. These comments were documented by a member of the project team and are reflected in listening session summaries in the following section.



Detail from a workshop map. Participants identified locations by placing color-coded stickers on specific intersections, streets and destinations. This activity provided an opportunity for participants to engage in a discussion with their peers about existing destinations, biking routes, and conditions.

2.5 - Additional In-Person Engagement Activities

In addition to the formal listening sessions, Rose Ryan, Hennepin County Pedestrian and Bicycle Coordinator, facilitated exercises—similar to those conducted at the listening sessions—at the following three forums:

- Open Streets Minneapolis event on Minnehaha Avenue on August 11, 2013;
- Open Streets Minneapolis event on North Lowry Avenue on September 21, 2013; and
- Regular meeting of the Hennepin County Bicycle Advisory Committee on November 18, 2013.

Additionally, Bob Byers, Senior Transportation Engineer with Hennepin County, was present at the following events:

- Richfield Farmers Market on October 26, 2013; and
- Meeting of the Northwest Hennepin County League of Municipalities on November 13, 2013.

A summary of these events and feedback received, is included in Section 3.

Section III

Engagement Results

This section provides an overview of results obtained, including overall results and guidance as well as results from individual sessions.

In this section

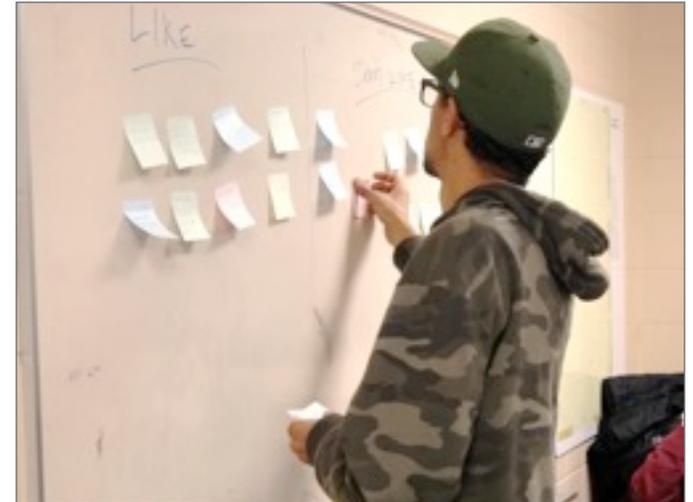
- 3.1 - Introduction
- 3.2 - Summary of Overall Results
- 3.3 - Open House Workshops
- 3.4 - Online Engagement
- 3.5 - Listening Sessions
- 3.6 - Additional In-Person Engagement Activities

3.1 - Introduction

This project provided a rich set of tools for collecting ideas, observations and opinions from members of the public who attended in-person workshops and from others who utilized the project's online resources to provide feedback.

To preserve the diversity of ideas received, while also providing a meaningful summary that is easily understandable and useful for finding similarities or differences in conditions or concerns across the county's extent, results are provided in the following way:

- **Section 3.2** presents a broad summary of all guidance received throughout the engagement process, including feedback from public workshops, and online engagement, listening sessions, and other activities.
- **Section 3.3** presents a summary of the Public Open House Workshops conducted at varying stages of the project.
- **Section 3.4** includes a summary of the feedback gained through the online survey and mapping tool made available through the Plan's public website.
- **Section 3.5** presents summaries of each listening session conducted for this project. Summaries review the most prevalent themes of each listening session in terms of assets, barriers, and potential solutions and techniques for improvement. Each summary also includes a list of specific problem locations and routes identified by participants.
- **Section 3.6** presents summaries of additional engagement activities conducted by Hennepin County and Three Rivers Park District Staff.



At the Cleveland Neighborhood Association listening session.



At the Blake Road Corridor Initiative listening session.

3.2 - Summary of Overall Results

This section presents a summary of all community input gathered during the engagement effort for this project.

Overall Themes

Several themes emerged over the course of engagement. In many cases, these themes align with expected results, and in other cases, they point out new details about the experiences of people who bicycle or interact with bicyclists throughout the County.

There are many assets for biking in place today

Participants with all levels of experience and ability identified the existing shared-use path/trail network as an asset for its ability to connect cities and towns throughout the region, and for the sense of comfort and safety that users experience when separated from automobile traffic.

In addition, participants identified a local culture that supports bicycling for transportation and recreational purposes, as well as a local government that promotes bicycling as a viable mode of transportation by investing in new infrastructure.

Many people bicycle for transportation and recreation

Most participants indicated that they bicycle for recreation and/or transportation in Hennepin County. Frequency of ridership and facility comfort varied between groups and individuals, from daily commuters who ride year-round, to fair-weather recreational riders who enjoy occasional weekend rides during summer months, to a full spectrum of riders of varying ages and abilities in between.

There are many other people who do not bicycle, but share the same facilities and right-of-way

Many other participants indicated that they bike very rarely, or not at all. However, as motorists, pedestrians, and trail-users in Hennepin County, they still utilize networks impacted by this Plan and interact with bicyclists during their own daily travel. These individuals provided valuable insight on existing conflicts between road and bicycle facility users, and offered ideas to improve inter-modal interactions.

There are several key opportunities for improving conditions for bicycling

In addition to the positive characteristics of the county's bicycling network and system cited by participants, several opportunities for improvement were mentioned. These are summarized below.

Connect neighborhoods to regional trails and local destinations

In many areas, especially within suburban and rural communities, participants identified a need for bicycle facilities that would allow residents to safely connect to nearby trails and other destinations safely and comfortably. Many individuals said that while they live close to regional trails, they do not feel comfortable accessing them by bicycle, and instead drive to access points. Suggestions for improvement included:

- More off-road facilities;
- More on-road facilities that provide separation between bicyclist and automobiles; and
- More bicycle parking at local destinations and trail access points, and intersection improvements.

Gaps in the trail network

The existing trail network lacks north/south connections that would allow bicyclists to easily connect between existing east/west trails, and new destinations. Suggestions for improvement included:

- Expanding north/south trail connections, with an interim step of providing adequate and clearly marked on-road facilities to link existing trails.

Intersections and trail crossings

Intersections and trail crossings were frequently identified as unsafe and/or uncomfortable locations for bicycling. Discontinuity of bicycle facilities at intersections, confusion regarding right-of-way between modes, and intermodal conflicts make these areas stressful not only for bicyclists, but for drivers as well. Several suggestions focused on improving the safety of these points for all users.

Improve coordination between jurisdictions

Inconsistencies in striping, signage, maintenance, and poor local connections between jurisdictions make it difficult to bicycle between cities and towns in the County.

- Local bicycle plans need to be developed in conjunction with each other, and respond to the need for a comprehensive bicycle network that better connects and transitions between the County's many communities.

Education and enforcement of traffic laws

Suggestions for improvement included the following:

- Educating bicyclists and drivers about how to better handle interactions in the road right-of-way;
- Educating new drivers by including bicycle awareness segments within driver's education coursework; and

- Clarifying and enforcing rules for both bicyclists and drivers to reduce confusion at conflict points including intersections and trail crossings.

Consistent, on-going maintenance

Establish best practices across jurisdictions to address maintenance issues including winter clearance and plowing, and general wear and tear. On-road facilities are often covered with snow in the winter, forcing bicyclists to ride with the flow of motorized traffic. In addition, trails that are not properly plowed at the beginning of the winter result in bumpy and unsafe conditions for the rest of the winter.

Road repairs meant to address general wear and tear of trails including pot holes and cracks should be done in a way that provides a smooth surface for bicycle riders.

Additionally, construction projects often create barriers for bicyclists.

- When possible, construction projects should be completed in a way that is minimally obtrusive to bicycle facilities; and
- When bicycle facilities must be blocked, proper warnings and detours should be provided to re-route bicycle traffic safely.

Challenges exist on County facilities

Map input yielded frequent mention of busy intersections and corridors as being primary challenges for bicyclists across the county. Several roads identified as challenges for bicycling—particularly in Bloomington and in the Lake Minnetonka area—are county roads.

Traffic safety and public safety are barriers to biking

The existing network of parks and bicycle trails in Hennepin County was frequently identified as an asset to bicycling. However, safety

concerns at target locations deter people from using such amenities. Participants at numerous sessions identified a need for improved lighting on existing trails, including the Greenway and Hiawatha LRT, to address safety concerns related to riding after dark.

End of trip facilities

Improved end of trip facilities, including bicycle parking for all riders and lockers and showers for commuting bicyclists, were identified as opportunities for improvement. Specifically, additional bicycle parking was proposed as a solution in North Minneapolis, downtown Minneapolis, and at access points to the regional trail system. Additional trail amenities identified at other meetings included more restrooms, water fountains, rest stops, and opportunities to shop or buy snacks. Requests for amenities like restrooms and water fountains were particularly prevalent at meetings that included children and seniors.

General desire for separation from cars

Throughout all meetings, regardless of bicycle experience, participants expressed a desire for facilities that separate them from motor vehicle traffic. This was evident from participants rating cycle tracks and shared-use paths with the highest level of comfort; this preference was also repeatedly articulated in Post-It Note comments.

3.3. Public Open House Workshops

Workshop 1: Kick-Off in St. Louis Park

Background

The first Open House for the Hennepin County Bicycle Transportation Plan took place on Thursday, October 17 at the St. Louis Park Recreational Center. The event was open to the public and was attended by 40 individuals from throughout Hennepin County.

The Open House provided participants the opportunity to learn more about the Hennepin County Bicycle Transportation Plan Update, ask questions, and share ideas. Staff from Hennepin County, Three Rivers Park District, and the consulting team presented a summary of planning efforts and outlined goals for the Hennepin County Bicycle Transportation Plan Update. The majority of the evening was unstructured and interactive—participants were invited to visit a variety of stations set up around the room to give different types of input that will help guide the development of the Plan.

Summary of Stations and Feedback Opportunities

Vision Statement and Goals

At this station, posters displayed the six draft goals of the Plan related to the following topics: facilities, bicycle system integration, safety, sustainability, maintenance, and ridership. An additional poster included the draft vision of the plan. Attendees were invited to use Post-It Notes to share comments and feedback regarding the vision statement and outlined goals.

Facility Types

This station included a series of posters depicting different bicycle facilities. Participants were given dot stickers and asked to place them on a scale to indicate how comfortable they would feel riding their bicycle in these different scenarios. The



Participants discuss their ideas for biking in Hennepin County while filling out comment cards.



Participants provide feedback on a map of Hennepin County, complete the online survey, and discuss biking with Three Rivers Park District staff.

comfort scale ranged from “I would feel very uncomfortable riding here,” to “I would feel okay riding here,” to “I would feel very comfortable riding here.”

Map Feedback

Participants were provided markers and Post-It Notes to make open-ended comments on a large map of Hennepin County.

Interactive Mapping

Using laptops set up with Google Maps, participants were able to add location specific feedback regarding bicycle routes, trouble spots, origins, and destinations in Hennepin County.

Online Survey

Laptops were provided for participants to complete the online survey for the Plan.

Comment Cards

Comment cards were provided for participants to share any additional feedback, questions, ideas, or concerns for biking in Hennepin County that were not addressed at other stations.

Summary of Responses

Vision Statement and Goals

At this station, a total of 60 responses were provided and split between categories as follows:

- Vision Statement **(1)**;
- Goal 1 - Facilities **(5)**;
- Goal 2 - Bicycle System Integration **(6)**;
- Goal 3 - Safety **(14)**;
- Goal 4 - Sustainability **(9)**;
- Goal 5 - Maintenance **(16)**; and



A member of the consultant team assists participants record routes, barriers, and destinations on the Interactive Google Map.



Participants review the Draft Vision Statement and Plan Goals, and use Post-It Notes to provide feedback.

- Goal 6 - Ridership (9).

Responses within each category addressed different aspects of the draft vision and goals. However, feedback relating to safety, connectivity, maintenance and overall quality of bicycle facilities were most frequent.

Facility Types

Nearly 40 participants provided feedback on facility preferences.

- Facilities that provided higher levels of separation between motor-vehicle traffic and bicycle traffic (including a cycletrack, buffered bicycle lane, shared-use path and two-way cycletrack) were identified as more comfortable by participants.
- Facilities with less separation between modes (including a bicyclist riding in the travel lane, a sharrow lane, a busy trail crossing) received very mixed feedback from participants trending towards the lower to middle end of the comfort continuum. This is likely due to the variety of bicycle experience and confidence among individual riders.

Map Feedback

29 individual comments were provided on the map of Hennepin County. Comments generally identified the following characteristics:

- Bicycle facilities in need of maintenance;
- Difficult intersections/trail crossings;
- Gaps in the regional bicycle trail network;
- Need to plan and design for substandard conditions including dark, rain, and winter;
- Need for improved on-road facilities including bicycle lanes, or wider shoulders;
- Request for end of trip facilities at common destinations;
- Identifying good crossings; and
- A desire coordination and connections between cities and counties.



Members of the project team present on the Hennepin County Bicycle Transportation Plan Update.



Participants complete comment cards and use dot stickers to indicate their comfort level for different facility types displayed on the wall.

Interactive Mapping and Online Survey

The interactive map and online survey were available from the public project website, which was available for feedback between August and December 2013. Therefore, input provided during this specific event is a part of the larger data set, summarized in Section 3.4.

Comment Cards

A total of 16 comment cards were received. Comments varied, but many addressed issues of bicycle facility connectivity and a need for infrastructure that provides separated facilities for bicycle and motor vehicle traffic. Many respondents noted that bicycle trails, cycletracks, and improved trail and intersection crossings would help reduce conflict between different transportation modes.

Workshop 2: Open House in Minnetonka

Background

The second Open House for the Hennepin County Bicycle Transportation Plan took place on Wednesday May 7, 2014 at the Minnetonka Community Center. The three-hour event was publicized by Hennepin County and Three Rivers Park District through multiple venues (list-servs, personal communication, Hennepin County website). The event was open to the public and was attended by 27 individuals.

The focus of the open house was to provide attendees information on the bike plan update progress, and solicit feedback on key items. The project information displayed on boards at the open house was posted on the project website: www.hennepin.us/bikeplan. Hennepin County staff, Three Rivers Park District staff, and the consultant team were available to answer questions throughout the event and facilitated three activity stations. The following sections describe the activities and comments received during the Minnetonka Open House.

Summary of Feedback Opportunities

Map Feedback

Participants were provided markers and Post-It Notes to make open-ended comments on large maps of the Hennepin County bikeway system and the Three Rivers Park District regional trails. The two maps illustrated the current state of the systems, as well as possible future bikeway locations.

Strategies Prioritization

Participants were invited to consider twenty draft strategies and indicate whether they perceived the strategy to be of high, medium, or low priority.

Enhanced Network Feedback

Based on previous engagement activities, participants voiced a strong desire for bikeways that provide a higher level of protection and comfort. Possible criteria that could define an Enhanced Network was displayed, and feedback was solicited from participants on how they would define an Enhanced Network.

Comment Cards

Comment cards were provided for participants to share any additional feedback, questions, ideas, or concerns for biking in Hennepin County.

Summary of Responses

Map Feedback

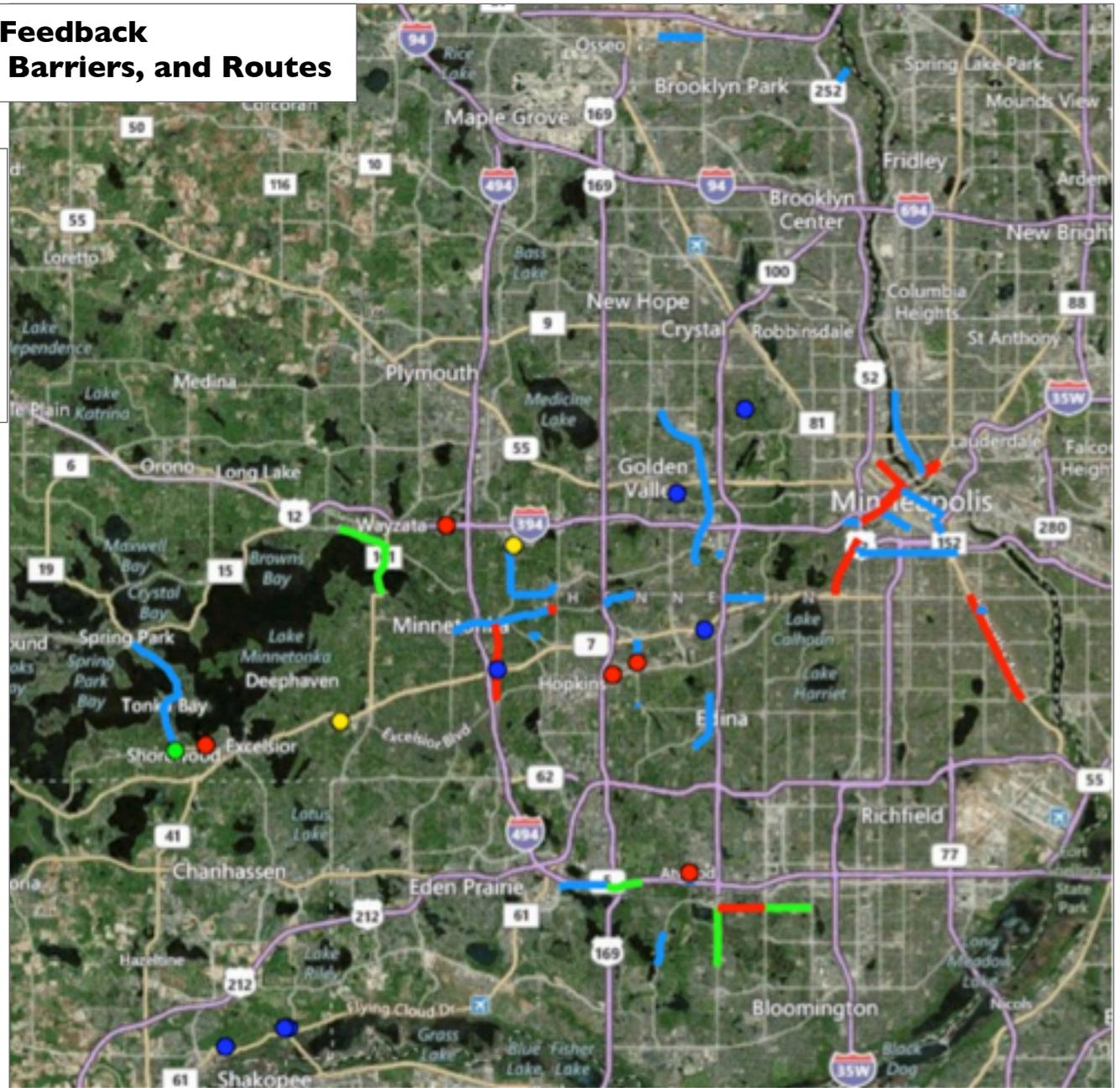
Participants identified strengths/assets, problems/barriers, destinations, and desired routes or improvements on the large maps of the Hennepin County bikeway system and the Three Rivers Park District regional trails. The following map captures the geographically referenced comments.

Minnetonka Open House Map Feedback Bicycling Destinations, Assets, Barriers, and Routes

Bicycling Conditions

As described by session participants

-  Destinations
-  Strengths or assets
-  Weaknesses or problem locations
-  Desired routes or improvements



Additional comments were provided on the maps that were not geographically referenced. These are listed below per map.

Hennepin County Bikeway System Map

- Food/beverage stops;
- Bike racks;
- Full state N-S, E-W trails (connected);
- Very good maintenance desired - smooth surface (Additional comment: Even in winter!);
- Loops/circles desired - 10-12 miles (1 hour);
- Don't repair roads used a lot by bikes. Holes and cracks and bumps force cars to pay attention.;
- 101 crossing in Eden Prairie needs a bridge;
- Work with cities like Eden Prairie to also provide on-road bike lanes - 4 to 3 lane conversions;
- As I-494 bridges are reconstructed, add bike lanes;
- There does not seem to be a safe bike route that goes from Wayzata to Wayzata HS - Hwy 55 is not a safe crossing;
- Paved vs unpaved trails;
- Trail circle vs straight;
- Port-a-potty;
- Bikers and pedestrians know and follow "rules" of sharing BP's;
- Make clear on or off road;
- Make clear what surface is;
- More "enhanced" bike trails in Bloomington - 106th Street; France - thru the marsh; and
- Need "enhanced" north-south route thru Bloomington Moyer Park would be great area to put bike route - "Upper Trail" River to Old Shakopee.

Three Rivers Park District Regional Trail Map

- Where are you now? signage;
- General comment: Important to find a way to maintain trails year-round (snow clearance) - largely for commuting; and
- Better wayfinding on Medicine Lake Rt in Plymouth.

Strategies Prioritization

The twenty draft strategies presented on the display boards were ones the county and park district wanted to highlight. The purpose of the exercise was to better understand the public's perception on priorities relative to the work the county and park district does or will do to implement the plan. The following table is a summary of the feedback on strategy prioritization. The table is sorted based on a score which applies a weighted value to votes received for each of the high, medium, and low columns (5,3,1, respectively).

Minnetonka Open House Strategy Prioritization

Page 1 of 2

Strategy	High	Medium	Low	Score
Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.	27	0	0	135
Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.	22	0	0	110
Collaborate on planning, development, and funding for bicycle infrastructure that would help complete, or complement the county bicycle system.	21	0	0	105
Coordinate with local agencies and partners to address wayfinding in a comprehensive, coordinated way.	17	4	0	97
Address network gaps and “last block” barriers.	19	0	1	96
Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.	15	5	0	90
Prioritize projects to implement.	16	3	0	89
Plan and designate an enhanced bicycle network.	15	4	0	87
Provide elements that increase safety along corridors.	16	1	0	83
Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.	11	8	4	83
Educate all roadway users on safe bicycle practices and new facility types.	9	9	1	73
Establish and implement a policy for the closure and detour of on- and off-street bikeways that provides safe and direct alternatives when facilities must be closed.	6	12	3	69
Work with transit partners and local communities to provide direct bicycle connections to transit stops and stations and increase secure bicycle parking and storage to meet demand.	7	10	2	67

Minnetonka Open House Strategy Prioritization

Page 2 of 2

Strategy	High	Medium	Low	Score
Educate the public about bicycling as a sustainable mode of transportation that saves money, promotes healthy lifestyles, and reduces carbon and other pollution emitted into the air.	8	6	7	65
Support and encourage the expansion of Safe Routes to School programs across the county to ingrain bicycling in daily life from an early age.	8	7	2	63
Provide a means for users to identify problem areas (i.e., bicycle crash “close calls”).	5	11	4	62
Regularly evaluate the performance of new and existing bikeways to determine the effectiveness of designs and treatments.	4	12	1	57
Work with partners to develop and implement end-of-trip facilities to make bicycling a mode of choice for transportation.	3	13	3	57
Develop and maintain a bicycle design toolkit including a matrix of facility options, technical design sheets and typical sections for both new construction and retrofit projects, based on local and national research and best practices. Consider the development of guidelines in conjunction with other modal guidelines, forming the basis for future compete streets design guidelines manual.	9	3	2	56
Support efforts to make bicycling a more attractive option for those underrepresented on bicycles.	3	5	8	38

Enhanced Network Feedback

At the Enhanced Network Station a display board provided possible criteria that could define an enhanced network. The possible criteria presented on the board were:

- A bikeway that is either an off-road trail, cycle track, or protected bike lane;
- Part of a route that spans major barriers (rivers, railroads, highways, etc.);
- Provides a connection to major activity centers, commercial areas, institutions, or transit hubs;
- Meets accepted design guidelines;
- Part of a continuous bikeway that traverses multiple cities;
- A route that has been selected for a higher level of year-round maintenance;
- Part of the proposed Minneapolis “protected” bikeway network;
- Within a “priority” regional bikeway corridor as defined by Met Council;
- Address intersections, including consistent marking and bike-friendly signalization options; and
- Consistent, clear wayfinding and regulatory signage
- Provide facilities throughout the network (such as showers, parking, water).

