

HENNEPIN COUNTY  
MINNESOTA

# Golden Valley Road Engagement Report

*A summary of comments gathered through November 9, 2018*



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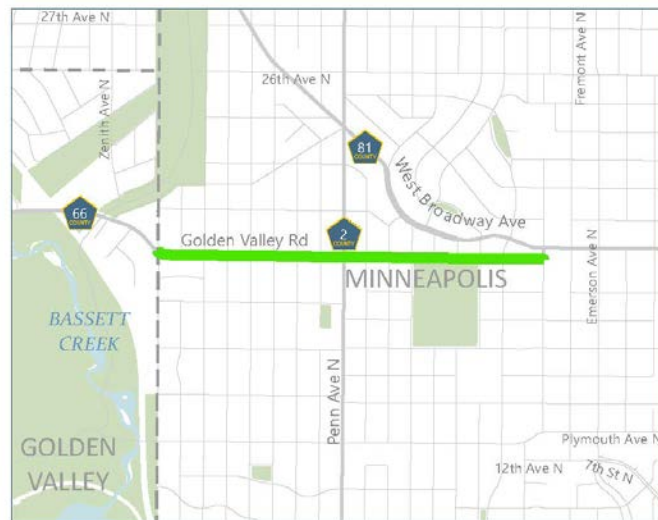
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## Project overview

Hennepin County plans to mill and overlay the 1-mile stretch of Golden Valley Road (County Road 66) between Xerxes and Girard avenues in Minneapolis in 2020. This provides an opportunity to restripe for bike lanes and connect to the county bikeway network, Golden Valley Road is a planned corridor in the Hennepin County Bicycle Transportation Plan.

Golden Valley Road is an east/west route that will provide a strong connection to nearby bikeways for commuting, shopping and recreating. The bikeways would connect with existing and future bikeways to the west and is near existing bikeways to the east. The corridor would also connect future transit stations serving the Blue Line LRT extension, the C-line and D-line bus rapid transit lines.

The roadway today is 44 feet wide curb to curb (except at Penn Avenue, where right turn lanes widen the road to 48 feet) with no dedicated bicycling facility, two 11-foot general lanes and two 11-foot parking lanes. The road carries relatively little traffic for a county road, from 4,150 ADT to 5,700 ADT.



Draft concept

A primary task of the study is to determine how to manage motor vehicle parking.

A parking study in July 2018 determined about a quarter of available parking is being used throughout the corridor, but that a couple of blocks on the west end are more heavily used for parking.

The study has taken place in summer and fall 2018, and includes community engagement in coordination with the city of Minneapolis. Engagement is expected to resume closer to the 2020 construction season. The following pages summarize engagement through November 9, 2018.

## Events and comments received

### **April publishing of Hennepin County Web page**

The county has maintained a Web page for the project at <https://www.hennepin.us/goldenvalleyroadmpls>. Since it went live, 21 people have visited, all after the mailing went out on October 10 and peaking at nine visitors on October 18, the day of the open house. As of November 9, we had not received comments attributable to the Web page.

### **June 29 North Minneapolis Bicycle Advocacy Council**

On June 29 county staff presented the project to about seven NMBAC members. They said the bike lane connections would be particularly important to the area, as they would link the C-Line, D-Line and Blue Line Extension station to the west. The group would like to see buffered bike lanes and some kind of protection, be it delineators or curbs.

### **August 10 grassroots canvassing**

A resident who serves on the Hennepin County Bicycle Advisory Committee and is a member of the North Minneapolis Bicycle Advocacy Council canvassed the corridor by his own volition and against county staff advice on August 10. He reported that most of the residents he spoke with were supportive of adding bike lanes without reservation.

After talking with several of her neighbors, one resident who was canvassed changed her initial support for the concept due to concerns that there would not be enough on-street motor vehicle parking at the west end of the corridor, near Vincent, if parking were only on the north side. The parking study matches the resident's reports, showing more than 85 percent and as high as 93 percent of available on-street parking on Golden Valley Road was in use. About 64 percent to 74 percent of parking was in use in the block south of Golden Valley Road on Vincent Avenue.

### **August 13 Northside Residents Redevelopment Council**

County staff briefed the NRRC's Residential and Commercial Task Force on the project on August 13. There was initial support for the project and concern about relocating parking around Vincent Avenue. The resident concerned about parking who was discussed in the grassroots canvassing section attended and spoke with staff and the NRRC about her concerns. She also was displeased that she hadn't already heard about the project and that to this point she had only heard about the project from another resident.

## August 20 Hennepin County Bicycle Advisory Committee

On August 20 the Hennepin County BAC reviewed the project concept and provided feedback:

- A member suggested the county look into buffering the parking side of the bike lane, as dooring is a significant hazard.
- Members debated whether it would be worthwhile to change the configuration to 10-foot general lanes, 5-foot bike lanes and 7-foot parking on both sides where there is high parking use. Members were divided on this proposal, with some preferring to see no bike lanes rather than such tight dimensions.
- Members generally supported removing parking from one side, as for much of the corridor parking use is around 25 percent and halving available parking would raise it only to 50 percent.
- Members debated why the concept with parking relocation might not be carried through the high-parking-use areas around Vincent. Members noted that county roads are not intended for the free storage of private property but for the safe and efficient movement of people, including by bicycle. Not including bike facilities or using substandard facilities would sacrifice the safety and health of residents for the convenience of those who want to park a car. Another opinion was that some bike facility is better than no bike facility if that becomes the political choice.
- A member said some of the people parking on Golden Valley Road are doing it to avoid going through alleys and potentially being the victims of crime.