At the bottom of the board space was provided for participants to provide their thoughts on what constitutes an “enhanced network.” The following is a list of the comments noted on the board:

- As a casual biker, I want to know whether the path is a spur or a loop or where it goes;
- Easy to navigate;
- Really need barriers between bike lanes and cars for recreation riding;

- Trails that make connections so we don’t have to go on many streets;
- Connection like Highway 7 or Hwy 55 along 101 to get to high schools and other routes in the network;
- And tries new things! Design guide;
- Yes! Network!; and
- Continuous bikeway.

Comment Cards

Participants were invited to provide additional comments on comment cards. The following are the transcribed written comments received during the Minnetonka Open House:

- Most Street crossings should have bridges or tunnels - heavy traffic areas top priority - crossings at Wooddale and Blake - on Cedar Lake Trail. I like road signs of streets and highway overpass and underpasses to know where I am traveling in unfamiliar areas.
- Clean trails several times a year with sweepers to remove sticks and glass top priority.
- Need a bridge across Highway 101 when the LRT trail crosses 101. There is a hill going down to 101 and curves both directions on 101 - very difficult for bikers and cars to see each other and for bikers to cross. Separate walking trail (pedestrian trail) along bike trails if possible.
- Update maps every year. Provide website with most current trails on an ongoing basis. Website for posting progress on trails, dates of completion, current status, such as maintenance schedule, current conditions due to a weather event, etc.
- Existing trails - clean trails of fallen branches, repair cracks especially each spring, bridge needed over Highway 101 in SW on Bluff Creek SW Regional Trail. Establish trail speed limits and enforce. Maps to show clearly connections between

communities. Staff travel trails to address needs - weekly at least.

- Need overpass over Excelsior by Hopkins Depot. Need bridge at 101 on MN Regional Bluffs LRT. Wooddale crossing needs to be better on Cedar Lake Trail. Danger at crossing County Road 19 from Minnetonka Regional LRT. Connect Minnetonka Regional LRT to Arboretum.
- When making detours make sure the detour has been patched and cleaned for the users (Luce line and NW Blvd). Cedar Trail and 101 bridge being up grade with no detour. Bike trail and path maintenance policy should make sure patches should be very smooth for walkers, strollers, wheel chairs, inline skaters and bikes.
- The Depot area needs some additional attentions with the reconfiguring. Now, all the trail traffic mixes with the parking facilities. An additional outlet to Excelsior should be added, it will reduce the amount of cars needing to cross the trail to get out. If possible, the “pork chop” island on the north side of Excelsior needs enlargement to give cyclist more space to [que] up to cross to the south. Move the bus stop so stopped buses do not block trail crossing.
- I am a recreational biker. I want clear maps on the trail. Big so I can read without glasses. Obvious clues for spurs, where the connections is or what road I am crossing. I prefer trails totally separate from cars for both safety and comfort. I would like an one hour loop.
- Three Rivers parks - add bike lanes to park roadways, connecting streets and other roads to encourage and safely accommodate bicyclists riding to and from parks and trails. Add better bike facilities in parks. Be sure all regional (corridor) trails are designed for a wide range of users - wide and straight with good sight lines - no 90 degree turns or awkward street crossings.

Separate pedestrians and bicyclists on regional trails where there is high use (i.e., by future LRT stations and platforms).

- Overpass at Hopkins Depot; Wooddale crossing; LRT trail at 101 needs a bridge
- At trail crossings where traffic does not stop, bike yield signs make more sense than stop signs. When you come up to a road if there is a traffic gap. it’s safer to take it than to stop. When I stop, sometimes some of the oncoming cars stop, but not all - so everyone is frustrated by excess waiting.
- I would like to see a website showing trail status projects, completions - all in one place. Example - Hidden Falls trail closed now due to flooding. and new segment by Hanover /Co Road 19. It would be great to show County/ City /Three Rivers in one place, but also nice even if it’s just a county bike route status.
- We need to develop more off road or “enhanced” bike routes to end destination i.e. schools, restaurants, shops, etc. Huge gap in the system is Bloomington. There is a lot of park land and roads that could handle large multi purpose trails. i.e. Moyer Park, marshes off of France Ave between 98th and 80th.

Workshop 3: Open House in Minneapolis

Background

The third Open House for the Hennepin County Bicycle Transportation Plan took place on Thursday May 8, 2014 at the Minneapolis Central Library. The three-hour event was publicized by Hennepin County and Three Rivers Park District through multiple venues (list-servs, personal communication, Hennepin County website). The event was open to the public and was attended by 70 individuals.

The focus of the open house was to provide attendees information on the bike plan update progress, and solicit feedback on key items. The project information displayed on boards at the open house was posted on the project website: www.hennepin.us/bikeplan. Hennepin County staff, Three Rivers Park District staff, and the consultant team were available to answer questions throughout the event and facilitated four activity stations. The following sections describe the activities and comments received during the Minneapolis Open House.

Summary of Feedback Opportunities

Map Feedback

Participants were provided markers and Post-It Notes to make open-ended comments on large maps of the Hennepin County bikeway system and the Three Rivers Park District regional trails. The two maps illustrated the current state of the systems, as well as possible future bikeway locations.

Strategies Prioritization

Participants were invited to consider twenty draft strategies and indicate whether they perceived the strategy to be of high, medium, or low priority.

Enhanced Network Feedback

Based on previous engagement activities, participants voiced a strong desire for bikeways that provide a higher level of protection and comfort. Possible criteria that could define an Enhanced Network was displayed, and feedback was solicited from participants on how they would define an Enhanced Network.

Bikeway Design Feedback

Participants also provided feedback on the different bikeway types presented on a bikeway design guidance board.

Comment Cards

Comment cards were provided for participants to share any additional feedback, questions, ideas, or concerns for biking in Hennepin County.

Summary of Responses

Map Feedback

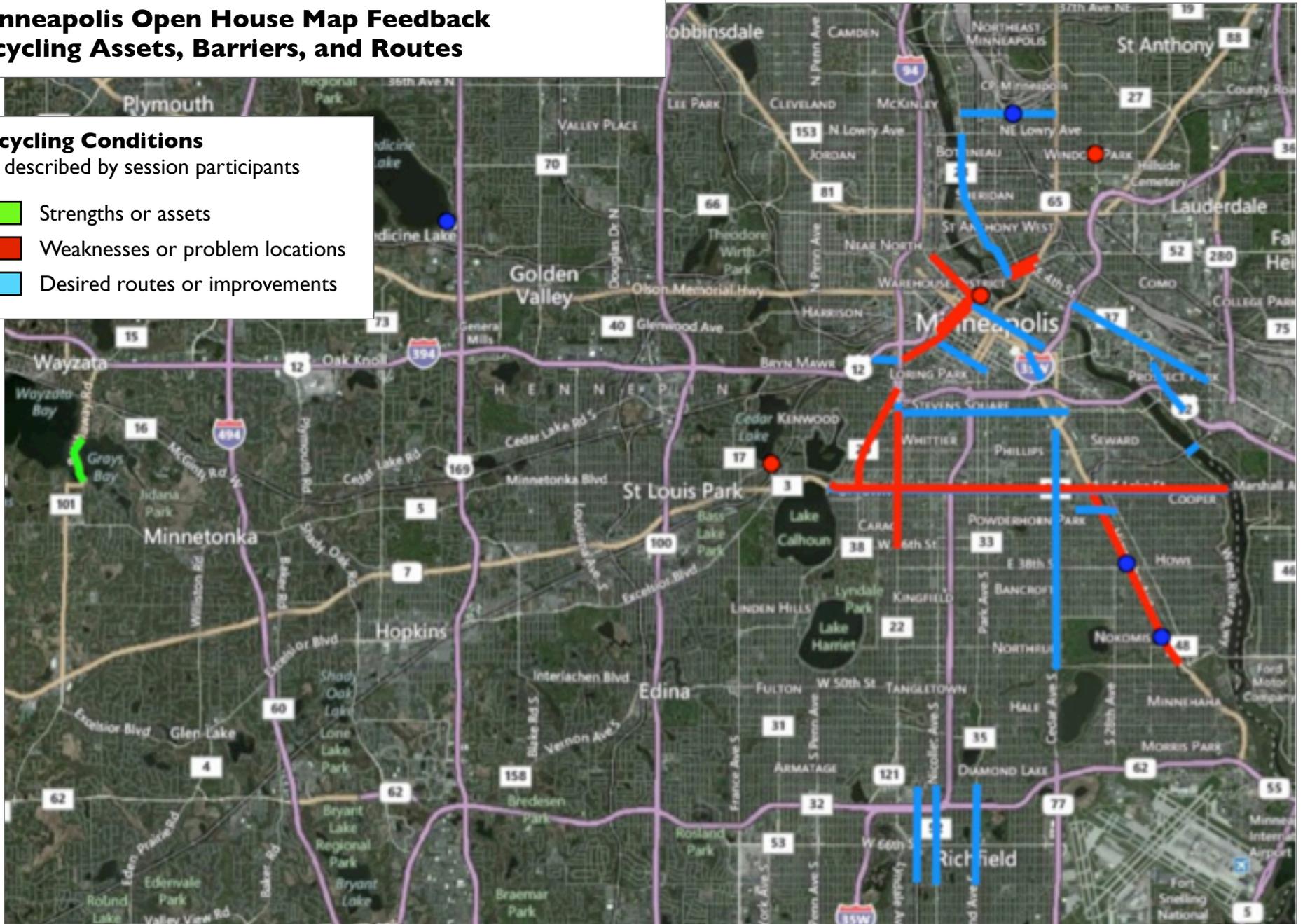
Participants identified strengths/assets, problems/barriers, destinations, and desired routes or improvements on the large maps of the Hennepin County bikeway system and the Three Rivers Park District regional trails. The following map captures the geographically referenced comments.

Minneapolis Open House Map Feedback Bicycling Assets, Barriers, and Routes

Bicycling Conditions

As described by session participants

-  Strengths or assets
-  Weaknesses or problem locations
-  Desired routes or improvements



Additional comments were provided on the maps that were not geographically referenced. These are listed below per map.

Hennepin County Bikeway System Map

- More protected lanes;
- Better east/west connections to and from NE and North Mpls;
- University Ave is less friendly to bikes now that LRT is built. Franklin Ave would be a good alternative to St. Paul;
- What about Ramsey County/St. Paul? We should consider regional planning options;
- Please consider navigation and wayfinding signage across jurisdictional boundaries;
- Focus on problem areas (bike and car accidents); and
- Do you want bicycle facilities on main roads or one street over and safer (lower traffic counts).

Three Rivers Park District Regional Trail Map

- No additional comments

Strategies Prioritization

The twenty draft strategies presented on the display boards were ones the county and park district wanted to highlight. The purpose of the exercise was to better understand the public's perception on priorities relative to the work the county and park district does or will do to implement the plan. The following table is a summary of the feedback on strategy prioritization. The table is sorted based on a score which applies a weighted value to votes received for each of the high, medium, and low columns (5,3,1, respectively).

Minneapolis Open House Strategy Prioritization

Page 1 of 2

Strategy	High	Medium	Low	Score
Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.	59	8	1	320
Support efforts to make bicycling a more attractive option for those underrepresented on bicycles.	58	7	8	319
Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.	55	6	0	293
Provide elements that increase safety along corridors.	46	12	3	269
Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.	47	9	2	264
Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.	46	9	0	257
Educate all roadway users on safe bicycle practices and new facility types.	41	12	3	244
Support and encourage the expansion of Safe Routes to School programs across the county to ingrain bicycling in daily life from an early age.	38	15	3	238
Work with transit partners and local communities to provide direct bicycle connections to transit stops and stations and increase secure bicycle parking and storage to meet demand.	34	13	2	211
Regularly evaluate the performance of new and existing bikeways to determine the effectiveness of designs and treatments.	27	24	2	209
Provide a means for users to identify problem areas (i.e., bicycle crash “close calls”).	34	11	5	208
Educate the public about bicycling as a sustainable mode of transportation that saves money, promotes healthy lifestyles, and reduces carbon and other pollution emitted into the air.	32	12	10	206
Address network gaps and “last block” barriers.	36	6	3	201

Minneapolis Open House Strategy Prioritization

Page 2 of 2

Strategy	High	Medium	Low	Score
Plan and designate an enhanced bicycle network.	35	7	4	200
Collaborate on planning, development, and funding for bicycle infrastructure that would help complete, or complement the county bicycle system.	32	13	0	199
Coordinate with local agencies and partners to address wayfinding in a comprehensive, coordinated way.	27	20	4	199
Develop and maintain a bicycle design toolkit including a matrix of facility options, technical design sheets and typical sections for both new construction and retrofit projects, based on local and national research and best practices. Consider the development of guidelines in conjunction with other modal guidelines, forming the basis for future compete streets design guidelines manual.	27	11	11	179
Prioritize projects to implement.	28	12	2	178
Work with partners to develop and implement end-of-trip facilities to make bicycling a mode of choice for transportation.	17	20	12	157
Establish and implement a policy for the closure and detour of on- and off-street bikeways that provides safe and direct alternatives when facilities must be closed.	12	24	17	149

Enhanced Network Feedback

At the Enhanced Network Station a display board provided possible criteria that could define an enhanced network. The possible criteria presented on the board were:

- A bikeway that is either an off-road trail, cycle track, or protected bike lane;
- Part of a route that spans major barriers (rivers, railroads, highways, etc.);
- Provides a connection to major activity centers, commercial areas, institutions, or transit hubs;
- Meets accepted design guidelines;
- Part of a continuous bikeway that traverses multiple cities;
- A route that has been selected for a higher level of year-round maintenance;
- Part of the proposed Minneapolis “protected” bikeway network;
- Within a “priority” regional bikeway corridor as defined by Met Council;
- Address intersections, including consistent marking and bike-friendly signalization options;
- Consistent, clear wayfinding and regulatory signage; and
- Provide facilities throughout the network (such as showers, parking, water).

At the bottom of the board space was provided for participants to provide their thoughts on what constitutes an “enhanced network.” The following is a list of the comments noted on the board:

- Protected bikeways on busy streets with greater number of collisions should be looked at and funded;
- Protected bikeways connecting all important destinations;
- Consider alignments that riders/peds would feel safe after dark;
- Protected bikeways (w/ buffers) on streets that are always plowed in winter and overall are well-maintained year-round;

NOT “OFF ROAD” or trails; An enhanced network should integrate bikes and cycling as a valid transportation mode on streets;

- Bicycle/pedestrian bridges across rivers and railways should be given priority to promote safety, connectivity;
- Comfortable for all types of people from 8-80;
- Innovative intersection design components:
 - Speed table at low-volume intersections;
 - “Protected intersection” designs at signals, per [Nick] Falbo;
- An “enhanced” network requires maximum protected bike lanes and maximum protected intersections;
- Consider urban core gaps in protected bikeways first, as these will provide greatest connectivity improvements;
- Protected bikeways - start with Marshall St NE; and
- Marshall St NE:
 - Grand Rounds
 - Great River Rd
 - Mississippi River Trail
 - Red River Ox Cart Trail
 - \$ - Above the Falls - ‘Parkway Like Street’
 - It’s been in the plans for over 100 years!

Bikeway Design Feedback

Participants also provided feedback on the different bikeway types presented on a bikeway design guidance board. The following is a list of comments made by bikeway type:

Bicycle Boulevard

- Confusing and ineffective;
- Make bike boulevards discontinuous for car traffic to improve conditions/reduce through traffic (i.e. 5th Street NE of Bdwy);
- Completely useless (bike blvd) (Additional comment: “Yes”);
- Say “bike may use full lane” not share the road;
- No more sharrows;
- These are completely unhelpful and don’t help me feel more safe. At least remove stop signs along route if you’re going to designate sharing; and
- Some drivers on Bryan Ave S Bike Blvd do not seem to understand the Bike Blvd concept.

Shoulder

- Needs to be at least 3 feet wide;
- Shoulders need to be maintained - potholes and debris are hazards;
- Need space on shoulder for one bicyclist to pass another bicyclist; and
- No drop off from shoulder to unpaved area.

Bike Lane

- Keep further from door zone;
- 30 mph, not 55 mph. i.e. 66th St and Portland Ave in Richfield (Additional comment: Yes!);
- Often lost to snow banks in winter;

- If adjacent to parked traffic, dooring is a significant concern;
- No protection and cyclists at risk from turning traffic (bike lane) (Additional comment: X2); and
- Some drivers do not respect (stay out of) bike lanes.

Buffered Bike Lane

- Good compared to regular bike lanes;
- Some drivers do not stay out of buffered bike lanes;
- (Heart) Park and Portland - A great urban solution, especially in winter;
- Better than “bike lanes” (buffered);
- Protected Bike Lane;
- We need lots of these - but like Vancouver and Amsterdam - (the concrete wall is ugly - use planters);
- Yes!;
- Yes! Yes! Yes! (protected bike lane);
- Don’t use parked cars to separate traffic!;
- Yes! (Additional comment: X2);
- This should be the top and preferred design for all proposed, future and redesign projects; and
- This should be the standard in Minneapolis (Additional comment: Yes!).

Cycle Track

- Make sure can’t get doored;
- Dangerous for pedestrians;
- As a parent with young children I would like to see a real system of protected lanes we can safely use to get across the city;
- Excellent option for ensuring greater safety and encouraging more cyclists (cycle track);
- I like this - not likely to be doored (hit by driver or passenger car door);

- One participant left a drawing of a protected bicycle intersection concept - See www.protectedintersection.com;
- Multi-Use Path;
- Not useful as far as connectivity for an urban context (multi-use paths); and
- Midtown Greenway ped section not wide enough if walker with dog passes another walk with dog going same or opposite direction.

Comment Cards

Participants were invited to provide additional comments on comment cards. The following captures the comments received during this open house:

- Please focus on creating more protected bike lanes. This is important to encourage new cyclists.
- Fix Now - detour bike lanes on 11th Ave by stadium constructions
- Balance recreational trails (i.e. Lake Minnetonka area, Medicine Lake) with commuter / task oriented (Minneapolis urban, near-suburban like Richfield and St Louis Park).
- They seem fine I guess. Seems pretty obvious the main strategy should be discouraging driving, which at this point would , dollar for dollar, do a lot more to promote bicycling than trying to fund it directly. Fund roads through user fees and not property tax. I pay property taxes and never drive - it's a ripoff.
- Education for motor vehicle drivers on rights of bikers (may use full lane, etc.) and how to interact safely with bikes on roadways. Signage saying "bikes may use full lane" not "share the road". Share the road implies that drivers own the road and have to give it up to bikes. Separate bike facilities outside of door zone. Connecting bike routes and paths to suburbs. Work with non middle/upper class white communities and neighbors.
- I'd like to see plans for Open Streets put into place, particularly along high volume county roads in the city such as Franklin, Lyndale, Lake and Cedar. I'd also like to see the county promote protected bike lanes as part of Open Streets.
- Multi-county map(s) and/or coordinated with existing routes on rivers, parkways, etc. E.G. bike route from City of Anoka to MSP (airport) or City of Hastings (Dakota County) current or future plans back towards the MSP or Downtown St Paul airport.
- Please prioritize protected bikeways that are separate from car traffic. I live in south Minneapolis and would like to ride with my family on Cedar Avenue, 46th Street, Minnehaha Avenue, even Lake Street. I would feel safer with my kids being on a bikeway that is separate from traffic. I would want county commissioners to support investments in bicycle and pedestrian infrastructure and want my tax dollars used in this way.
- My only comment at this time is I appreciate collaborations between county, Three Rivers and the City of Minneapolis.
- As a solid rider, my main concerns are proximity to dooring, pavement conditions (clear of glass/sand/gravel). I would generally rather take a full lane vs being in a 4-6 bike lane adjacent to parked cars. I'm also concerned with bike lanes that exist for short periods of distance only, i.e. the Lake Street Bridge. In winter I am concerned with snow removal and the disappearing lane issue.
- Bike lanes on Lake Street, Cedar Ave, Bloomington, 13th Ave, Chicago Ave. S, 26th Street and 28th Street. Thank you. Hi Peter.
- Bike lanes or sharrows should be placed on Portland Ave S from 60 street to the 62 Bridge to complete the connection to Richfield.

- Ensure full funding for all proposed protected bike lane projects. Ensure maximum community engagement for projects in neighborhoods in partnership with the neighborhood association and local community affiliated cultural groups. The funds and number one goal should be interconnected system for protected bike lanes and protected intersections.
- Please give more attention to Lake Street.
- Please collaborate with the city to create a connected grid of protected bikeways through downtown. Extend the Midtown Greenway across the river.
- I'm requesting the county does not treat bicycles the same as automobiles in regards to traffic rules. Yes there needs to be rules as to safe and responsible riding practices on public roads, but bicycles and motor vehicles are two very different types of vehicle. Follow Idaho's lead.

Strategies Prioritization Comparison between the Minnetonka and Minneapolis Open Houses

The tables on the following pages summarize the strategy prioritization activity conducted at both open houses. The formula for scoring is as follows: (High x 5) + (Medium x 3) + (Low x 1) = Score.

The top ten scored strategies from the open houses are shown in the Top Ten Strategies Comparison table. Both open houses had five “top ten” strategies in common (in bold).

COMBINED Open House Strategy Prioritization

Page 1 of 2

Strategy	Minnetonka	Minneapolis	Score
Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.	110	320	430
Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.	135	293	428
Support efforts to make bicycling a more attractive option for those underrepresented on bicycles.	63	319	357
Provide elements that increase safety along corridors.	83	269	352
Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.	83	264	347
Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.	90	257	347
Educate all roadway users on safe bicycle practices and new facility types.	73	244	317
Collaborate on planning, development, and funding for bicycle infrastructure that would help complete, or complement the county bicycle system.	105	199	304
Support and encourage the expansion of Safe Routes to School programs across the county to ingrain bicycling in daily life from an early age.	63	238	301
Address network gaps and “last block” barriers.	96	201	297
Coordinate with local agencies and partners to address wayfinding in a comprehensive, coordinated way.	97	199	296
Plan and designate an enhanced bicycle network.	87	200	287
Work with transit partners and local communities to provide direct bicycle connections to transit stops and stations and increase secure bicycle parking and storage to meet demand.	67	211	278

COMBINED Open House Strategy Prioritization

Page 2 of 2

Strategy	Minnetonka	Minneapolis	Score
Educate the public about bicycling as a sustainable mode of transportation that saves money, promotes healthy lifestyles, and reduces carbon and other pollution emitted into the air.	65	206	271
Provide a means for users to identify problem areas (i.e., bicycle crash “close calls”).	62	208	270
Prioritize projects to implement.			267
Regularly evaluate the performance of new and existing bikeways to determine the effectiveness of designs and treatments.	89	209	266
Develop and maintain a bicycle design toolkit including a matrix of facility options, technical design sheets and typical sections for both new construction and retrofit projects, based on local and national research and best practices. Consider the development of guidelines in conjunction with other modal guidelines, forming the basis for future compete streets design guidelines manual.	56	179	235
Establish and implement a policy for the closure and detour of on- and off-street bikeways that provides safe and direct alternatives when facilities must be closed.	69	149	218
Work with partners to develop and implement end-of-trip facilities to make bicycling a mode of choice for transportation.	57	157	214

TOP TEN Scored Strategies Comparison, Page 1 of 2

Minnetonka Open House Top Strategies		Score	Minneapolis Open House Top Strategies		Score
1	Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.	135	1	Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.	320
2	Budget for ongoing, consistent sources of revenue to complete planned network routes, to close gaps in the network, and to develop and maintain a uniform data management system for all existing and planned bikeways.	110	2	Support efforts to make bicycling a more attractive option for those underrepresented on bicycles.	319
3	Collaborate on planning, development, and funding for bicycle infrastructure that would help complete, or complement the county bicycle system.	105	3	Plan and designate a network of interconnected on- and off-street bikeways that link all significant destinations within the county.	293
4	Coordinate with local agencies and partners to address wayfinding in a comprehensive, coordinated way.	97	4	Provide elements that increase safety along corridors.	269
5	Address network gaps and “last block” barriers.	96	5	Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.	264
6	Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.	90	6	Develop a program for maintenance of the on-road bicycle system tied to overall roadway maintenance plans.	257
7	Prioritize projects to implement.	89	7	Educate all roadway users on safe bicycle practices and new facility types.	244
8	Plan and designate an enhanced bicycle network.	87	8	Support and encourage the expansion of Safe Routes to School programs across the county to ingrain bicycling in daily life from an early age.	238

TOP TEN Scored Strategies Comparison, Page 2 of 2

Minnetonka Open House Top Strategies		Score	Minneapolis Open House Top Strategies		Score
9	Provide elements that increase safety along corridors.	83	9	Work with transit partners and local communities to provide direct bicycle connections to transit stops and stations and increase secure bicycle parking and storage to meet demand.	211
10	Investigate and consider a prioritized, phased snow removal policy for on- and off-street bikeways.	83	10	Regularly evaluate the performance of new and existing bikeways to determine the effectiveness of designs and treatments.	209

Section 3.4 - Online Engagement

Wikimapping

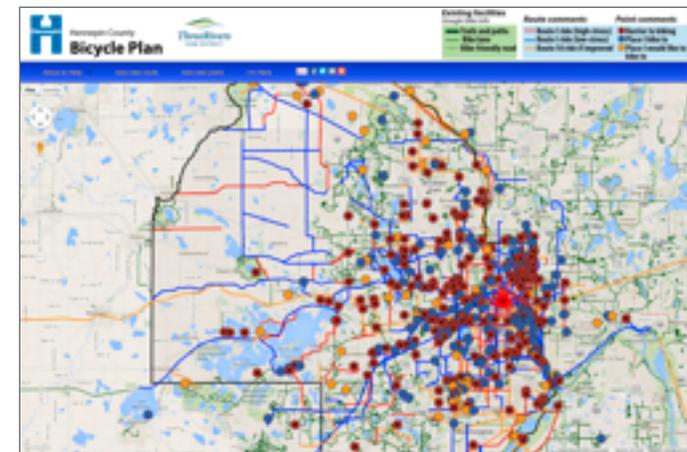
Background

A Wikimapping tool was made available for public input at the Plan’s public website (www.hennepin.us/bikeplan).

Key Findings

A total of 489 individual users provided 1,511 data entries between August and December 2013 when the map was live. The table at right provides a breakdown of data entries by data category.

Data Category	Number of entries
Current bicycle destinations	333
Desired bicycle destinations	112
Barriers to bicycling	474
Existing routes (low-stress)	231
Existing routes (high-stress)	217
Routes that would be used if improved	144
Total	1,511



The Wikimap, showing accumulated points received.

Online Survey

Background

This section summarizes the findings of the online Hennepin County Bicycle Plan Survey. The survey was published as part of the community outreach effort for the planning process to collect information from community residents on bicycling issues and preferences. The survey was live online between October 1 and December 4, 2013 and was filled out by 1,944 participants. Though not intended to provide statistically-significant results, the survey was meant to provide insight into attitudes and preferences about bicycling in Hennepin County.

This section of the engagement report presents key findings and summaries of the results for each question.

The online survey consisted of 31 questions, including four questions about the individual's cycling characteristics, two questions on perceived barriers to cycling, an image preference survey with 18 images, one question regarding priorities for improvement, and six questions with optional demographic information. The image preference survey was also presented at workshops and listening sessions during the same time period.

Key Findings

- Respondents were almost entirely bicycle owners (98%), many of whom (55%) indicated using bicycle for commuting or for recreation on a regular basis (58%). The majority (66%) of respondents reported owning or having access to an automobile, indicating that they likely bicycle by choice.
- Less than half of the respondents (49%) indicated that they do not ride at all during the winter months while roughly a fifth of respondents indicated fairly routine bicycling through the winter (20% indicate bicycling as much as 75% as often as in the summertime, a clear indication of strong year-round bicycling in the county).
- The largest segment of survey respondents were identified as white (86%), male (55%), and/or between 26 and 40 years old (42%). The next largest age demographic was between 41 and 65 years old (33%). Six-percent of respondents indicated that they “preferred not to say” their race, and one percent left the question blank.
- While a large portion (33%) of respondents identified no personal or social barriers to cycling, only 19% responded that there were no physical barriers keeping them from bicycling more.
- Unsafe traffic conditions, lack of connections to key destinations and winter maintenance of trails and bike lanes were the most frequently reported physical barriers to bicycling more frequently. The primary physical barriers identified were too much traffic or too high of traffic speed on roadways (36%) and snow in on-street bikeways (35%) or trails (30%), while a lack of connections to destinations was the third most common barrier at 32%.
- Results of the visual preference survey showed that survey indicate a strong preference toward physically separated bicycle facilities (both trail and on street buffered) to on-road facilities shared with motorists. The highest scoring images (Questions 15, 18, 19, 20, and 24) were all either off-street trails or physically separated on-street facilities (cycle tracks and buffered bicycle lanes)

- The least preferred facilities included shared roadway facilities without dedicated or clearly marked bicycle space on-street (questions 7, 8, and 10). An image of a low-volume residential street without any markings (question 9) was cited as somewhat to most comfortable by most respondents.
- Respondents cited improved buffers between cars and bicycles on roadways (60%) and an increase in separated off-street trails (52%) as the two biggest priorities to improving bicycling in Hennepin County, followed by enhancing network connections (49%) and snow removal on facilities (40%).

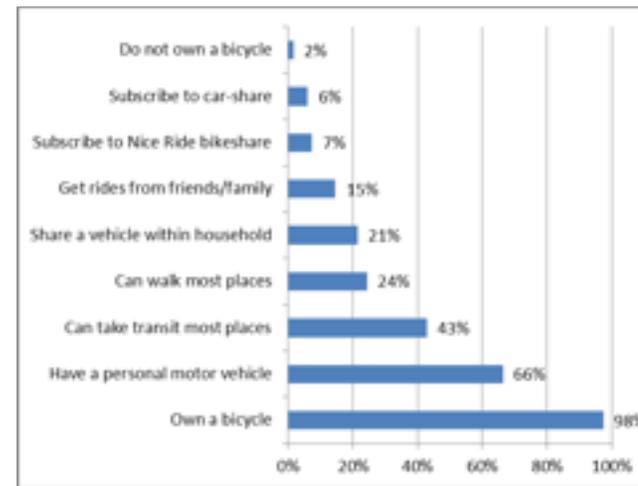
Please see this report’s Appendix for a copy of the questionnaire, and a complete data set of all responses received.

Summary of Responses

Cycling Characteristics

Q1: “What types of transportation options are available to you?”

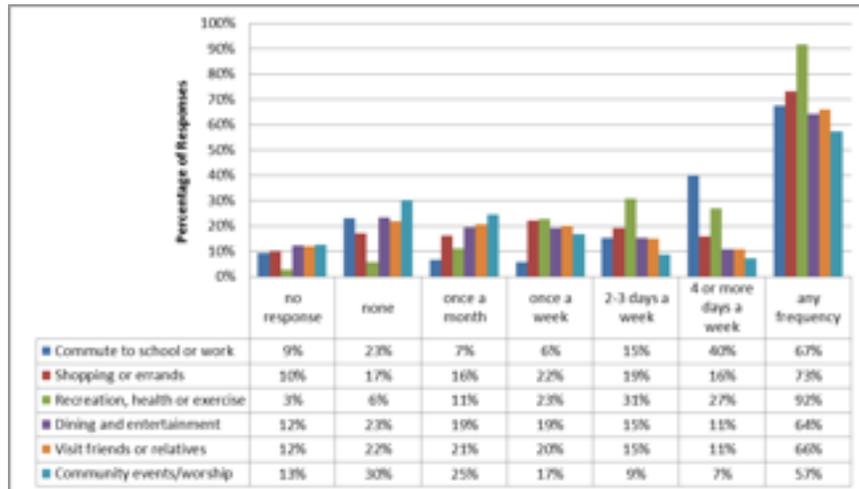
Almost all of the respondents (98%) were bicycle owners, and the majority (66%) also indicated that they owned a car. This would indicate that a large portion of the survey participants are those who bicycle by choice.



Q2: “On average, how often do you bike when the weather is good (generally, May to October)?”

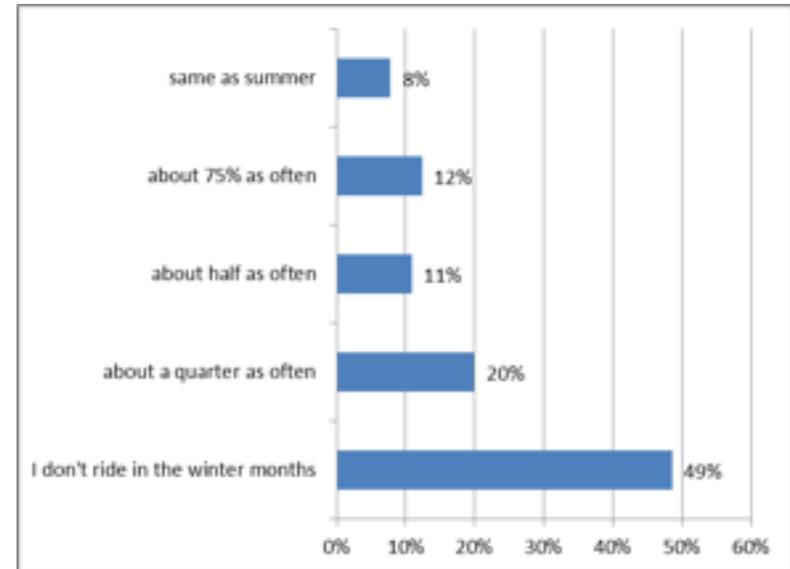
Survey participants tended to self-select. Respondents were primarily bicycle commuters and those who ride for recreation. Forty percent of respondents indicated that they commuted by bicycle four or more times per week, and a total of 55% commuted by bicycle two or more times per week. Similarly, 58% indicated they rode a bicycle for recreation two or more times per week. Overall, 67% of respondents indicated that they commuted by bicycle at least once per month, and 73% used a bicycle for shopping or errands.

It can be inferred from these responses that bicycling is being used as a transportation mode in Hennepin County, not just as a recreational activity. Activities such as shopping, entertainment, visiting others, and attending community events were not done by bicycle as frequently – although these are also not activities that people might do four or more times per week, regardless of their transportation mode.



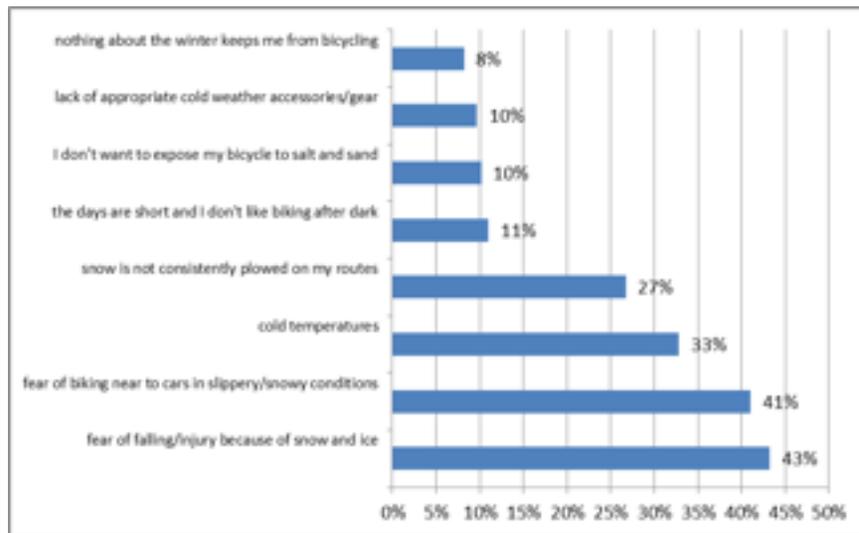
Q3: “Compared to the summer months, how much do you bicycle during cold and snowy periods?”

Given Minnesota’s tendency towards cold and snowy winters, it’s not surprising that 49% of respondents indicated that they do not ride between October and May. Only 8% used a bicycle year round.



Q4: “From the list below, please select the top two things that keep you from bicycling in the winter.”

Specifically, the two most commonly selected reasons for not riding a bicycle in the winter were fear of falling on ice or snow, and fear of riding near cars on ice or snow. Snow not being cleared from a given route was cited 27% of the time, indicating that some respondents have gone so far as to evaluate their routes for potential winter use.



Barriers to Cycling

Q5: “Which of these personal/ social factors may keep you from bicycling more than you do? Check all that apply.”

Because survey participants were from a group of people who bicycle regularly, the fact that 33% indicated that they find no barriers is not surprising. Physical safety (20%) and personal security (21%) were the next two highest responses. The time or distance required are related answers and were selected by 16% and 17% of the respondents.

Other reasons, which the participant was able to describe, were selected by 9% of respondents. Most notable of these was the need to carry larger items on a commute, or the need to arrive at a destination in a presentable state. Survey participants seem to have made a distinction between “I don’t like to get sweaty” and needing to arrive dressed in business attire or having no place to clean up.

Q6: “How does the physical environment or other surrounding factors deter you from bicycling? Check all that apply.”

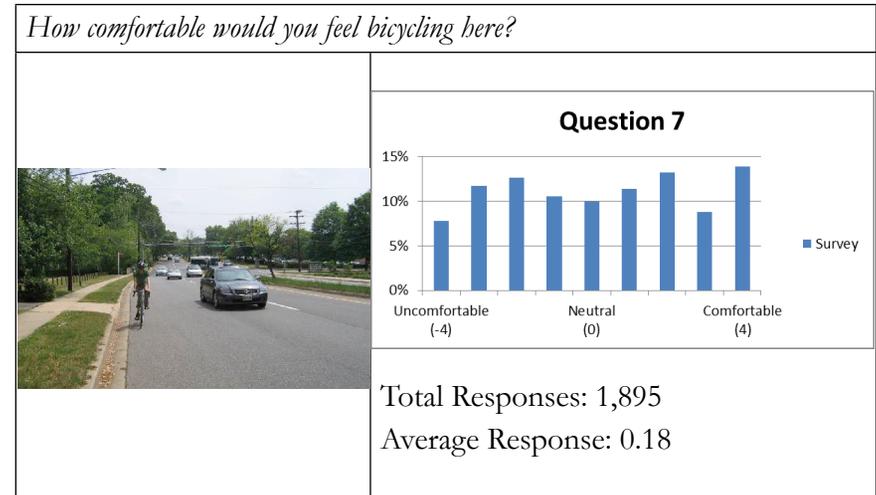
With respect to physical barriers, the percentage of respondents who indicated they saw no barriers was much smaller (19%). The primary physical barrier cited by 36% of participants was high volumes or high speeds of vehicle traffic on a given route. In confirmation of the responses to Question 4, snow in on-street bikeways or on trails was selected 35% and 30% of the time respectively. Thirty-two percent of respondents also stated that there were not acceptable bikeways between their origin and destination. When a lack of bicycle-specific facilities is combined with roadways with high traffic volumes, the physical barriers to increased bicycling are clear.

Visual Preference Survey

The following 18 questions presented the survey participant with an image of a bicycle facility and asked them to rank how comfortable they would feel riding a bicycle in that situation on an un-numbered scale. The scale was assigned values from -4 (most uncomfortable) to 4 (most comfortable) with a neutral rating of zero in the middle. The average response was then calculated.

A portion of these images were also presented to workshop and listening session participants, as described in previous sections. For images that were presented at more than one location, a second chart is provided showing how the different groups reacted to the images as a means of comparison. Because the survey garnered significantly more responses (1,944) than the workshop or listening sessions for these questions, the overall averages are driven by the survey results.

Q7 - Q24: "How comfortable would you feel bicycling here?"



How comfortable would you feel bicycling here?



Question 8

Response Category	Percentage
Uncomfortable (-4)	10%
Neutral (0)	11%
Comfortable (4)	10%

Question 8

Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	10%	10%	24%
Neutral (0)	11%	24%	13%
Comfortable (4)	10%	10%	10%

Total Responses: 1,976
Average Response: -0.31

How comfortable would you feel bicycling here?



Question 9

Response Category	Percentage
Uncomfortable (-4)	2%
Neutral (0)	8%
Comfortable (4)	32%

Question 9

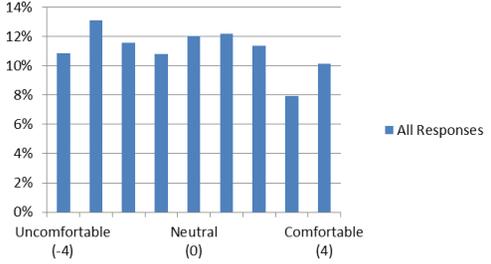
Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	2%	2%	2%
Neutral (0)	8%	14%	14%
Comfortable (4)	32%	28%	10%

Total Responses: 2,055
Average Response: 1.92

How comfortable would you feel bicycling here?

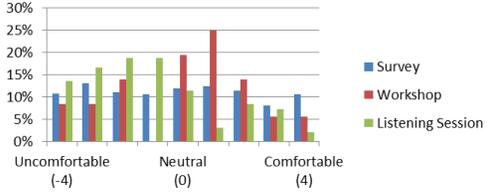


Question 10



Response Category	Percentage
Uncomfortable (-4)	10.5%
Neutral (0)	12.0%
Comfortable (4)	10.0%

Question 10



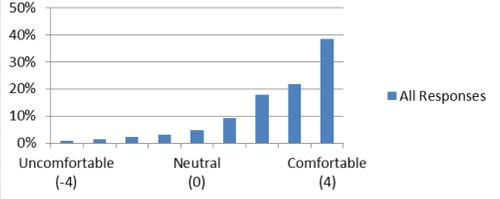
Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	10%	10%	15%
Neutral (0)	12%	20%	18%
Comfortable (4)	10%	25%	10%

Total Responses: 1,966
Average Response: -0.17

How comfortable would you feel bicycling here?

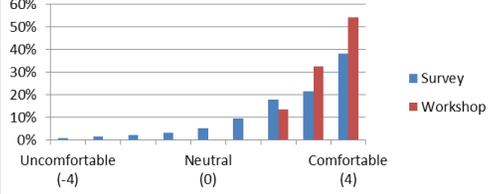


Question 11



Response Category	Percentage
Uncomfortable (-4)	2%
Neutral (0)	5%
Comfortable (4)	38%

Question 11



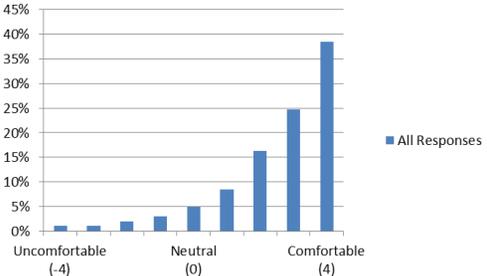
Response Category	Survey	Workshop
Uncomfortable (-4)	2%	2%
Neutral (0)	5%	10%
Comfortable (4)	38%	55%

Total Responses: 1,959
Average Response: 2.49

How comfortable would you feel bicycling here?

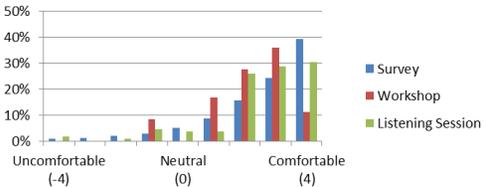


Question 12



Response Category	Percentage
Uncomfortable (-4)	~1%
Neutral (0)	~5%
Comfortable (4)	~38%

Question 12



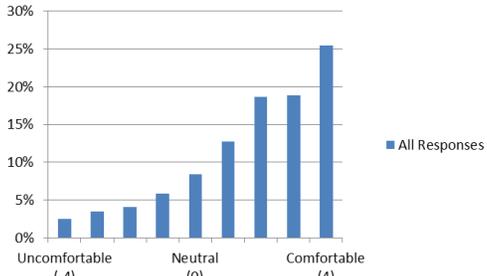
Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~1%	~1%	~1%
Neutral (0)	~5%	~10%	~5%
Comfortable (4)	~40%	~35%	~30%

Total Responses: 2,064
Average Response: 2.55

How comfortable would you feel bicycling here?

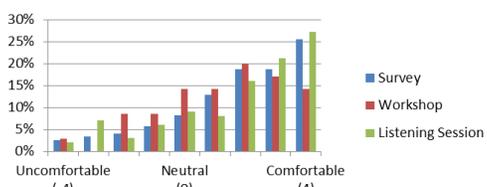


Question 13



Response Category	Percentage
Uncomfortable (-4)	~2%
Neutral (0)	~8%
Comfortable (4)	~25%

Question 13



Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~2%	~2%	~2%
Neutral (0)	~8%	~12%	~8%
Comfortable (4)	~25%	~18%	~22%

Total Responses: 2,028
Average Response: 1.74

How comfortable would you feel bicycling here?

Question 14

Response Category	Percentage
Uncomfortable (-4)	~2%
Neutral (0)	~10%
Comfortable (4)	~34%

Question 14

Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~2%	~2%	~2%
Neutral (0)	~10%	~15%	~10%
Comfortable (4)	~34%	~45%	~30%

Total Responses: 2,044
Average Response: 2.26

Question 15

Response Category	Percentage
Uncomfortable (-4)	~1%
Neutral (0)	~5%
Comfortable (4)	~72%

Total Responses: 1,906
Average Response: 3.41

How comfortable would you feel bicycling here?

Credit: Elvert Barnes (via CC-BY-SA-2.0)

Question 16

Response Category	Percentage
Uncomfortable (-4)	~3%
Neutral (0)	~10%
Comfortable (4)	~19%

Total Responses: 1,907
Average Response: 1.57

Question 17

Response Category	Percentage
Uncomfortable (-4)	~7%
Neutral (0)	~18%
Comfortable (4)	~7%

Question 17

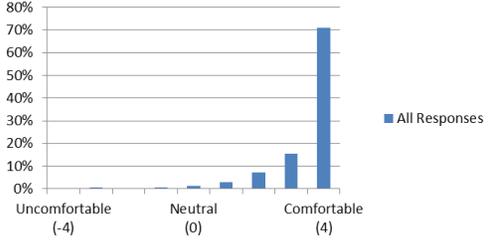
Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~8%	~10%	~12%
Neutral (0)	~15%	~22%	~18%
Comfortable (4)	~8%	~10%	~12%

Total Responses: 2,018
Average Response: 0.09

How comfortable would you feel bicycling here?