The BAC passed a resolution of support for the concept, which reads: "The Bicycle Advisory Committee supports improving Hennepin County residents' health and wellness and access to transit by including bike lanes as part of the 2019 mill and overlay of Golden Valley Road from Xerxes Avenue to Girard Avenue."

## September 15 Open Streets West Broadway

County staff spoke with nearby residents and community experts at Open Streets West Broadway from 11 a.m. to 5 p.m. on September 15. Open Streets was just north of Golden Valley Road, from 120 feet away at Girard to 1,800 feet at Penn.

Most of the conversations centered around county trivia and prizes, and were not specific to Golden Valley Road. The five or so people who did talk about Golden Valley Road were either indifferent about it or supportive of reducing motor vehicle parking to include bicycling lanes. About 50 people spoke with county staff at Open Streets.

## October 10 mailing

On October 10, 2018, The county sent a mailer promoting the Oct. 18 open house, describing the project and requesting feedback through a comment form. The county send the mailer to 138 addresses within 300 feet of Golden Valley Road. As of November 8, the county has received one comment from this mailer:

- People drive incredibly fast on Golden Valley Road. People also drive through the stop sign on Golden Valley Road and Morgan, I would love to see Golden Valley Road improve and I hope bike lanes would help.

## October 18 community open house

About 15 residents attended an Oct. 18 Open House at North Commons Recreation Center (one block south of the corridor on James Avenue) between 6 and 8 p.m. Comments recorded at the open house included:

- Prefer bike lanes with buffer and parking on the north side.
- I support the buffered bike lanes as presented. Personal observations are that removal of south side parking will still meet parking needs. Please review intersection street markings and consider zebra crosswalk markings at Xerxes, Russell, Queen (future bike boulevard), Morgan, Knox, James and Girard.
- I support this. I want to start a bike club for kids. Bike lanes are much needed for safety.
- While attending the meeting, I chatted with a few children (elementary school age). We discussed the challenges to biking and the benefits. I support this project. Encourage biking for children and their parents for health and wellness.
- Every member of the North Minneapolis Bicycle Advocacy Council supports buffered bike lanes on the Golden Valley Road paving project.
- Golden Valley road and Girard where street and bike lanes will connect to proposed bike lane to 16<sup>th</sup> Avenue North, which runs east-west and connects us to the Mississippi River.
- West Broadway corridor needs better bicycle and pedestrian infrastructure really badly.

## October 25 Jordan Area Community Council

County staff introduced the project to the JACC at its annual meeting on October 25. About 60 people heard a brief overview of the work and were invited to send comments to the county. An audience member asked that buffers be included with bike lanes in the project to improve safety on the corridor.

## Interagency coordination

### Minneapolis staff

County staff have met with Minneapolis Transportation Planning and Programming staff on the project. City staff have been involved in outreach events and concept development. County staff will continue coordinating with the city as the project advances.

### September 26 Minneapolis Bicycle Advisory Committee

On September 26 the Minneapolis BAC reviewed the project concept and provided feedback.

- Members supported the bike lane concept and requested that the bike lanes be 7 feet wide rather than the concept's 6 feet wide and that the general lanes are reduced from 11 feet to 10 feet to accomplish this.
- Members noted that there was reluctance among residents to move parking to one side of the street. Members generally supported the idea of using advisory bike lanes in the high-use parking area around Vincent Avenue if reducing parking becomes unacceptable.

The BAC passed a resolution of support for the concept, which reads: "The Minneapolis Bicycle Advisory Committee supports dedicated bike lanes on Golden Valley Road from Girard Ave N to Xerxes Ave N and recommends 7-foot bike lanes and 10-foot travel lanes with consideration for advisory bike lanes for the area where parking counts are documented to be high."

### October 3 Minneapolis Pedestrian Advisory Committee

On October 3 the Minneapolis PAC reviewed the project concept and provided feedback.

- Moving parking to one side of the road would increase pedestrian crossings as people park vehicles across the street from their destination. This could be beneficial for the corridor, by increasing foot activity and slowing traffic.
- Please evaluate striping crosswalks, particularly at Xerxes and Girard.
- Bike lanes could help calm speeds on the street and encourage people to bike and walk more.
- Please evaluate reducing general lane widths to 10 feet to calm traffic.
- Members would like to see temporary or permanent bumpouts to improve sightlines and reduce crossing distance.