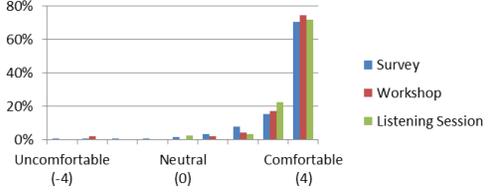


Question 18



Response	Percentage
Uncomfortable (-4)	~1%
Neutral (0)	~1%
Comfortable (4)	~70%

Question 18



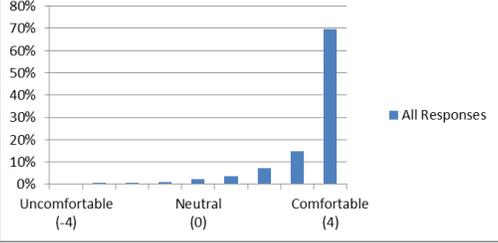
Response	Survey (%)	Workshop (%)	Listening Session (%)
Uncomfortable (-4)	~1%	~1%	~1%
Neutral (0)	~1%	~1%	~1%
Comfortable (4)	~70%	~70%	~70%

Total Responses: 2,063
Average Response: 3.43

How comfortable would you feel bicycling here?

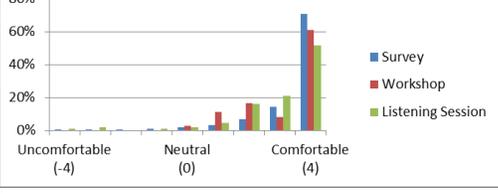


Question 19



Response	Percentage
Uncomfortable (-4)	~1%
Neutral (0)	~1%
Comfortable (4)	~70%

Question 19



Response	Survey (%)	Workshop (%)	Listening Session (%)
Uncomfortable (-4)	~1%	~1%	~1%
Neutral (0)	~1%	~1%	~1%
Comfortable (4)	~70%	~70%	~70%

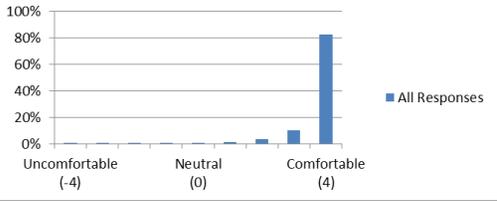
Total Responses: 2,070
Average Response: 3.36

How comfortable would you feel bicycling here?



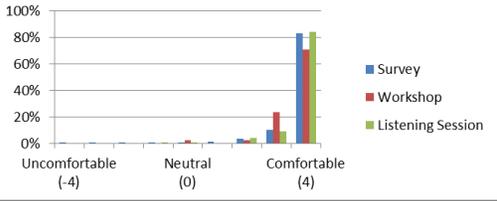
Credit: Payton Chung (CC-BY-2.0)

Question 20



Response Category	Percentage
Uncomfortable (-4)	~0%
Neutral (0)	~0%
Comfortable (4)	~80%

Question 20



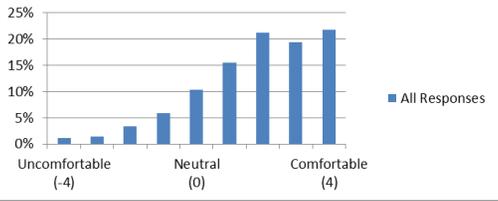
Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~0%	~0%	~0%
Neutral (0)	~0%	~0%	~0%
Comfortable (4)	~80%	~20%	~85%

Total Responses: 2,062
Average Response: 3.69

How comfortable would you feel bicycling here?

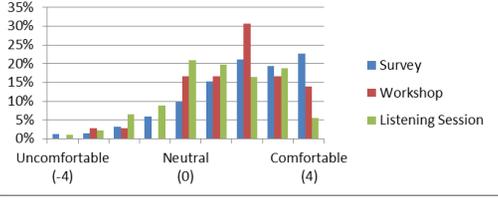


Question 21



Response Category	Percentage
Uncomfortable (-4)	~2%
Neutral (0)	~10%
Comfortable (4)	~22%

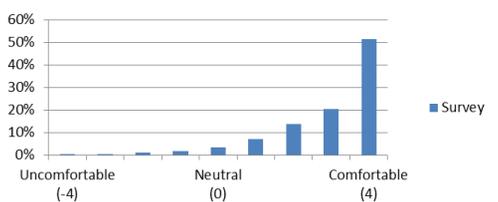
Question 21



Response Category	Survey	Workshop	Listening Session
Uncomfortable (-4)	~2%	~2%	~2%
Neutral (0)	~10%	~15%	~18%
Comfortable (4)	~22%	~15%	~18%

Total Responses: 2,035
Average Response: 1.81

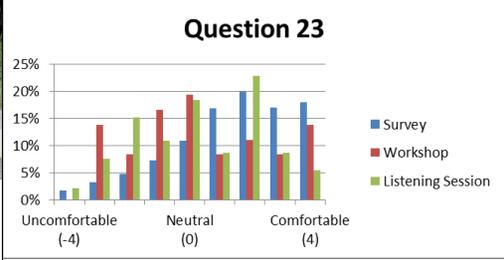
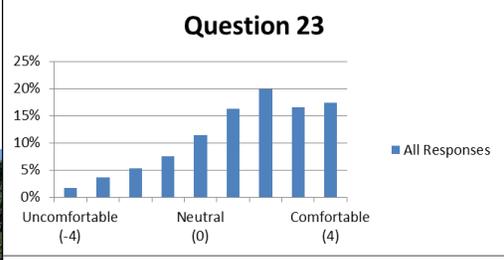
Question 22



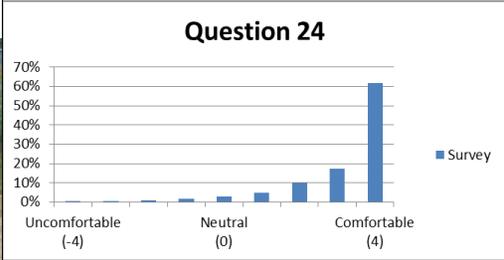
Response Category	Percentage
Uncomfortable (-4)	~0%
Neutral (0)	~5%
Comfortable (4)	~50%

Total Responses: 1,926
Average Response: 2.95

How comfortable would you feel bicycling here?



Total Responses: 2,048
Average Response: 1.39

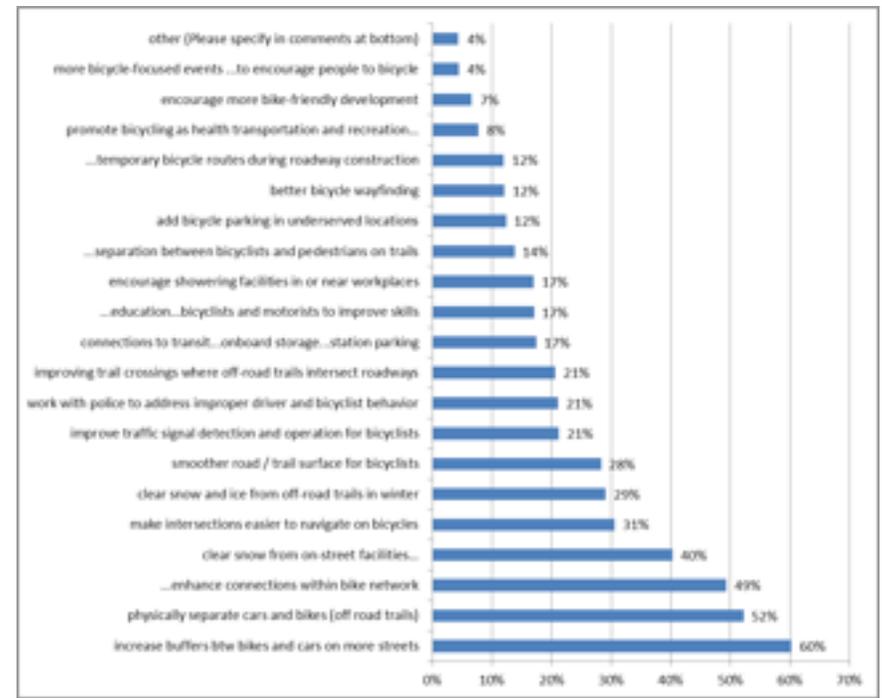


Total Responses: 1,932
Average Response: 3.16

Priorities for Improvement

Q25: "From the list below, please select the top five things that you think could be done to make it safer and easier for more people to bicycle."

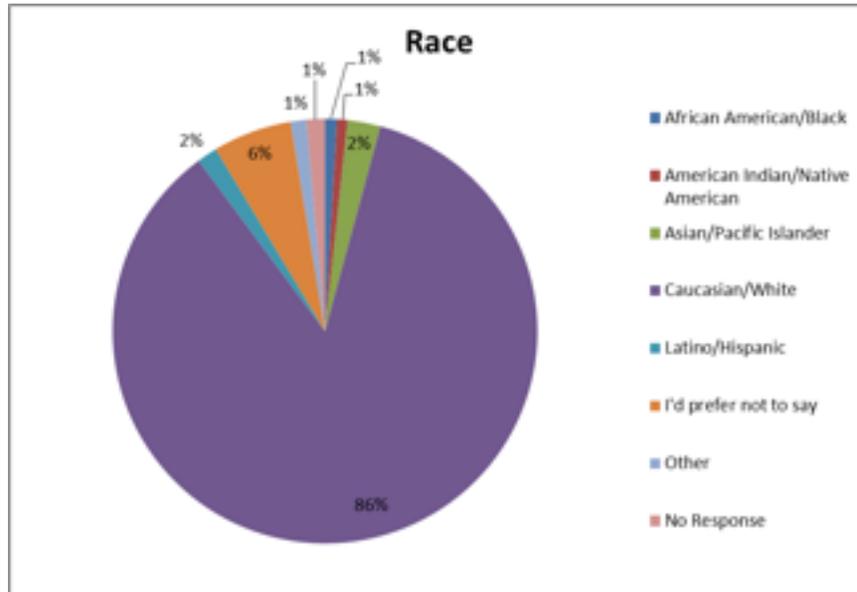
Confirming the positive response that separated and buffered facilities received on the visual preference survey, the primary areas that survey participants felt should be improved were buffers for on-street facilities (60%) and more off-street trails (52%). Clearing snow and ice from roads and trails scored high as well, which is in line with previous responses about winter road conditions.



Demographics

Demographic information about the survey participants was requested in Questions 26 through 31. Survey participants were primarily white men between 26 and 40 years old.

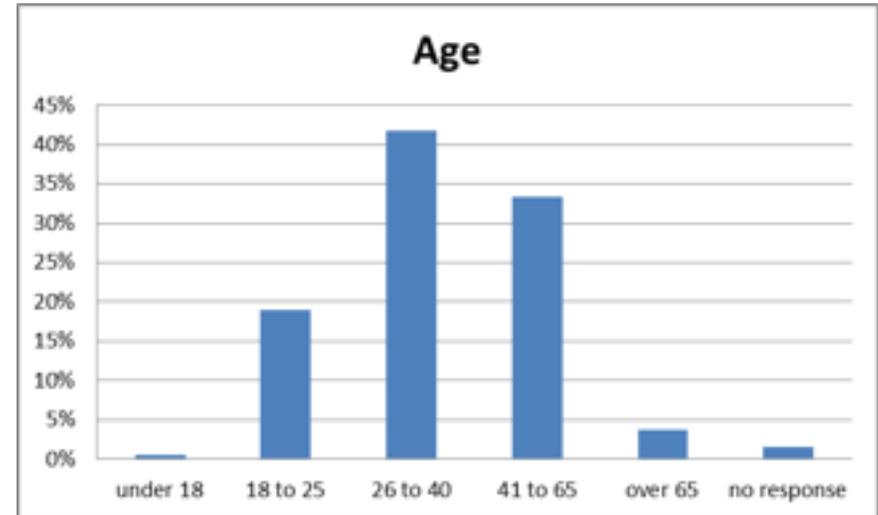
Q26: "How do you describe your racial/cultural background? You may check one or more options, or type your own answer."



Q27: "What is your gender?"

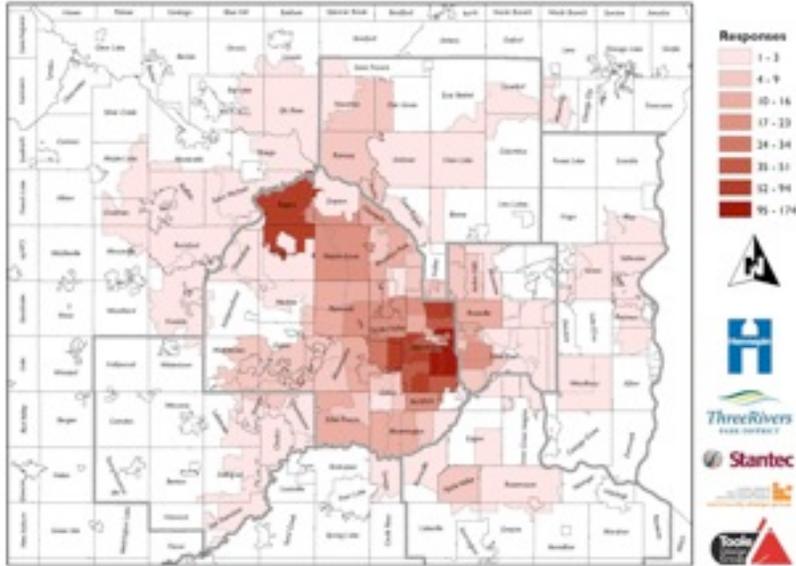
Not Included

Q28: "What is your age?"

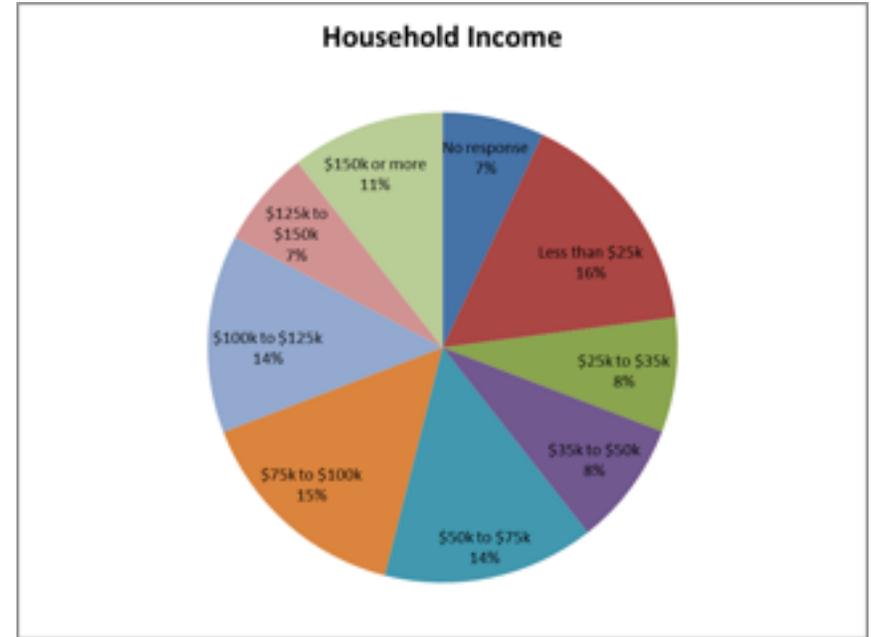


Q29: "What is your age?"

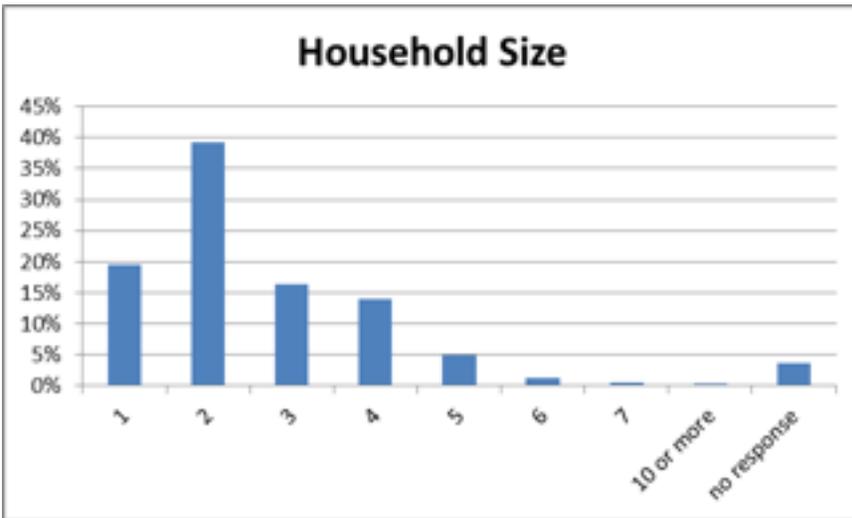
Number of Survey Responses, by Respondent-Provided Home Zip Code as of 12/14/2013



Q31: "What is your approximate gross household income?"



Q30: "How many persons reside in your current household, including children?"



3.5 - Listening Sessions

This section presents a summary of all community input gathered during the nine listening sessions conducted for this project.

By the Numbers: Information Collected

In total, over 160 individuals provided guidance for the Plan by participating in community listening sessions.

More than 900 comments were received in response to the Post-It Exercise, which collected information on participants' likes, dislikes, and ideas for improvement related to bicycling in Hennepin County. A significant set of feedback was received regarding participants' comfort level with different bicycling facilities and guidance on priorities for improving bicycling in the County.

In addition, nearly 500 location-specific comments indicating bicycling destinations, assets, problem locations, route information, and descriptions of issues were collected through the workshops' map activity, entered into a GIS database, and analyzed.

Visualizing Trends

In order to visualize patterns and trends across all of the listening sessions, results for each of the activities were aggregated and are presented on the following pages.

- **Figure 1** presents the average comfort level rating given to each facility type image among all respondents across all of the listening sessions;
- **Figure 2** presents the results of the priority improvements exercise across all respondents at all listening sessions; and

- **Figure 3** presents the aggregate results from the map exercises at all of the listening sessions. Points and lines have been given a transparency, so areas with darker color represent areas in which several points or lines overlap, indicating that many respondents marked that particular area as a asset, challenge, destination, or route.

It is important to note that due to time restrictions, not all exercises were conducted at each meeting. Additionally, when the facility type activity was conducted at the first two listening sessions, not all images were made available for participants to provide input on.

In order to be able to compare and aggregate responses across different listening sessions, care was taken in designing and executing engagement activities. All images and responses offered at each session were identical, and maps were printed and presented in the same format.



Figure 1. Average Comfort Level Rating Among All Participants

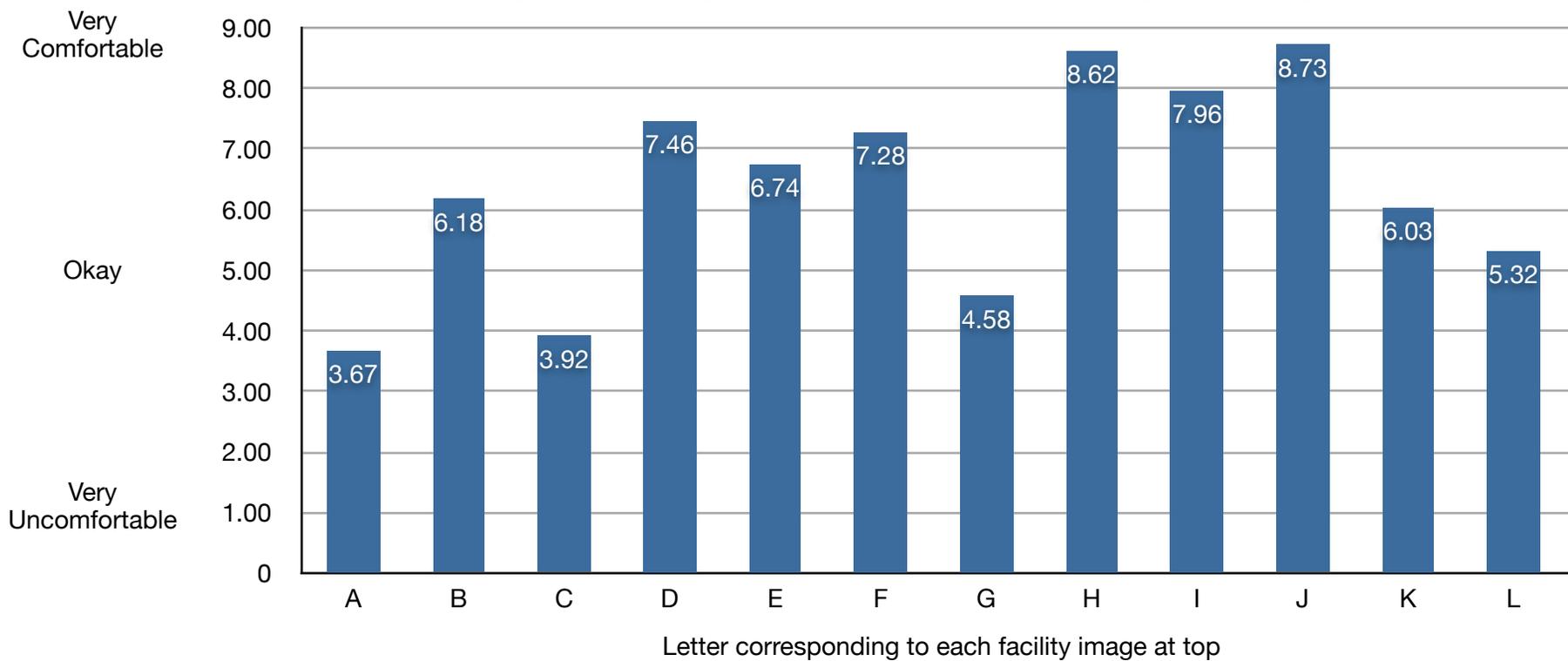
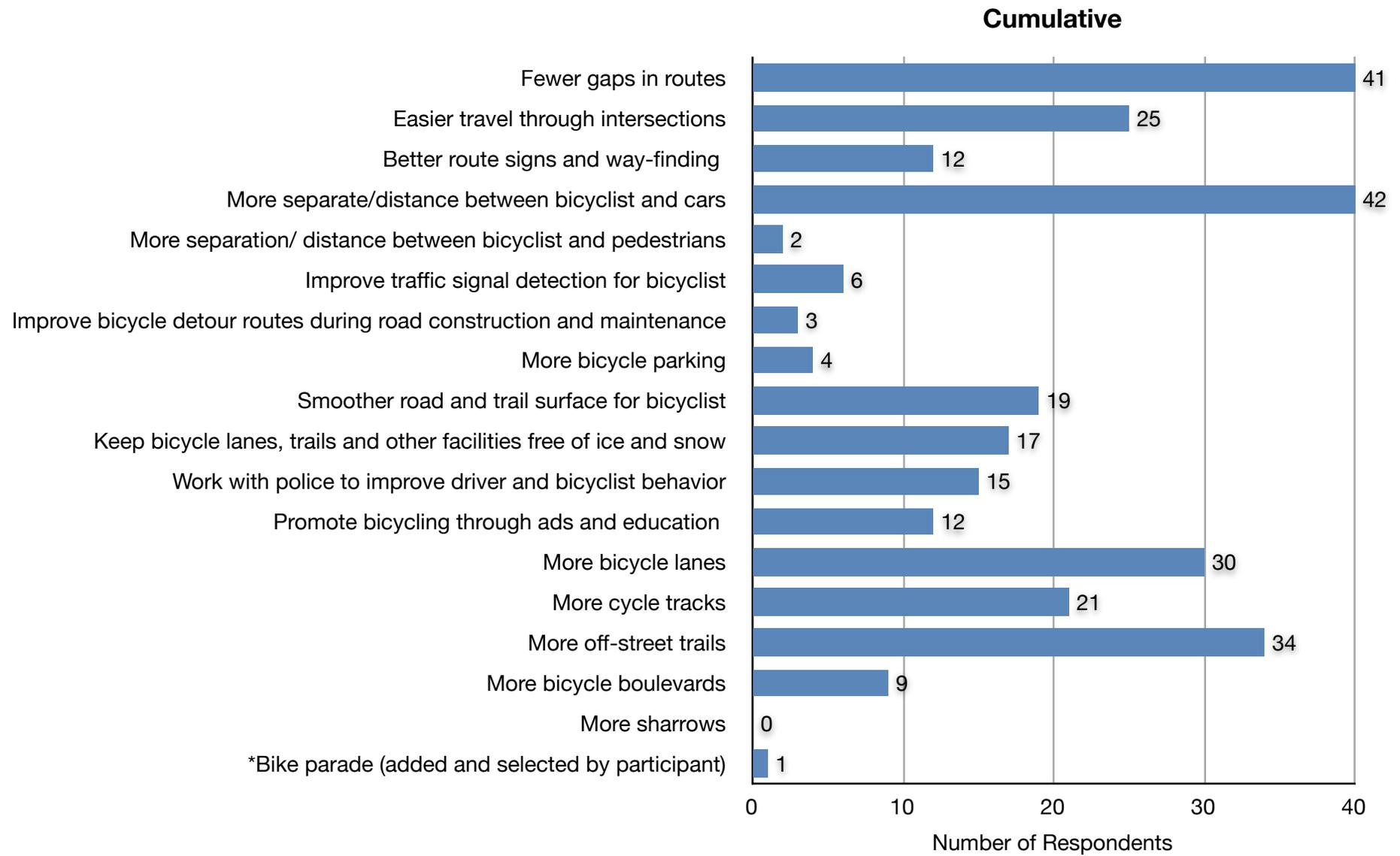


Figure 2. Improvement Priorities Across All Listening Sessions

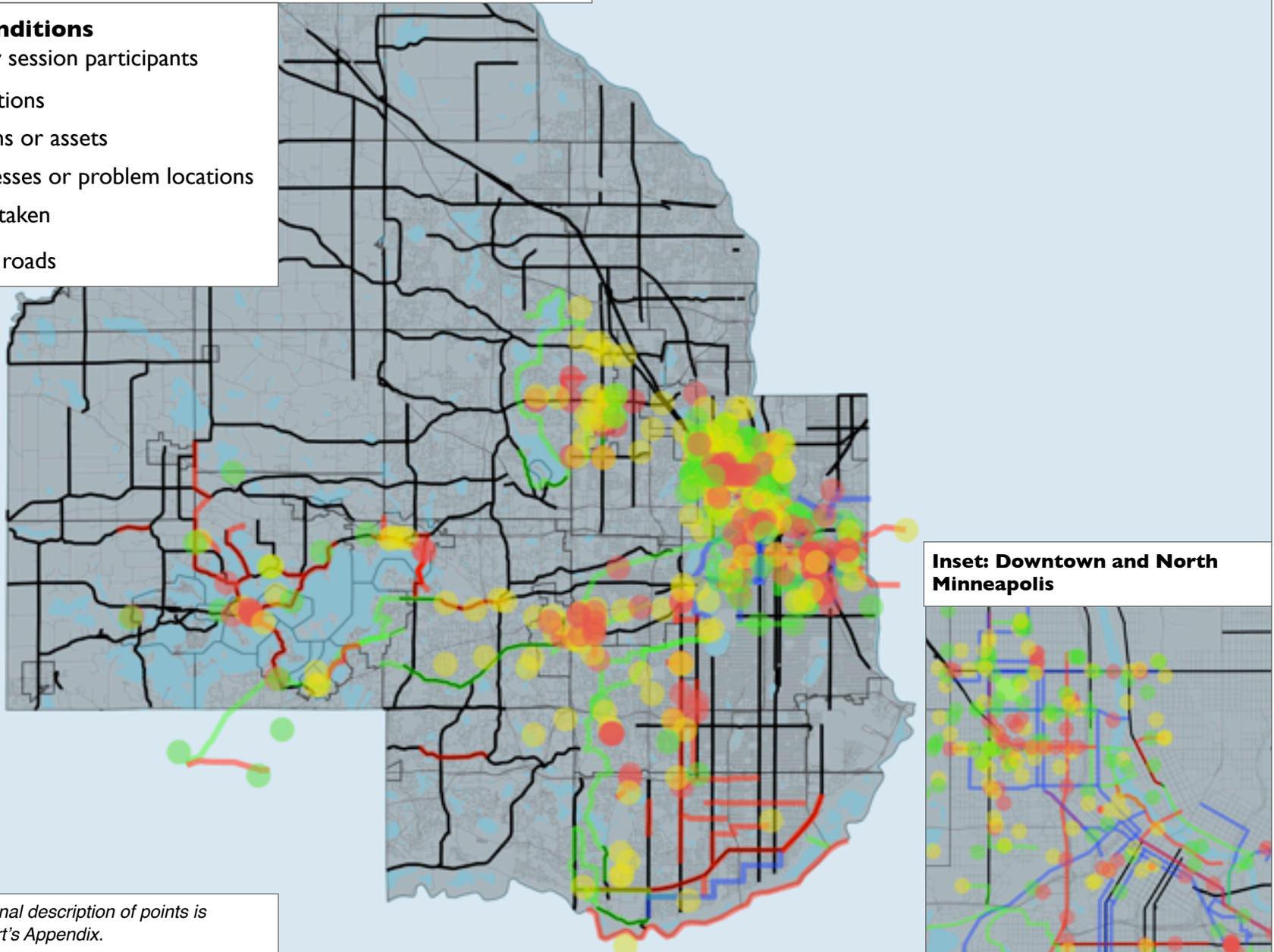


**Figure 3. All Sessions
Bicycling Destinations, Assets, Barriers, and Routes**

Bicycling Conditions

As described by session participants

- Destinations
- Strengths or assets
- Weaknesses or problem locations
- Routes taken
- County roads



**Inset: Downtown and North
Minneapolis**

Please note: Additional description of points is provided in this report's Appendix.

Listening Session Details

A detailed description of each listening session is provided in this section. It should be noted that although effort was made to facilitate a uniform set of activities at all workshops, it was sometimes necessary to adapt the content and activities for each workshop. The Top Improvements exercise was introduced midway during the engagement process, and the mapping exercise was sometimes cut due to time constraints. Additionally, methods for distributing the Facility Preferences exercise were adapted during the course of engagement.

A summary of which activities were completed at each workshop is provided below. An “X” means the activity took place.

Listening Session	Place / Institution	Post-It	Facility Preferences	Mapping	Top Improvements
1	PYC Arts and Technology High School	X	X *	X	-
2	Cleveland Neighborhood Association	X	X *	X	-
3	Bloomington Senior Leaders Group	X	X	X	-
4	Quality Bike Products, Bloomington Bicycle Alliance, Richfield Bicycle Alliance	X	X	-	X
5	Bike Edina Task Force	X	X	X	X
6	Blake Road Corridor Collaborative	X	X	X	X
7	Orono Navarre Community Initiative	X	X	X	X
8	Target Cycling Club	X	X	-	X
9	SPOKES Bike Walk Connect	X	X	X	X
10	New Hope Citizens Advisory Committee	X	X	X	X

** Facility Preferences Exercise conducted with PYC Arts and Tech High School and Cleveland Neighborhood Association did not include full set of facility images.*

Listening Session 1: PYC Arts and Technology High School

Background

Listening Session 1 took place at PYC Arts and Technology High School in North Minneapolis on Thursday, November 7th. The session was attended by 13 members of the Student Leadership Roundtable Group, as well as the PYC Dean of Students, who provided assistance in facilitating the meeting.

The students' bicycling frequency ranged from very infrequent (more than a year or two since last riding a bike), to occasional (every once in awhile), to frequent (using a bike regularly to get to school or meet up with friends). About half of the students indicated that they bicycle at least occasionally. Previous knowledge of the Hennepin County Bicycle Transportation Plan, Three Rivers Park District, and the extent of trails in Hennepin County was limited.

Summary of Guidance Received

Activities

Three specific exercises, as well as casual questions and discussion, were used to gather student feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: Not all students provided feedback on all images. Seven of the 12 images were provided for feedback.
- Small-Group Mapping Exercise: Map extent included North and Downtown Minneapolis.

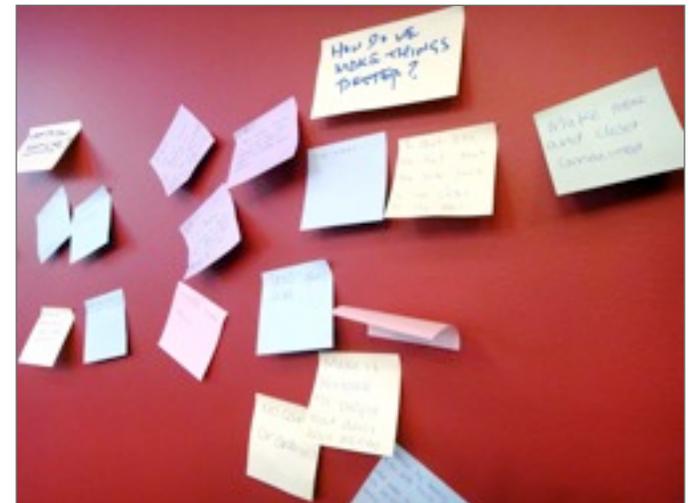
Feedback

Students identified a number of assets to biking in their community, including:

- Connections to trails in nearby parks,

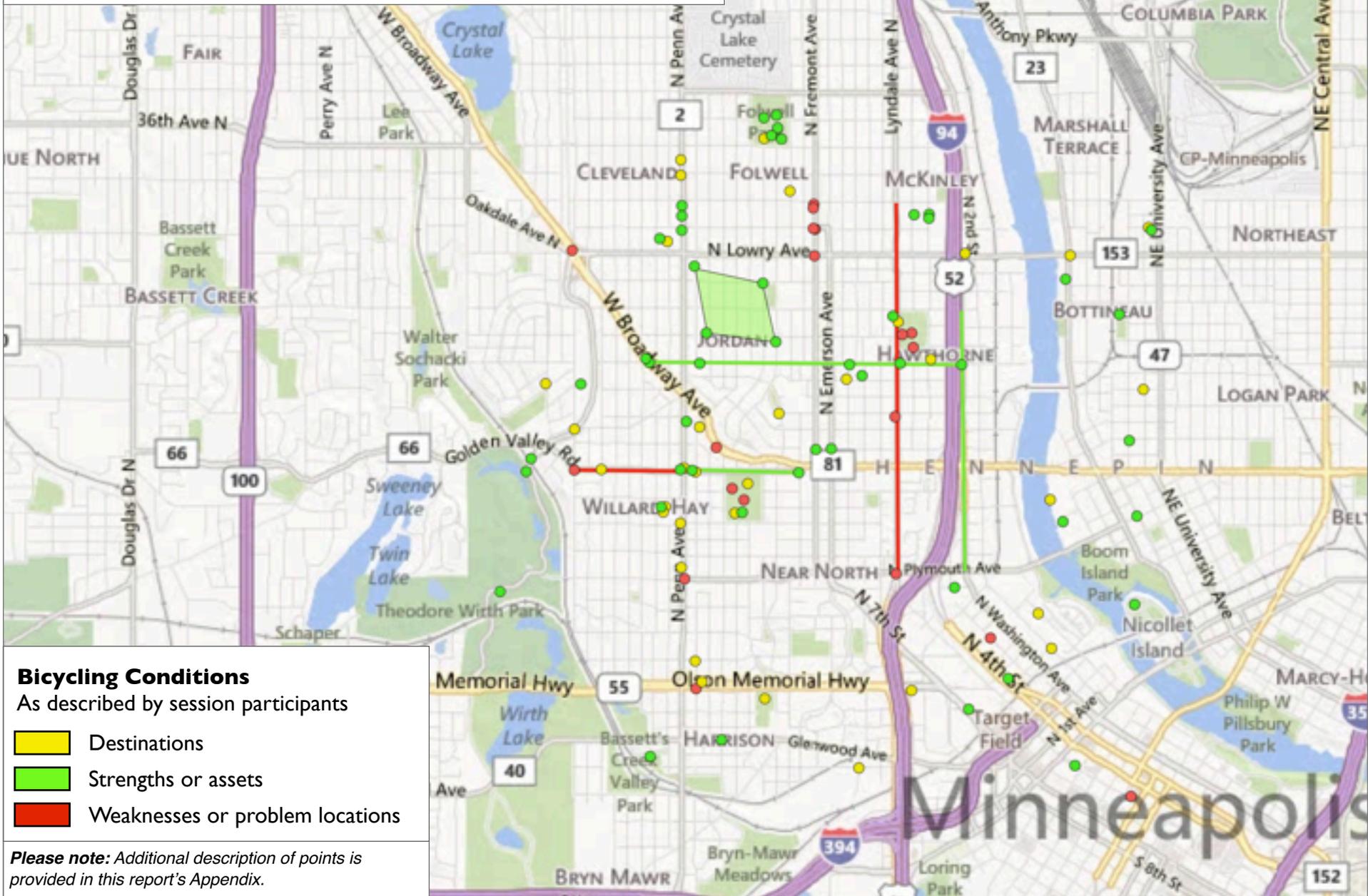


During the presentation portion of the PYC listening session.



Comments were written down on Post-It Notes.

PYC Arts and Tech High School Bicycling Destinations, Assets, and Barriers



- Standard and buffered bicycle lanes that run through sections of the neighborhood, and
- Access to view points in the area.

Students also identified a number of barriers to biking in their community, including:

- Fear of violence or sexual assault (“don’t go there unless you want to get shot or raped,” “this is where [ex-PYC student] got shot and died”);
- Physical barriers including busy streets and highway interchanges (“I don’t like riding next to cars”);
- Economic limitations including the expense of a bicycle, lock, and helmet (“we need inexpensive used bikes,” “make it affordable for people that don’t have money”); and
- Theft (“I couldn’t park my bike... somebody stole it” and “people are thieving for bikes around here”).

Solutions proposed by students included:

- Addressing crime and safety issues in the neighborhood,
- Improving bicycle parking to reduce concerns about theft, and
- Increasing accessibility to bicycles and helmets by focussing on economic factors and incentive programs.

Problem Locations

Problem locations identified by participants include:

- **For public safety issues:**
 - Farview Park and surrounding area;
 - North Commons Park and surrounding area; and
 - Fremont Avenue North, north of Lowry Avenue North intersection.
- **For traffic safety issues:**
 - Intersection just east of North Memorial Medical Center where Theodore Wirth Parkway becomes Victory Memorial Parkway, West Broadway Avenue and Bottineau Boulevard meet, and Lowry Avenue North becomes Oakdale Avenue North;
 - Lowry Avenue North between West Broadway Avenue and Penn Avenue North; and
 - Lyndale Avenue North between 34th Avenue North and Plymouth Avenue North.

Listening Session 2: Cleveland Neighborhood Association

Background

Listening Session 2 took place at the Cleveland Neighborhood Association at 6:30 PM on Veteran's Day - Monday, November 11. The facility is located on the south side of Lucy Craft Laney Community School, and is adjacent to a park. In total, the listening session was attended by 8 individuals who live in the area. One individual was able to stay only for a portion of the introductory presentation. Two others arrived after the presentation, but were present for all feedback activities.

Everyone who attended reported that they ride bikes regularly. Three indicated that they ride primarily around North Minneapolis. Other common destinations included Northeast and Downtown Minneapolis. In general, participants at this listening session used bicycles for transportation purposes in addition to recreational purposes. One participant attributed her family's use of bicycles to the high economic cost of owning an automobile.

Summary of guidance received

Activities

Three specific exercises, as well as casual questions and discussion, were used to gather participant feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: Six of the 12 facility images were provided for feedback.
- Small-Group Mapping Exercise: Map extent included North and Downtown Minneapolis.

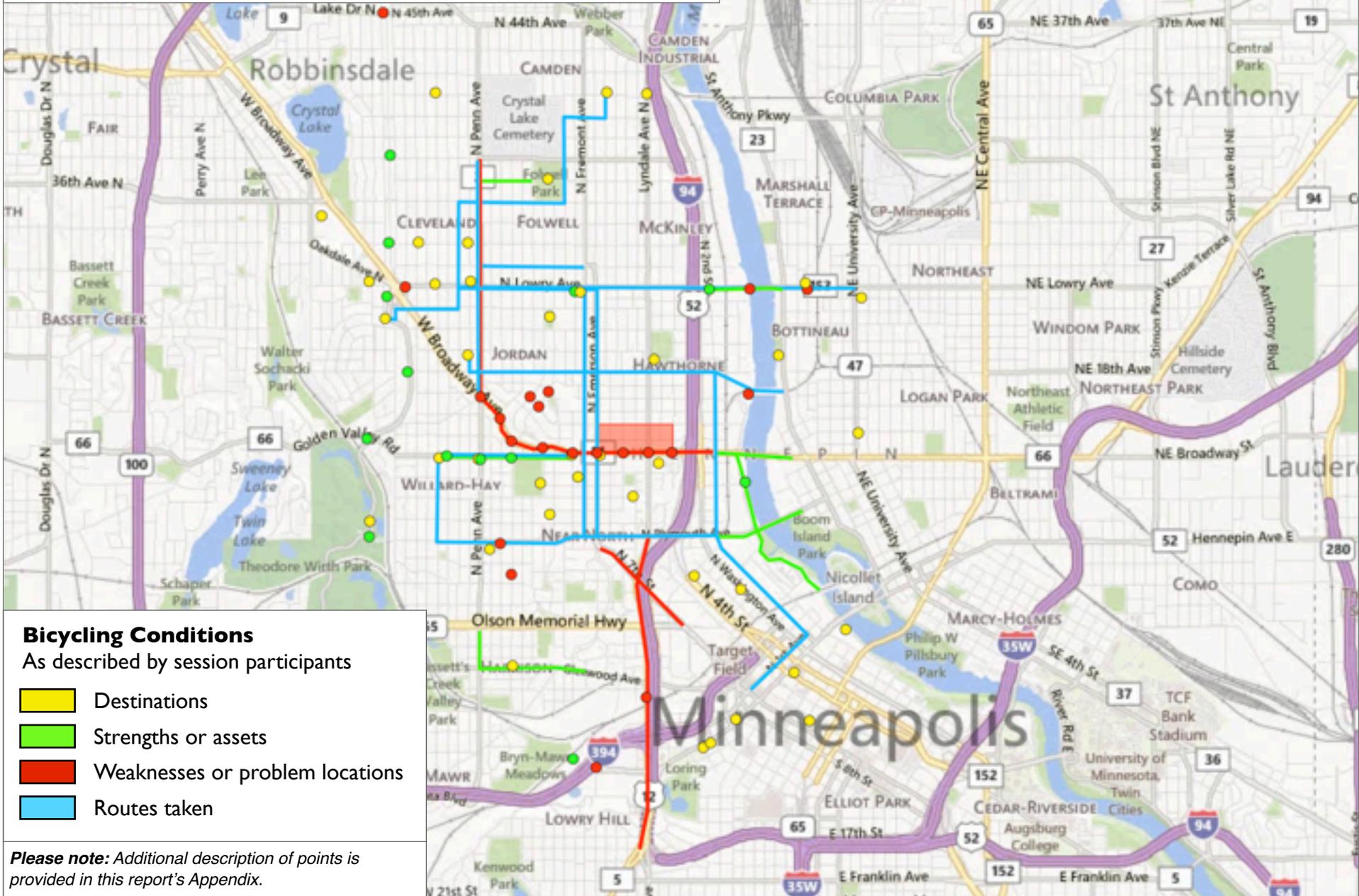


Participants organize their responses to an activity and review feedback from other participants.



Participants plot barriers, destinations, assets and routes on maps of North Minneapolis.

Cleveland Neighborhood Association Bicycling Destinations, Assets, Barriers, and Routes



Feedback

Participants identified several assets to bicycling in Hennepin County and North Minneapolis including:

- Connections to trails (“the trails around the state parks are wonderful”);
- Options for affordable transportation; and
- Tangible efforts to improve bicycling in the area (“lots of bike trails, more and more bike lanes,” “the greenways, dedicated lanes, strong network,” “trying to get bikeways interconnected”).

Participants also identified a number of barriers to bicycling including physical barriers, economic/bike accessibility barriers, and safety barriers relating to motorist awareness. Physical barriers to bicycling included network gaps (“still a lot of missing links that could connect parts of the city more efficiently”); facility maintenance (“snow removal curb to curb in North Minneapolis on bike lane streets”); and facility characteristics (“quality of bike lanes on the northside [is not working],” “some streets aren’t well lit,” “bike lanes on bridges”). Economic barriers and access to bicycle shops are also more prevalent in this area than in others (“it is expensive to keep bikes updated and safe,” “need free opportunities to maintain bikes”). In addition, Venture North, the only bicycle shop in North Minneapolis, is not easily accessible by bicycle from many areas of North Minneapolis. With regard to motorist awareness, participants felt that the problems, including tailgating and close passing, are more prevalent in North Minneapolis than in other parts of the city and county.

Many solutions were offered to improve bicycling conditions in North Minneapolis and throughout Hennepin County including expanding affordable options for bicycle access and maintenance; additional dedicated bicycle lanes, paved trails, and a North Minneapolis greenway; additional east/west connections between North and Northeast Minneapolis; more end-of-trip facilities in North and Downtown Minneapolis including parking, showers and shops; improved lighting on existing and new facilities; and bicycle/motorist educational campaigns.



Participants provide feedback on maps of North Minneapolis.

Problem locations

Problem locations identified by participants include:

- **For traffic safety issues:**
 - Penn Avenue North north of West Broadway Avenue;
 - West Broadway Avenue from Penn Avenue North to 2nd Street North;
 - Lyndale Avenue North south of Plymouth Avenue North;
 - 7th Street North between Plymouth Ave North and Olsen Memorial Highway;
 - the West Broadway Avenue/Oakdale Ave North/Lowry Avenue North intersection;
 - the intersection of Irving Avenue North/25th Avenue North at the north end of Glen Gale Park; and
 - Dunwoody Boulevard at the Cedar Lake Trail access point.



At the Cleveland Neighborhood Association listening session.

Listening Session 3: Bloomington Senior Leaders Group

Background

Listening Session 3 took place at the Creekside Community Center in Bloomington on Wednesday, November 13th and was attended by 12 individuals. The group was predominantly active seniors, many of whom are affiliates of the senior men's athletic group, Born Again Jocks (BAJ). In addition, there were two people who identified as non-bikers and a person who works at Penn Cycle.

Ten of the twelve participants said that they bike regularly. Nine of those individuals were active seniors who reported that they bike at least once a week with fellow BAJ members and that they prefer to use paved, off-road trails. The tenth regular cyclist was the person who works at Penn Cycle—he was the only participant who mentioned currently bicycling for transportation/commuter purposes in addition to biking recreationally.

Summary of Guidance Received

Activities

Three specific exercises, as well as casual questions and discussion, were used to gather participant feedback. Formal activities included:

- Post-It Brainstorm
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Small-Group Mapping Exercise: Map extent included Bloomington.

Feedback

Paved trails were overwhelmingly identified as an asset to bicycling in the Bloomington area. Access to paved, off-road trails are highly utilized and appreciated by participants

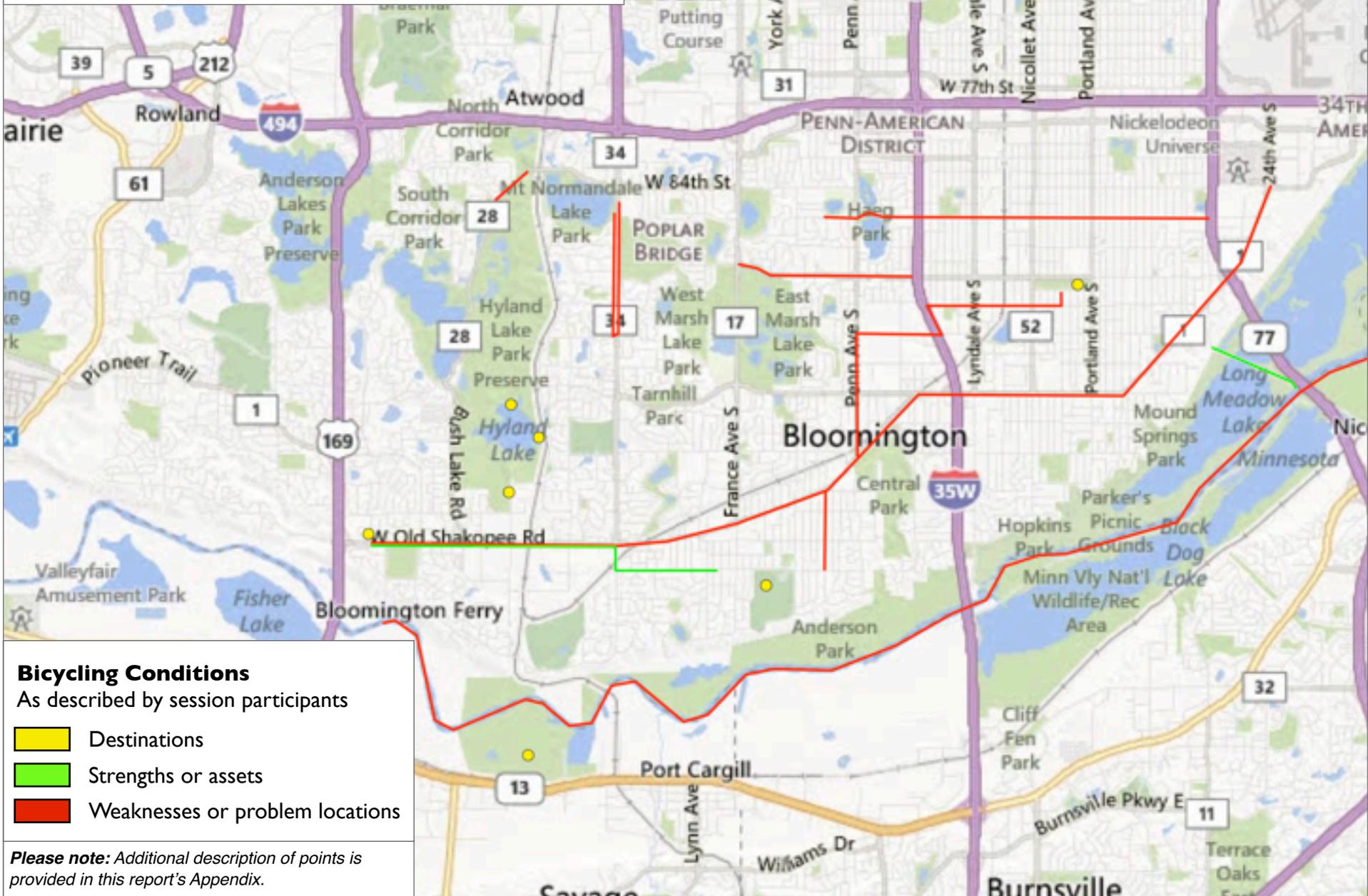


Participants write down their likes, dislikes, and ideas for improving bicycling in Hennepin County.



A participant places Post-It Notes of likes, dislikes, and suggestions on a board for review.

Bloomington Senior Leaders Group Bicycling Destinations, Assets, and Barriers



at this session. A preference towards paved, off-road bicycle facilities was also clearly represented by participant responses to the Facility Visual Preference exercise.

In addition to the connection and quality of existing trails, participants identified a local culture that endorses and encourages bicycling for fun and for health within their community. Judging by the prominence and interactions of BAJ members involved in the session, it seems that many participants are at least partially motivated to bicycle by the camaraderie and friendship that they gain from the activity.

Barriers identified by the group include:

- Quality of trails and sidewalks (sections of unpaved trails, narrow bicycle lanes, very narrow pedestrian path on Normandale Hill and in need of resurfacing, striping that “ends at the curb”);
- Gaps in the existing network (need for north/south connections, need for network that connects local destinations without use of major trails); and
- Bicycle/motorist conflict, intersections, and end of trip facilities (lack of bicycle parking).

Proposed solutions included both physical improvements to the bicycle network and organized social events to improve the attractiveness and popularity of bicycling for fun. Physical improvements included better/safer facilities for local trips including better access to regional trails from local origins, additional parking facilities especially at regional trail access points, more rest stops along regional trails, and additional flat and dedicated bike trails in the area. To bring out new riders of all abilities, ideas included group rides and a central website for accessing and printing maps of local and regional bicycle trails.

Problem locations

Problem locations identified by participants include:

- **For traffic safety issues:**
 - Old Shakopee Road (both West and East);
 - Penn Avenue South, south of 94th Street West;



A participant reviews likes, dislikes, and suggestions made by other listening session attendees.



Participants discuss their bicycling experiences and suggestions for improvement in the Bloomington area.

- 94th Street West between Penn Avenue South and I-35W;
- 92nd Street West between I-35W and 3rd Avenue South (approaching Valley View Playfield);
- 86th Street West between Penn Avenue South and Highway 77;
- 90th Street West between France Avenue South and I-35W; and
- Normandale Boulevard from 84th Street West to 94th Street West.



Participants provide feedback on maps of Bloomington.

Listening Session 4: Commuters and Advocates at Quality Bicycle Products

Background

Listening Session 4 took place at Quality Bicycle Products (QBP) at 5:00 PM on Wednesday, November 13. It was attended by about 30 individuals affiliated with numerous bicycle industry, advocacy, and governmental organizations including Quality Bicycle Products, the Bloomington Bicycle Alliance, the Richfield Bicycle Alliance, as well as staff from Three Rivers Park District, Bloomington Parks and Recreation, and others.

Participants all reported biking regularly or frequently for both commuting and recreation purposes. During introductory statements, trail access and connectivity was identified as an asset to bicycling in the County. Shakopee Road was identified as a barrier, and a need for stronger north/south connections was identified. In addition, several individuals highlighted a need to cultivate a culture of bicycling for transportation and recreation among children and young adults.

Summary of Guidance Received

Activities

Three specific exercises, as well as casual questions and discussion, were used to gather participant feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements



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Feedback

The Post-It Exercise is generally followed by a group discussion to give participants an opportunity to review new ideas or to discuss recurring themes. Due to the large turnout at this Listening Session, participants briefly discussed their observations in small groups, and then shared one or two main ideas back with the remaining participants.

Many assets were identified during the session. Generally, assets related to common themes, including:

- Separated and paved bicycle trails (“Trail network of off-road trails,” “the paved trails are excellent for both recreation and commuters,” “separated facilities like bike trails”);
- Connections to regional destinations (“the lakes and the trails that link them,” “destination rides and protected bike areas,” “vast network of trails available community wide”); and
- Recognition of government efforts to improve bicycling conditions and support bicycling as a viable mode of transportation/recreation (“Hennepin County’s commitment to bicycling,” “biking is safe because mass of riders, public awareness, and good facilities,” “positive attitude on the part of most policy makers”).

Feedback collected from the Facility Type Preference Survey reflects the rider preference for separation between cars and bicyclists, and well-marked bicycle facilities, with strong support for bicycle trails, cycletracks, buffered bike lanes, and colored bicycle lanes.



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Barriers identified by the group include:

- Gaps in the network (“Connectivity between communities,” “interconnected routes between cities in the County,” “missing direct routes,” “lack of connected routes, lanes and facilities”);
- Poor local links and poor links within community to regional trails (“It’s dangerous to get to recreational safe pack paths,” “Many gaps in inter-community trails and paths”);
- Busy streets lacking bicycle facilities (“Main streets that require bikes to ride in car lanes,” “major boulevards/4 lane roads,” “Old Shakopee is connector street and dangerous to cyclists”);
- Intersections (“Uncontrolled busy crossings,” “riding through busy intersections without a bike lane”); and
- Automobile-centric development and funding issues (“Cars get disproportionate amount of County’s transportation budget,” “Downtown too car centric,” “Minneapolis gets lower speed limits and more road diets than suburbs”).

When presented with a list of 15 options, participants overwhelmingly selected “fewer gaps in routes” as the most important factor that would encourage them and others choose to bicycle for more of trips. “More bicycle lanes” and “more separation/distance between bicyclists and cars” rounded out the top 3 most selected characteristics. Filling gaps and improving local connections were also among the most frequent suggestions for improvements during the Post-It exercise.

Additional solutions included:

- Education for bicyclists and drivers;
- Better connections to 2nd and 3rd ring suburbs;
- Intersection improvements;
- Including bicycle facilities on new/improved streets;
- More family-friendly and youth-friendly destinations;

- Better north-south connections;
- Improved maintenance throughout the year and during winter especially; and
- Prioritizing re-striping projects, bicycle routes designation, and general improvements on routes that people already ride.

Problem Locations

Due to time constraints, the Mapping Exercise was not completed during this Listening Session. However, some problem locations were identified during introductions, discussions, and the Post-It exercise. Problem locations identified by participants include:

- **For traffic safety issues:**
 - Old Shakopee Road;
 - Normandale Boulevard;
 - Xerxes Ave. South;
 - France Ave. South;
 - 66th Street in Richfield;
 - Bridge over Mississippi River;
 - Portland Avenue;
 - Lyndale Avenue South;
 - Penn Avenue South; and
 - Nicollet Avenue.

Listening Session 5: Bike Edina Task Force

Background

Listening Session 5 took place at Edina City Hall at 7:30 PM on Thursday, November 14. It was attended by 9 members of the Bike Edina Task Force. Many members of the Bike Edina Task Force attended the Listening Session on November 13 at Quality Bicycle Products (QBP), and were therefore not present at this meeting. Three participants at this meeting also attended the QBP Listening Session, including the Three Rivers Park District Commissioner. Individuals who attended the previous night's listening session were still encouraged to participate.

Everyone in attendance reported bicycling regularly, either for recreational or commuter purposes or both. Participants have previous experience advocating for bicycle projects, and were well informed on bicycling issues within their community.

Summary of Guidance Received

Activities

Four specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements
- Small-Group Mapping Exercise: Map extent included Edina, Hopkins, Richfield, Eden Prairie, Minnetonka, Bloomington, and St Louis Park.



Participants write down their likes, dislikes, and ideas for improving bicycling in Hennepin County.



Participants discuss issues and ideas during one of the exercises.

Feedback

Assets identified by the group included:

- Community support of bicycling (“Progress towards more facilities,” “more people riding - safety in numbers,” “increased awareness of cycling”); and
- Quality of existing facilities (“Great regional trails compared to other parts of the region,” “currently designated bike lanes”).

Barriers identified by the group included:

- Conflicts between modes (“Confusion between biking and ped facilities,” “lack of educated bike riders and drivers,” “culture/awareness seems to be anger/aggression towards cyclists”);
- Gaps in the network and lack of local connections (“it can be difficult to get to the trails by bike,” “gaps in system when trying to commute to specific location,” “lack of trail connection options,” “need more north-south connections, since most regional trails are east-west”); and
- Intersection and safety concerns (“Major multi-lane county roads like France have high speeds and no safety for bikers, “lack of safe trails in Edina,” “intersections! Especially busy ones!”).

After reviewing each other’s Post-It Exercise feedback, the discussion focused primarily on solutions related to communication and funding, and improving coordination between city-wide and regional bicycle planning efforts. Participants expressed interest in ongoing communication between themselves and City/County bicycle planning initiatives including funding needs/opportunities and project progress reports (“More communication on funding updates for proposed changes”). In addition, participants highlighted a need for comprehensive bicycle planning throughout the County that would establish standardized painting, signage/way-finding and application of facilities, as well as improve connections and communication between communities under different jurisdictions.

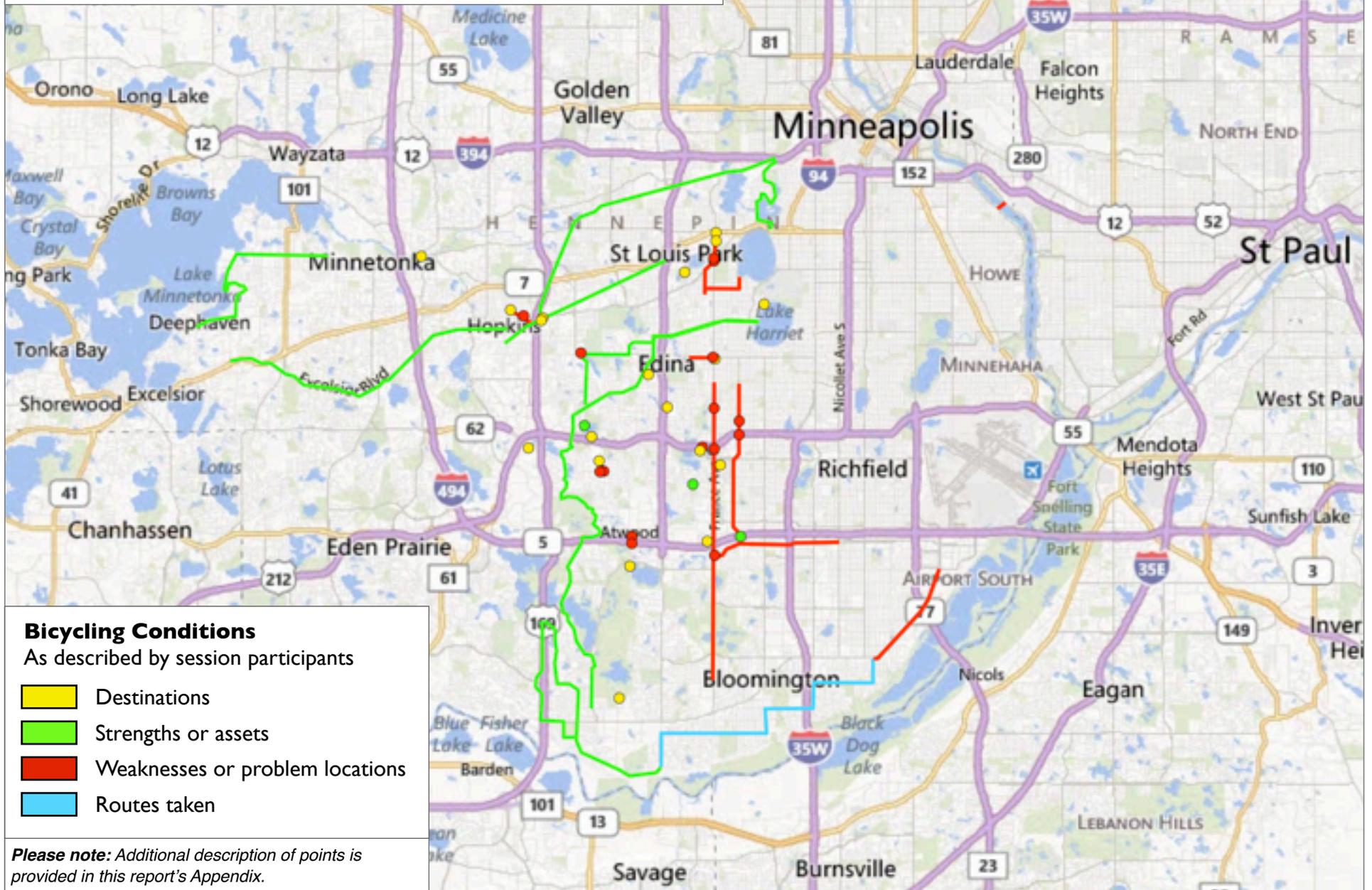


Participants review likes, dislikes, and suggestions made by other listening session attendees.



Participants discuss their bicycling experiences and suggestions for improvement in the Edina area.

Bike Edina Task Force Bicycling Destinations, Assets, Barriers, and Routes



Other ideas for improvement included:

- Addressing gaps in the network (“better links between local and regional trails,” “more trails and connections with all levels - roadways and trails, “develop a good north-south bike corridor in the near west metro”);
- Maintenance (“Improve winter and fall maintenance,” “clear bike lanes rather than ‘sharrows’”); and
- Improving bicyclist safety through intersection treatments (“More bike traffic lights,” “safer intersections on busy roads, especially in more urban parts of the region”) and separation from motor vehicles.

Problem Locations

Problem locations identified by participants include:

- **For traffic safety issues:**
 - Xerxes Avenue South;
 - France Avenue South;
 - American Boulevard;
 - Excelsior Boulevard and France Avenue South;
 - East Old Shakopee Road; and
 - East Bush Lake Road at I-494.
- **For connectivity issues:**
 - Gap in Hopkins between The Depot trail connection and Lake Minnetonka Regional Trail; and
 - Valley View Road and Antrim Road connecting school to trail.



Participants provide feedback on maps of Edina and the surrounding area.

Listening Session 6: Blake Road Corridor Collaborative

Background

Listening Session 6 took place on Monday, November 18 at 6:30 PM at 43 Hoops Basketball Academy in Hopkins. It was attended by 18 individuals (adults and children/youth) affiliated with the Blake Road Corridor Collaborative from around the Hopkins and Eden Prairie area. Attendance and participation varied over the course of the meeting. An estimated 8 participants stayed for the duration of the meeting and participated in all activities.

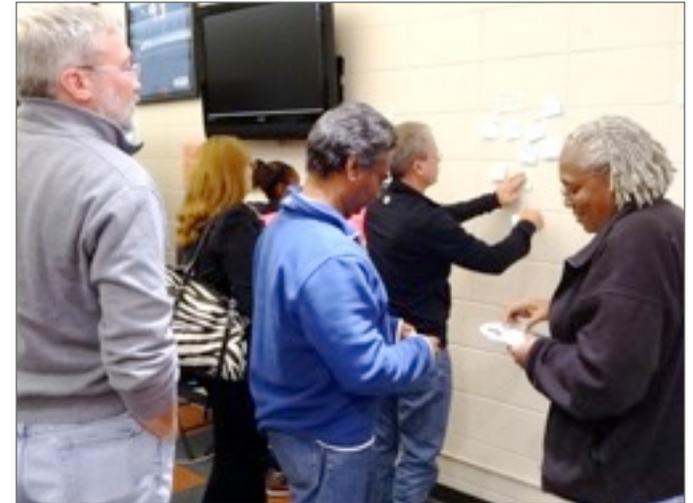
Participants expressed varying levels of bicycling experience and comfort. About 10 of the original 18 participants responded that they bicycle at least once a week during the summer. A few participants reported that while they do not bicycle regularly or at all, they use local multi-use trails for other activities, including walking and rollerblading. One guest and her young daughter reported bicycling year-round for errands, and to and from school.

Summary of Guidance Received

Activities

Four specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements
- Small-Group Mapping Exercise: Map extent included Minnetonka, Hopkins, Edina, and St. Louis Park.



Participants review comments during the Post-It Note activity at the Blake Road listening session.



At the Blake Road listening session.

Feedback

Participants identified several assets to bicycling in their area including:

- Trails, especially related to extent (“Love the trails! I love being able to go to the cities or out to the suburbs,” “bike trails are great... getting around for many reasons,” “lots of trails - Martin Sabo bridge”); and
- Cultural support and personal benefits from biking (“Lots of people enjoy biking - there is a community of support,” “very low cost on gas, and also good exercise,” “I like biking on trails because it take you away from the hustle and bustle of the traffic. Also I ride my bike for the sanity” “I like getting out of the house, going to experience new things around Hopkins”).

Barriers identified by the group include:

- Multi-modal conflict related to enforcement and etiquette issues (“No consistent laws or enforcement,” “I do not like it when cyclists don’t respect crossings and when drivers stop when the trail users have a stop sign,” “cars don’t understand the crossing laws - too often they stop for us when they shouldn’t,” “if people are walking on the trails, they should know the rules”);
- Crossings and intersections (“I don’t like the intersection near the Cargill building... Too much car traffic and crossing button doesn’t seem to work,” “unsafe crossings,” “4-way stops could use some lights”); and
- Maintenance (“pavement ruts,” “sweeping trails, seal coating”).

During the Priority Improvement Exercise, 12 of the 17 options were selected as a top priority by at least 1 individual. The priorities most frequently selected included “smoother road and trail surface for bicyclists,” “work with police to improve driver and bicyclist behavior,” “easier travel through intersections,” and “fewer gaps in routes.” Trail maintenance/surface condition, and education/trail etiquette improvements were also identified as solutions during the Post-It Exercise and group discussion. Education, enforcement, and trail etiquette were particularly keen interests during this Listening Session compared to others.

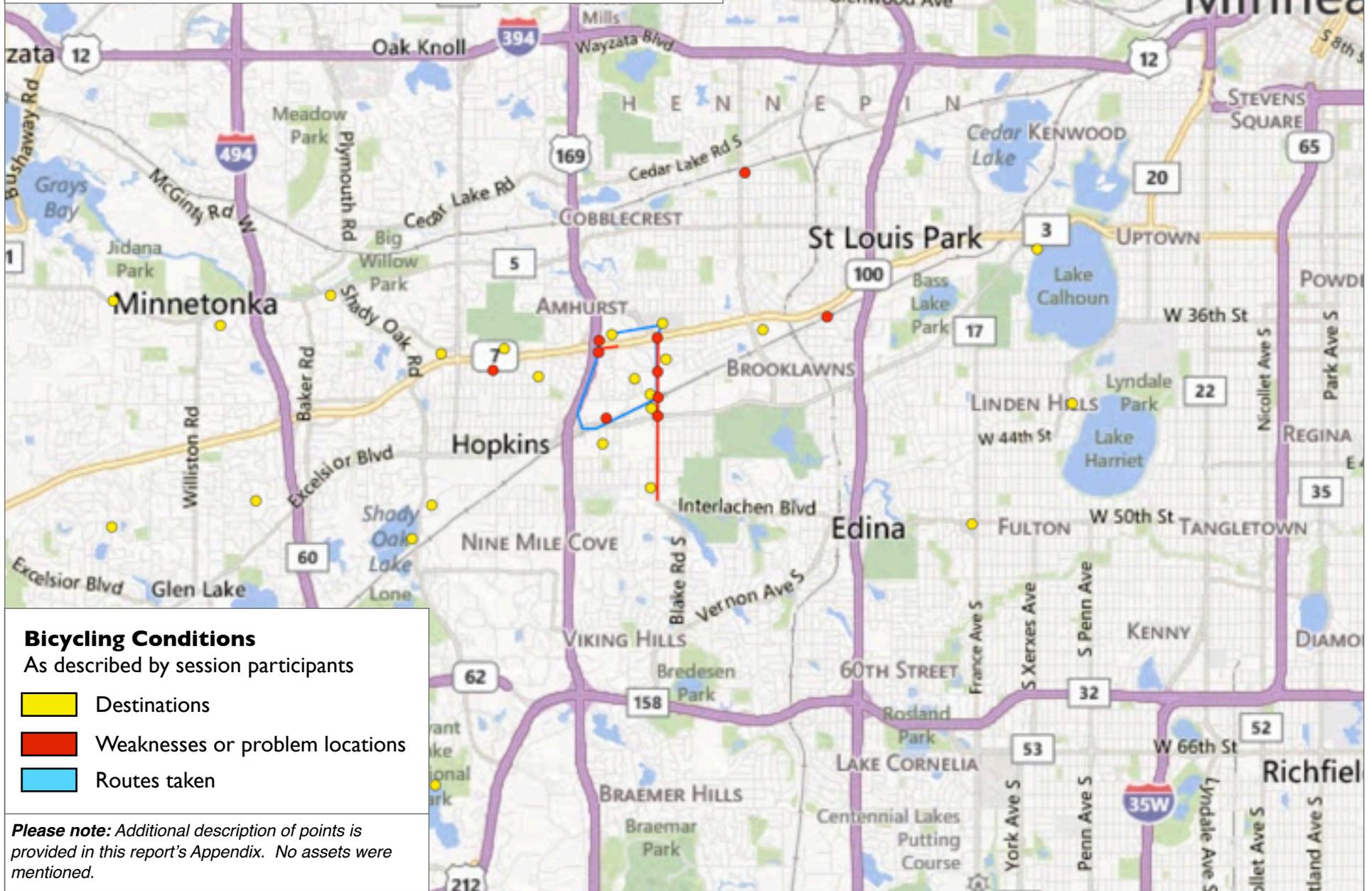


Participants evaluate facility types at the Blake Road listening session.



At the Blake Road listening session.

Blake Road Corridor Collaborative Bicycling Destinations, Assets, Barriers, and Routes



Additional solutions included:

- Improve sense of safety (“More dedicated bike lanes that are safe,” “make trails feel safer - more lights,” “Better lights on trails. I get scared riding in the dark by myself”);
- Water fountains along routes; and
- Expansion of trail network (“pave more trails,” “more off road trails”).

Problem Locations

Problem locations identified by participants include:

- **For public safety issues:**
 - Phillips Parkway/Cedar Lake Trail between 2nd Street NE and W 36th Street
- **For traffic safety issues:**
 - France Avenue South;
 - Blake Road crossing;
 - Wooddale Avenue crossing; and
 - Cedar Lake Trail crossing at Excelsior Boulevard between Cargill and The Depot.



Participants mark up the map at the Blake Road listening session.

Listening Session 7: Orono Navarre Community Initiative

Background

Listening Session 7 took place at the Gray Freshwater Institute in Navarre on November 20 at 7:00 PM. It was attended by 24 individuals including members of the Orono Navarre Community Initiative, as well as residents from the surrounding area including (but not limited to) Orono, Navarre, Maple Plain, Chanhassen, and Wayzata who were interested in learning more about the Plan and contributing ideas to it.

Bicycling experience in the group ranged from non-riders and casual riders to more experienced commuters and recreational riders. Many attendees were parents who have children who currently ride—or would like to ride—in the area. However, parents are reluctant to allow their children to bicycle in the neighborhood, or to connect to nearby trails, because of traffic safety concerns. During introductions, participants praised the regional trails in the area but also highlighted a need for more safe, bikeable routes that better connect local neighborhoods to each other and to the regional system.

Summary of Guidance Received

Activities

Four specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements
- Small-Group Mapping Exercise: Participants used color-coded dots to indicate assets, barriers, and destinations on a map of Orono, Minnetonka and the surrounding area.



Participants write down comments at the Orono-Navarre listening session.



Participants review comments at the Orono-Navarre listening session.

Feedback

Nearly all assets identified during the Post-It Exercise related to the regional trail system. Comments relating to trails and other assets include:

- Quality of trails (“The established trails are beautiful, well maintained, functional,” “paved trails are great,” “trails in Minneapolis where walking and biking are separate in high traffic areas”); and
- Cultural support of biking (“Increased awareness,” “biking appears to be a priority,” happy bike riders and a very friendly experience for all”).

Barriers identified by the group include:

- Poor on-road facilities for local trips and trail access (“Lack of connectivity between trails and neighborhoods,” “I do not like riding on the roads, nor do I like having bikes on the roads - very dangerous,” “Getting to the trail without hauling bike in car,” “we do not like the busy unsafe traffic along [County Roads] 19 and 15 - we need a safer passage”);
- Trail amenities (“There should be more areas for parking cars and more facilities along the trails - restrooms, rest areas, food/drinks,” “lack of destinations”);
- Intersections and unsafe crossings (“Traffic signals favor cars, not bikers or pedestrians,” “more yield signs on trails in place of stop signs,” “intersections not safely planned for bikers,” “do not like trail ends at busy city streets”); and
- Enforcement and etiquette (“Bicyclists do not allow cars to pass,” “teach cyclists on trail to announce ‘passing on your left’,” “lack of social agreement on the ‘rules’ of the trail”).

The improvements most frequently selected during the Priority Improvements Exercise included “more separation/distance between bicyclists and cars,” “easier travel through intersections,” “more off-street trails,” and “fewer gaps in routes.” The facilities that received the highest comfort rating during the Facility Visual Preference survey included a one-way and two-way cycletrack, and a multi-use trail.



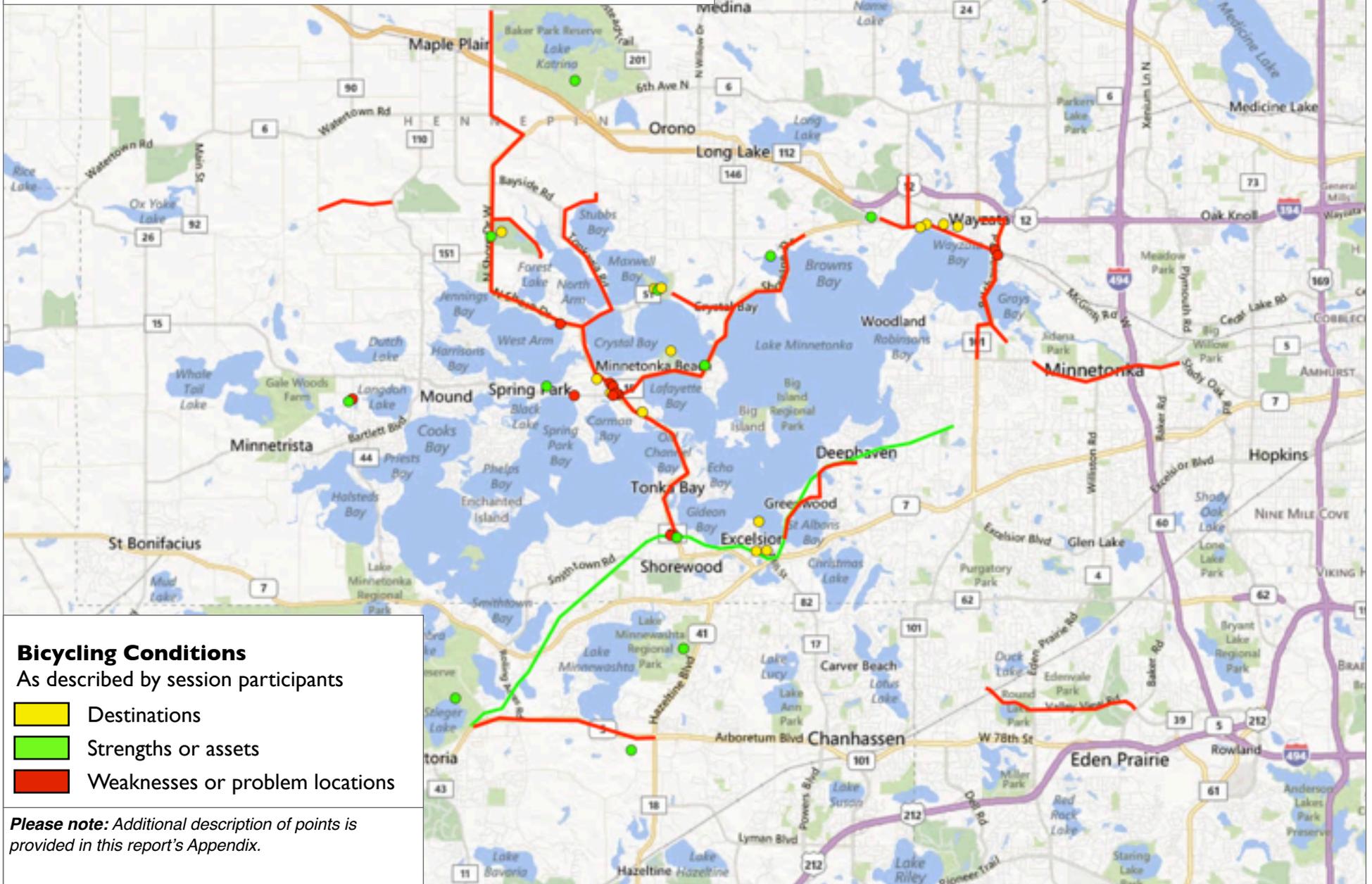
Participants evaluate bicycle facilities at the Orono-Navarre listening sessions.



Participants prioritize bicycle improvements at the Orono-Navarre listening sessions.

Orono Navarre Engagement Initiative

Bicycling Destinations, Assets, Barriers, and Routes



Additional solutions identified during the Post-It Exercise included:

- More on-road facilities to separate drivers and bicyclists and connect people to trails (“More north/south connections between east/west trail systems,” “more bike lanes,” “safe access to trails from neighborhoods,” “improve intersections for bicycle safety”);
- Improve trail destinations, amenities, signage (“More signage to direct people to trails,” “provide access to shopping areas, rest areas, water, and other activities”)
- Maintenance (“Clean trails in winter”); and
- Enforcement (“Single file for bikes on roads,” “more info/how-to along trails for walking/biking passing interaction”).

Problem Locations

Problem locations identified by participants include:

- **For traffic safety issues:**
 - CR 135;
 - CR 15;
 - CR 19 north of Lake Minnetonka Regional Trail crossing;
 - CR 5 between CR 101 and CR 61;
 - CR 101 between CR 16 and CR 5;
 - Intersection of CR 15 and CR 19;
 - Intersection of CR 16 and CR 101;
 - Trail crossing of Lake Minnetonka Regional Trail over CR 19; and
 - Intersection/blind corner south of CR 19 and CR 151.



At the Orono-Navarre listening session.

Listening Session 8: Target Cycling Club - Brown Bag Lunch

Background

Listening Session 8 took place at the Target Corporate Headquarters in Downtown Minneapolis on Monday, November 25 at 12:00 PM during a Target Cycling Club brown bag lunch. It was attended by 9 members of the Target Cycling Club who commute to the Target Headquarters from throughout the area including Northeast Minneapolis, the Warehouse District, South Minneapolis, and Edina.

Most participants at the Target session indicated that they commute to work by bicycle at least a few times a week, including some individuals who ride daily and/or year-round. Many participants also praised nearby mountain biking trails, which they use regularly for recreational riding.

Summary of Guidance Received

Activities

Three specific exercises, as well as casual questions and discussion, were used to gather feedback. The mapping exercise was not completed during this listening session due to time constraints. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements

Feedback

Assets related to bicycling in Hennepin County included:

- Existing trails and bicycle lanes (“Greenway, and other designated off-street trails,” “downtown ‘green’ bike lanes,” “bike boulevards and bike lanes,” “mountain bike trails - Elm Creek, Theo Wirth,” “east-west connectivity”);



Participants place their comments during the Post-It activity at Target Corporate Headquarters.



Participants review each other's comments at the Target listening session.

- Winter maintenance (“The bike trails are cleared in the winter,” continue to increase year round ridership”); and
- Cultural/political support for bicycling (“Minneapolis drivers seem to respect bikers for the most part,” “advocacy and respect for bikers in public spaces is generally pretty high”).

Barriers identified by the group include:

- Construction detours (“Detours - notice, length, reason, alternative paths,” “construction impacts on trails”);
- Segway trail conflicts (“Segways in middle of trails,” “people on Segways ride two or three in a row and don’t pay attention”);
- Inconsistencies in maintenance/implementation of facilities (“inconsistencies in bike lanes (placement, green paint, etc.) confuses drivers,” “plowing differences in jurisdictions”);
- Gaps in the system (“Can’t get everywhere in Hennepin County, for example St. Louis Park to Elm Creek. There are holes in the system for north/south communities”);
- Trail safety (“High visibility, isolated reports of violence,” “could use more patrols in ‘off’ times,” “safety on Greenway at night - can be dangerous”); and
- Intersections (“better facilitate safety and right of way at busy intersections for cars, bikers, and pedestrians,” “bike lanes that are in the right turn lane,” “more bike signals at busy intersections”).

The improvement most frequently selected during the Priority Improvements Exercise was “more bicycle lanes.” Other top selections included “more cycletracks,” “easier travel through intersections,” “more separate/distance between bicyclists and cars.”

Additional solutions identified during the Post-It Exercise included:

- Maintenance (“Fix pot-holes in the bike lane,” “curb to curb plowing of bikeways/lanes,” “consistent repairs for cracks - [Minneapolis v. St Louis Park],” “improve markings on Hiawatha Trail”);



At the Target listening session.



Participants review and evaluate various bicycling facilities for comfort level.

- Intersections and signaling (“Better signals for bikes/activation of signals,” “better transitions on crossways across Hiawatha Ave”);
- Reduce conflicts between modes (“Enforce 6’ fixed [dog] leash rule,” “segway rule,” “separate bike trails into lanes for recreational bikers and those training for sport,” “better communication with pedestrians on sharing or using separate facilities”);
- Facility expansion, especially downtown (“More bike lanes downtown,” “wider bike lanes on busy roads,” “designated bikeways downtown,” “more trails north of downtown Minneapolis”); and
- Signage and trail amenities (“More bike parking/storage at transportation hubs,” “lights in isolated and hard to see areas,” “more clear trail markings and signs”).

Problem Locations

While the mapping exercise was not completed during this session, some problem locations were identified during other activities, and during discussion. They include:

- **For maintenance issues:**
 - Bryant Avenue.
- **For traffic safety/infrastructure issues:**
 - Minnehaha Avenue;
 - Blaisdell Avenue;
 - North of Theo Wirth Park; and
 - Vernon Avenue S and 53rd Street W.
- **For public safety issues:**
 - Midtown Greenway at night.



Participants discuss ideas for improving the bicycling network and facilities in Hennepin County.

Listening Session 9: SPOKES Bike Walk Connect

Background

Listening Session 9 took place at SPOKES Bike Walk Connect (1915 22nd Street E in Minneapolis) at 8:00 PM on Monday, November 25. It was attended by 24 individuals from the surrounding neighborhoods. SPOKES, with the adjoining Hub Community Bike Co-op, promotes bicycling by offering bicycling lessons to inexperienced riders and providing workshops on bicycle repairs and instruction.

All participants at the SPOKES listening session were regular bicyclists who ride for commuting, recreation, and for other general daily transportation. Many individuals at this meeting indicated that they bicycle year-round. Some indicated that they are half bikers and half drivers/transit riders, while others explained that they live in a car-free household and rely on bicycling to meet all of their transportation needs.

Summary of Guidance Received

Activities

Four specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Brainstorm Exercise
- Facility Type Comfort Level Evaluation: All 12 images were provided for feedback.
- Prioritizing Improvements
- Mapping Exercise: The map extent included many Minneapolis neighborhoods including Harrison, Carag, Longfellow, Nicollet Island/East Bank and Dinkytown.

Feedback

Assets identified during this listening session were specific and included many particular projects and facilities. Main ideas circulated around a few central topics, including:

- Cultural and political support (“I like that there are more bikers. More bikers equals more awareness,” “Great County bike map,” “lots of bike shops that are running



Participants write down comments at the SPOKES listening session.



Participants review comments at the SPOKES listening session.

bike safety workshops for new riders,” “bike culture is growing and growing. It’s exciting!”);

- Investing in projects and improvements (“Increasing bike lanes,” “growing transit way system to complement bike network,” “protected bikeways coming to Washington Avenue,” “expanding the bikeway system”);
- Existing facilities, especially those that provide ample separation between motorists and bicyclists (“Off-street trails. Ability to travel some long distance with ease; less intersections and conflict zones with cars,” “buffered Park/Portland lanes,” “introduction of green on roads to signify bike paths in city,” “the number of established paths, trails and bike boulevards is awesome,” “bike trails closed to cars such as Midtown Greenway and Grand Round”).

Barriers identified by the group include:

- System gaps (“No good route from South to North Minneapolis,” “getting from Franklin to Lake [most lanes less visible],” “I need safe ways to get to St Paul in all seasons,” “connection in Hopkins from bike lane to western bike path,” “people take trails, but can’t find connections via a good on-street network to get where they’re going”);
- Lack of safe, on-road facilities (“more off street or protected lanes,” “engineers need to integrate protected bikeways into their designs,” “lots of our facilities are not very good for less experienced or timid bicyclists”);
- Quality and maintenance of existing facilities (“poor quality bike lanes like narrow, ‘grooved’ lane of 26th Ave S,” “street plow debris blocking intersections and bike paths,” “many roads are dangerous because of swiss cheese potholes”);
- Intersections and crossings (“Cedar/Franklin intersection - difficult for bikes to be seen,” “signal timing often doesn’t work for bikes,” “hard to ride on or cross big County roads for example Hiawatha”);
- Modal conflicts and general safety (“So many car drivers are oblivious or hostile toward bikes,” “need more lights on bike trails especially at night,” “Minnesota nice - people stop in the middle of intersections to let you go first,” “Portland bike lane on right hand side does not work with all traffic turning to 35W/94,” “vehicles that do not honor the bike paths/routes [park, double park, drive on it, etc]”).



At the SPOKES listening session.



Participants mark up a map at the SPOKES listening session.

The improvement most frequently selected during the Priority Improvements Exercise was “more cycletracks,” followed by “keep bicycle lanes, trails and other facilities free of ice and snow,” “more separate/distance between bicyclists and cars,” and “more off-street trails.”

Additional solutions identified during the Post-It Exercise included:

- Teaching bicycle awareness in driver’s education courses;
- Improving intersection signals (“more bike-specific signalization,” “signal allowing bikers to go first at red lights so they are ahead of traffic and visible,” “we need detectors for bicyclists at signalized intersections”);
- More community involvement during planning and design process;
- More amenities throughout network (“Downtown bike station,” “invest in more protected bike storage at destinations,” “more tool/pump stations around town”);
- Providing more affordable and user-friendly bike share options (“I would like it if Nice Ride accepted money, and had directions in other languages,” “work with city to provide low cost/affordable bike share”); and
- Incorporating design standards that include bicycle facilities.

Problem Locations

Problem locations identified include:

- **For traffic safety issues:**
 - Cedar/Franklin/Minnehaha intersection;
 - 26th Street E/Hiawatha Avenue intersection;
 - Hennepin/Lyndale Avenue crossing at Loring Park;
 - 4th Street SE between 13th Avenue SE and 15th Avenue SE;
 - Chicago Avenue between 25th Street E and 29th Street E;
 - Riverside Avenue;
 - Washington Avenue S;
 - Minnehaha Avenue;
 - University Avenue;
 - Hennepin Avenue;
 - Lyndale Avenue;

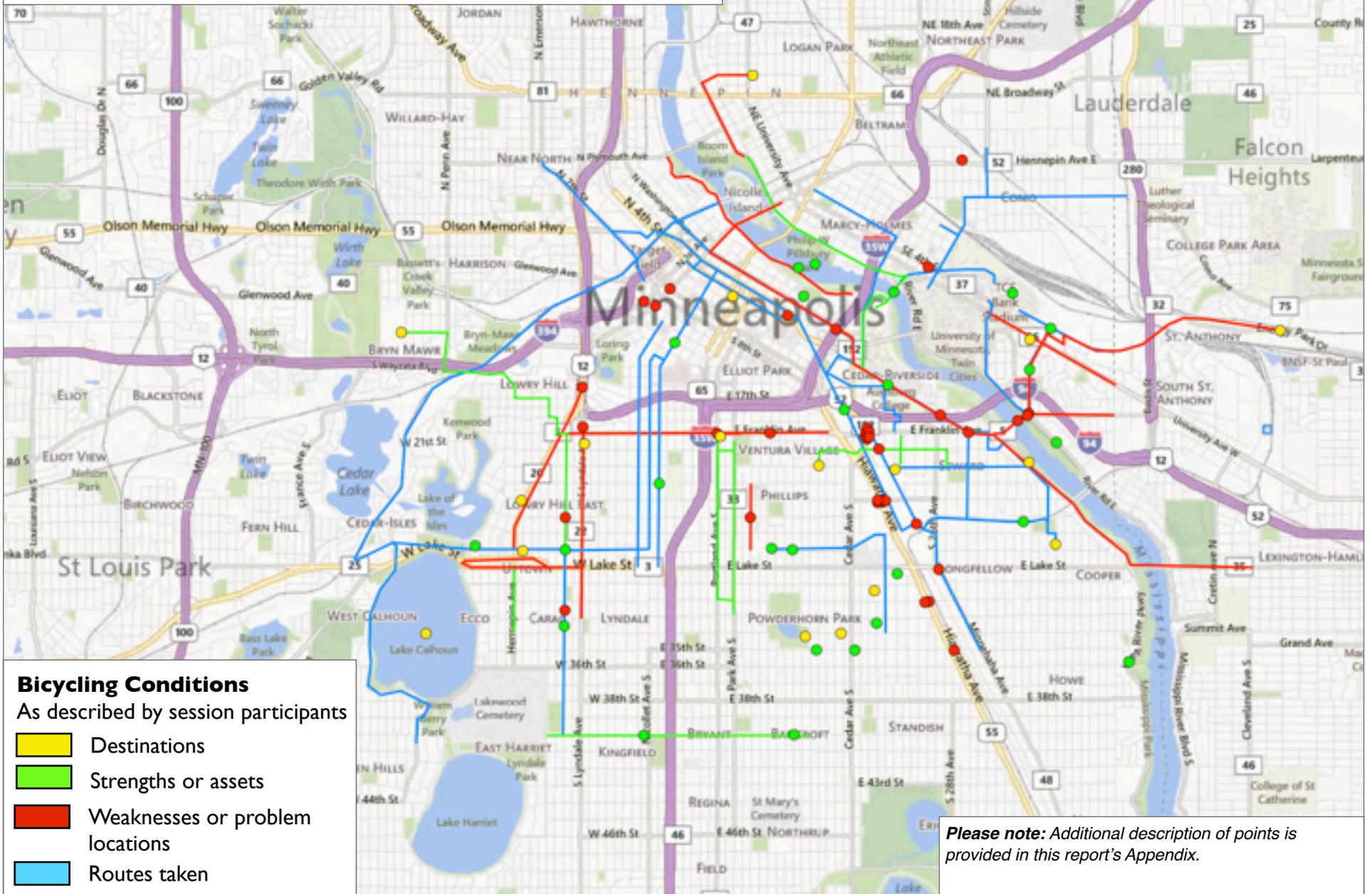


Participants mark up a map at the SPOKES listening session.



Participants evaluate bicycle facilities at the SPOKES listening session.

SPOKES Bike-Walk Connect Bicycling Destinations, Assets, Barriers, and Routes



- Lake Street;
 - Franklin Avenue;
 - Hiawatha Avenue; and
 - Portland bike lane.
- **For maintenance/facility quality issues:**
 - Hiawatha LRT Trail; and
 - 26th Avenue S.



At the SPOKES listening session.

Listening Session 10: New Hope Citizen Advisory Committee

Background

Listening Session 10 took place in the Council Chambers Room of New Hope City Hall (4401 Xylon Avenue North, New Hope) at 7:00 PM on Tuesday, January 14. It was attended by New Hope Mayor Kathi Hemken and six members of the New Hope Citizen Advisory Committee.

Participants had a wide range of bicycling experience. Two participants indicated that they bike regularly for both transportation and recreation. Other participants indicated that their primary mode of transportation is a motor-vehicle, and that they bike rarely or not at all. All participants were able to provide valuable insight on bicycling and inter-modal relationships in and around New Hope.

Summary of Guidance Received

Activities

Four specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Exercise: Participants responded to the following prompts:
 - What is working? What do you like about biking in Hennepin County?
 - What do you *not like* about it? What should we improve?
 - What can be done to make bicycling better? What would make you want to bike (more)?
- Facility Types: All of the 12 facility maps were provided for feedback.
- Prioritizing Improvements
- Mapping Exercise: The map extent included New Hope and Crystal.



Listening session participants shared information about bicycling in Hennepin County.

Feedback

Assets identified during this listening session include:

- Trails (“Lots of scenic trails to utilize,” “the quality of trails. Anticipated growth even more exciting,” “designated paths,” and “like only those trails that are off public roadways”);
- Bike lanes (“Roadways that have bike lanes,” and “bridge of 36th”);
- Bike share programs (“Bikes available downtown,” and “efforts to have bikes available”); and
- Outreach and presence in local publications (“Love the annual Three Rivers Map that is sent through the mail,” and “bike paths noted in newsletters”).

Barriers identified by the group include:

- Presence/awareness of trails and trail connections in New Hope (“I am not aware of the available trails and how to get safely to certain places,” and “I have not seen a publicized map of trails in my area”);
- Inter-modal conflicts/tension (“Bicyclists trying to be in a turn lane with traffic,” “lack of respect on trails: blocking trail, ignoring traffic rules,” “bike routes that disrupt traffic or reduce total number of lanes available,” and “mixing bikes with cars and following rules/laws to maintain safety for all people, including pedestrians”); and
- Maintenance (“Keeping trails clear in winter and more rest areas along trails for use in winter”).

The improvement most frequently selected during the Priority Improvements Exercise was “smoother road and trail surfaces for bicyclists,” followed by “fewer gaps in routes,” “more separate/distance between bicyclists and cars,” “more bicycle lanes,” and “more off-street trails.”

Additional solutions identified during the Post-It Exercise included:

- Education and outreach (“Bike safety classes and how to use new bikes with all the gears and to know what bike is good for me,” “I would like a map of trails in New Hope and how to connect to other trails and places I want to go,” “public safety

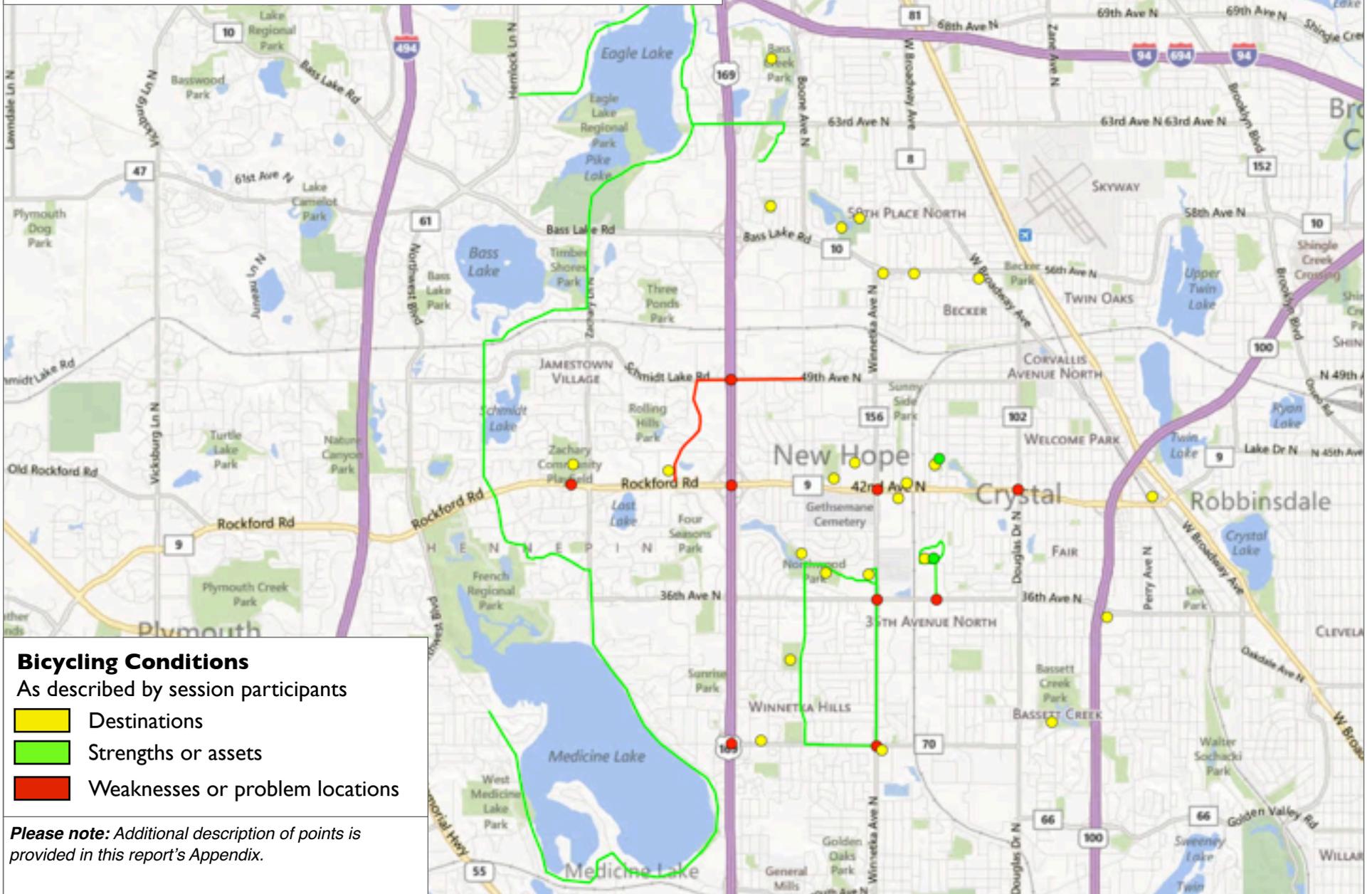


Participants brainstormed comments during the Post-It exercise.



Participants indicated their comfort level for a variety of bicycle facility types.

New Hope Citizens Advisory Committee Bicycling Destinations, Assets, Barriers, and Routes



training program on biking,” “help us hold a ‘bike fair’ in conjunction with the farmers market,” and “help start a ‘ride your bike to school day’”);

- Improve crossings (“Sign designating bike crossing,” and “safer crossing of streets”);
- Expand bike share programs (“Making bike rentals available in New Hope,” and “more access to bikes for people along popular routes”);
- Address gaps in routes (“More connection points between parks, especially NW metro,” and “add bike lanes on streets being reconstructed”); and
- End of trip facilities (“Availability of bike repair places,” and “places to store bikes at public places, bus stops”).

Following the formal activities, there was a brief discussion of other ideas and themes, as well as a review of the participants’ experience. Some participants said that the session was very informative and that it gave them a new perspective on sharing the road with bicyclists. It was expressed that driver education regarding a bicyclist’s legal right to the road could help reduce tension between different modes by improving understanding and patience between roadway users.

Problem Locations

Problem locations identified include:

- **For traffic safety issues:**
 - 49th Avenue N/Highway 169 overpass;
 - County Road 9/Highway 169 overpass;
 - County Road 70/Highway 169 overpass;
 - County Road 70/County Road 156 intersection;
 - 36th Avenue N/County Road 156 intersection;
 - 36th Avenue N/Maryland Avenue N intersection;
 - County Road 9/County Road 156 intersection;
 - County Road 9/County Road 102 intersection;
 - Nathan Lane North; and
 - Country Road 9 south of Zachary Playfield.



Participants indicated their priorities for improvements and learned about a range of facility types available for bicyclists.

Section 3.6 - Additional In-Person Engagement Activities

Community Event 1: Minnehaha Avenue Open Streets

Background

Hennepin County Pedestrian and Bicycle Coordinator Rose Ryan was present with an information table and poster-based engagement activities at the Minnehaha Avenue Open Streets event on Sunday, August 11, 2013 from 10:00 am - 4:00 pm. The event was well-attended, with people enjoying Minnehaha Avenue free of automobiles on foot, bicycle, and other modes. Participants also visited information booths and businesses, and engaged in numerous activities set up along the route.

The County information table was set up along the route to provide information to Open Streets participants about the Hennepin County Bicycle Transportation Plan and collect their opinions about the conditions for bicycling in Hennepin County.

Summary of Guidance Received

Activities

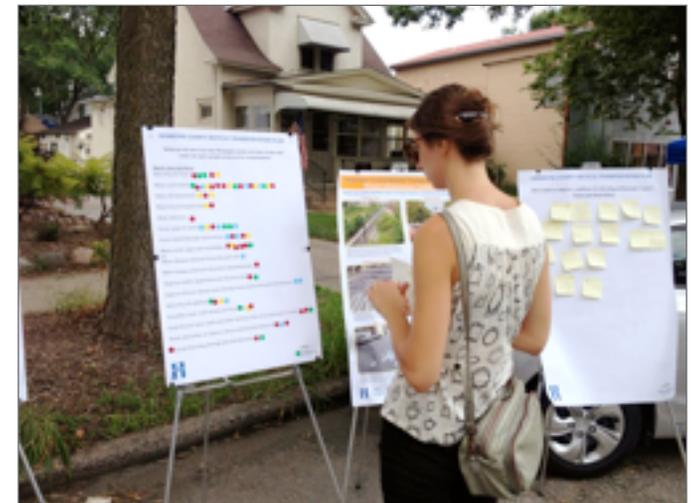
Three specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Exercise: Participants responded to the following prompt:
 - How could we improve conditions for bicycling in Hennepin County?
- Prioritizing Improvements: Participants were asked the following questions:
 - Where should Hennepin County focus improvements for bicycling?
 - What are the best ways that Hennepin County can make it safer and easier for people to bicycle for transportation?

Directions instructed participants to indicate their top 3 choices from a list of options by placing a dot beside their preferred improvements.



The Hennepin County table at Minnehaha Open Streets.



A participant marks bicycling improvement priorities at Minnehaha Open Streets.

- Mapping Exercise: A map was made available for participants to mark in red and green with green indicating routes participants currently take and red indicating routes participants do not currently take, but wish they could.

Feedback

Ideas cited in the Post-It activity on how to improve conditions for bicycling in Hennepin County included, among others:

- Street design and hierarchy (“Prioritize bikers as equally important as cars. Pedestrians and buses too,” “Bikes as design vehicles in street design,” and “Consider how streets FEEL to people not in cars”);
- Education of motorists and bicyclists (“Biking can be scary on busy roads - help us teach drivers to help bikers feel safe,” “Education on bike rules of road and trail crossings,” “Improve education about how to use different bike facilities”); and
- Infrastructure needs (“Fewer sharrows,” “Keep people from driving in bike lanes,” “Buffered bike lanes like on Park/Portland,” “Improve sight lines at intersection by having bikes stop in front of cars - Netherlands,” among others).

The dot exercise asking participants to prioritize improvements produced the following results:

- Participants overwhelmingly cited cycle tracks as the best way to make it safer and easier to bicycle for transportation in Hennepin County, with keeping bicycle lanes, trails, and other facilities free of ice and snow in the winter.
- Participants most desired bicycling improvements to be focused in neighborhood business areas, schools, and downtown/Main Street districts.

The mapping activity yielded information about current and desired bicycle routes among participants. The result of this activity is included on the following page.

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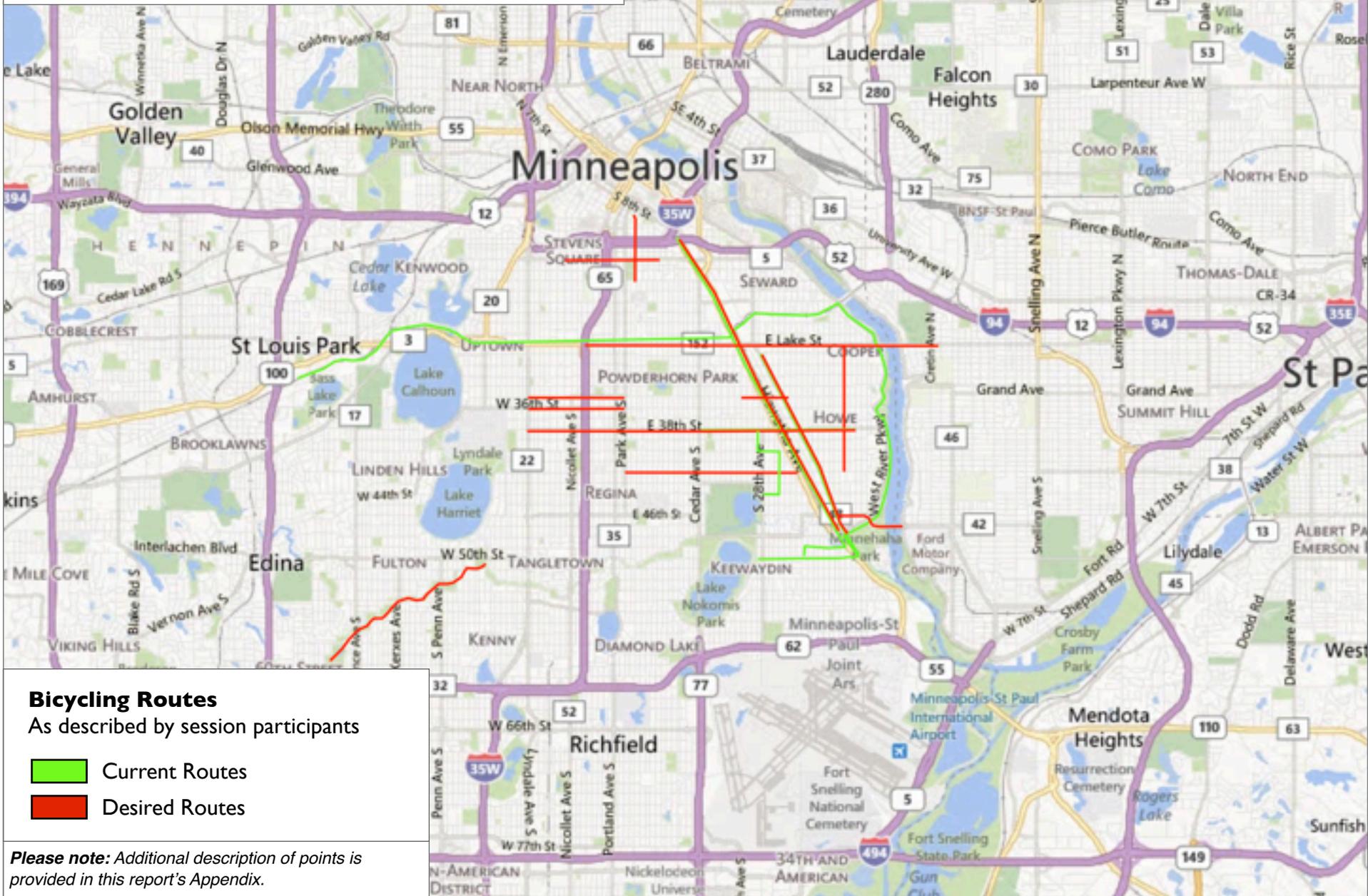


The table was visited by many Open Streets attendees.



At Minnehaha Open Streets.

Minnehaha Avenue Open Streets Current and Desired Bicycling Routes



Bicycling Routes
As described by session participants

- Current Routes
- Desired Routes

Please note: Additional description of points is provided in this report's Appendix.

Community Event 2: North Lowry Avenue Open Streets

Background

Hennepin County Pedestrian and Bicycle Coordinator Rose Ryan was present with an information table and poster-based engagement activities at the North Lowry Avenue Open Streets event on Saturday, September 21, 2013 from 11:00 am - 6:00 pm. The event was well-attended, with people enjoying North Lowry Avenue free of automobiles on foot, bicycle, and other modes. Participants had the opportunity to visit information booths and businesses, as well as engage in numerous complementary activities set up along the route.

The County information table was set up along the route to provide information to Open Streets participants about the Hennepin County Bicycle Transportation Plan and collect their opinions about the conditions for bicycling in Hennepin County.

Summary of Guidance Received

Activities

Two specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Exercise: Participants responded to the following prompt:
 - What else should we do to improve conditions for bicycling in Hennepin County?
- Prioritizing Improvements: Participants were asked the following questions:
 - What keeps you from riding your bike more?
 - How can we make it easier and more convenient for more people to choose to ride a bicycle for at least some of their trips?

Directions instructed participants to indicate their top 3 choices from a list of options by placing a dot beside their preferred improvements.



The Hennepin County station at North Lowry Avenue Open Streets.



Participants mark bicycling improvement priorities at North Lowry Avenue Open Streets.

Feedback

Ideas cited in the Post-It activity on how to improve conditions for bicycling in Hennepin County included, among others:

- Maintenance of infrastructure (“Keep bike lanes maintained - potholes, sand, etc.” “Street sweeping in bike lanes - 2nd Avenue North industrial areas,” “Fix potholes”);
- Education of motorists and bicyclists (“DRIVER education of how to deal with bikers on the road,” “Educate people - need to use bells when passing bikes/peds - not just yelling”); and
- Infrastructure needs and desires (“Fix up the Cedar/Minnehaha intersection,” “Greenway connecting NE and south through Downtown Mpls,” “Build a network of cycle tracks throughout Mpls”).

The dot exercise asking participants to prioritize improvements produced the following results:

- Participants cited “My work or other destinations are too far away,” “I would be sweaty or winded when I arrive at my destination,” and “The weather makes it difficult (heat, cold, or rain)” as the primary reasons they do not bike more.
- Participants most commonly identified more cycle tracks, more separation/distance between bicyclists and cars, and smoother road and trail surfaces for bicyclists as the improvements that would make it easier and more convenient for people to choose to ride a bicycle for at least some of their trips.



Participants mark bicycling improvement priorities at North Lowry Avenue Open Streets.



At North Lowry Avenue Open Streets.

Community Event 3: Richfield Farmers Market

Background

Bob Byers, Hennepin County Senior Transportation Engineer, staffed an information station at the Richfield Farmers Market (Veterans Memorial Park Pavillion at Portland Avenue and 63rd Street) on Saturday, October 26 from 12:00 pm - 4:00 pm.

About 20 - 25 market patrons stopped by the station to learn about and offer feedback on the bicycle plan update. In addition to Bob Byers, Dave Gepner of the Hennepin County Bicycle Advisory Committee, and Richfield Mayor Debbie Goettel were present at the station for a period of time.

Summary of Guidance Received

Activities

Posters were provided to engage and inform people who visited the station. Bob talked to residents about the bicycle plan and collected verbal feedback about bicycling in the county. He also distributed maps, business cards, and information about the project website,

Feedback

Comments and feedback received include the following (the number in parenthesis indicates the number of each comment received):

- Interest in more comfortable bikeways rather than on-road facilities (6);
- Bike system is excellent - continue the good work (4);
- Too much priority is being placed on bikes - city and county should concentrate on other issues (3);
- Access from Minneapolis to Richfield should be improved, especially across TH-62 (3);
- Sharrows really aren't perceived to be that helpful (3);
- Better education of drivers and bicyclists is needed (3);



A view of the Hennepin County Bicycle Transportation Plan information station at the Richfield Farmers Market.

- Gaps between bikeway facilities need to be closed (2); and
- Interest in better sources of biking information such as mapping and wayfinding signage (2).

Many visitors to the information station reside in Minneapolis. These individuals identified Richfield as a place that they frequent for shopping and other trips.

Community Event 4: Northwest Hennepin County League of Municipalities

Background

Bob Byers, Hennepin County Senior Transportation Engineer, facilitated a presentation and feedback session as part of the regularly-scheduled meeting of the Hennepin County League of Municipalities on Wednesday, November 13th from 6:30 pm - 8:00 pm.

Participants included 16 local city officials from the 13 communities in Northwestern Hennepin County.

Summary of Guidance Received

Activities

Bob Byers and Hennepin County Engineer Jim Grube provided a presentation to the attendees, which included background information from the 1995 Northwest League Integrated Park Trail System and the 1997 Hennepin County Bike Plan. The presentation also included a detailed discussion of the proposed elements and collaborative efforts of the current bicycle plan update.

Feedback

Feedback from attendees was very positive. Several questions about future bicycle routes were asked, mostly pertaining to future possible regional trail routes and connections.

Community Event 5: Hennepin County Bicycle Advisory Committee

Background

Hennepin County Pedestrian and Bicycle Coordinator Rose Ryan facilitated a discussion and set of activities as part of the regularly-scheduled meeting of the Hennepin County Bicycle Advisory Committee on Monday, November 18, 2013 from 4:00 pm - 6:00 pm.

Participants included members of the Hennepin County Bicycle Advisory Committee and general meeting attendees.

Summary of Guidance Received

Activities

Two specific exercises, as well as casual questions and discussion, were used to gather feedback. Formal activities included:

- Post-It Exercise: Participants responded to the following prompt:
 - What do you like about bicycling in Hennepin County? What works?
 - What do you not like about bicycling in Hennepin County? What does not work?
 - What can we do to improve bicycling in Hennepin County?
- Facility Types: Participants were asked to rate their comfort level along a continuum with a series of bicycle facilities and infrastructure presented as photos on separate posters by placing a dot. The comfort continuum ranged from “I would feel very uncomfortable riding here” to “I would feel very comfortable

riding here.” This exercise was also executed at the listening sessions used to support engagement.

Feedback

Participants liked the designated bike trails, routes, and lanes in Hennepin County, and cited lack of connectivity in many places for bicyclists (particularly north-south connections), lack of proper wayfinding, and a disrespect among motorists toward bicyclists among the characteristics that they do not like about bicycling in the county.

Ideas cited in the Post-It activity on how to improve conditions for bicycling in Hennepin County included, among others:

- Motorists and bicyclist interactions (“Better attitudes on the part of motorists,” “Less bad auto/bike interactions”); and
- Infrastructure needs and desires (“More bike traffic lights,” “Better bike infrastructure like cycletracks, bike lights, bike turn lanes,” “Bike parking facilities. More secure storage options,” among others).

During the dot exercise where participants were asked to prioritize their top 3 improvements, committee members most commonly cited “More cycle tracks” and “Work with police to improve driver and bicyclist behavior” as priority improvements.

The comfort level continuum exercise asking participants to prioritize improvements produced the following results:

- Participants identified a higher degree of comfort with separated facilities like buffered bike lanes, cycletracks, and shared use paths rather than facilities where bicycles are mixed with motor vehicles like road shoulders and roads with sharrows.