The PAC passed a resolution of support for the concept, which reads: "The Pedestrian Advisory Committee supports the addition of marked bike lanes along this corridor. We encourage further discussion to determine if protected bike lanes are possible. We request that travel lanes be reduced to 10 feet lanes as a traffic calming strategy and that parking along this corridor include physical restrictions near pedestrian crossings to improve sight lines for both drivers and pedestrians, to ensure crossing safety."

### **Metro Transit**

The project is not expected to significantly impact Metro Transit operations in the corridor (two routes run on the corridor, the 14 and the 30) as it will not move curbs or otherwise restrict bus movement. County staff have discussed the project with Metro Transit staff.

# Parking study

## Overview

Hennepin County is evaluating Golden Valley Road from Xerxes Avenue to Girard Avenue for a potential lane reconfiguration after the surface is milled and overlaid in 2019. Potential configurations include a one-way bike lane in both directions and one parking lane rather than today's two parking lanes. This study was completed to evaluate how much parking is being used today to consider the potential impacts to parking with a reconfiguration.

To determine parking utilization, parking counts were collected along the 1.04-mile Golden Valley Road corridor from Xerxes Avenue to Girard Avenue and along intersecting streets one block north or south of Golden Valley Road. Figure 1 shows the study area highlighted in purple. Counts occurred at three separate times of the day — 7 a.m., noon and 6 p.m. — to catalogue overnight parking, midday business parking and post-work parking, respectively. This process was completed on two separate days: Wednesday, June 27, and Friday, July 6, 2018.

Data was collected by using a dashcam to record video while driving the corridor and cross streets. This video was then reviewed and parking utilization was analyzed block by block.

**Figure 1 – Study Area**



## Parking Utilization Methodology

To determine parking utilization percentages, counts for each period were divided by the total number of available parking spaces for each block by day and time period. The number of available parking spaces was calculated as follows: the total length of available parking area was measured using aerial imagery, then divided by 22 feet per space. Then, after reviewing the video used to collect the data, adjustments were made to account for current conditions such as restricted parking and street resurfacing projects. Finally, for both sides of the Golden Valley Road corridor and for the groups of cross streets on either side, an average parking utilization was determined by calculating the average parking utilization of each block, adding all blocks and dividing by the total number of spaces available.

### Parking Utilization Findings

Parking utilization on the corridor was 28 percent and 25 percent of available parking occupied along the north and south sides, respectively. Two segments routinely saw at least half of their available parking occupied, that from Xerxes Avenue to Upton Avenue and, to a lesser extent, the block between James Avenue and Irving Avenue. The corridor is mostly a mix of low density and medium density housing. Most units have driveways or parking lots that are accessible via an alley or a cross street; however, for the medium density units, these lots may not have sufficient off-street parking for all residents. Small commercial pockets can be found at the intersection with Penn Avenue and along the north side of the street between James Avenue and Girard Avenue, where the corridor closely parallels West Broadway Avenue. A church with little off-street parking can also be found on the south side of the corridor at its intersection with James Avenue, which is likely the cause of higher parking utilization on that block of the corridor.

The cross streets were slightly more occupied; in total, those north of the corridor saw about 35 percent of their available parking occupied, while those south of the corridor saw about 34 percent. The north cross streets were most occupied toward the eastern and western ends of the corridor, while the south cross streets were significantly more occupied west of Penn Avenue than east. Land use along the cross streets is almost identical to that along the corridor itself: mostly low density or medium density residential, with Penn Avenue and the north cross streets from James Avenue to Girard Avenue being commercial. Figure 2 illustrates the average percentage of parking occupied on every block along both sides of the corridor and all cross streets.



Figure 2 — Average Percentage of Parking Occupied

<b>Segment</b>	<b>7 a.m.</b>	<b>Noon</b>	<b>6 p.m.</b>
<i>Xerxes to Washburn</i>	78.57%	50.00%	64.29%
<i>Washburn to Vincent</i>	27.78%	16.67%	16.67%
<i>Vincent to Upton</i>	85.71%	78.57%	85.71%
<i>Upton to Thomas</i>	8.33%	0.00%	0.00%
<i>Thomas to Sheridan</i>	25.00%	12.50%	6.25%
<i>Sheridan to Russell</i>	16.67%	25.00%	33.33%
<i>Russell to Queen</i>	8.33%	8.33%	16.67%
<i>Queen to Penn</i>	50.00%	62.50%	37.50%
<i>Oliver to Newton</i>	18.75%	12.50%	37.50%
<i>Newton to Morgan</i>	12.50%	6.25%	0.00%
<i>Morgan to Logan</i>	12.50%	12.50%	12.50%
<i>Logan to Knox</i>	0.00%	0.00%	0.00%
<i>Knox to James</i>	37.50%	50.00%	62.50%
<i>James to Irving</i>	12.50%	50.00%	50.00%
<i>Irving to Girard</i>	21.43%	27.50%	17.86%
<b>TOTAL</b>	<b>27.80%</b>	<b>27.32%</b>	<b>28.78%</b>

**Table 1 — Average Percentage of Occupied Parking on the North Side of Golden Valley Road by Time of Day**

<b>Segment</b>	<b>7 a.m.</b>	<b>Noon</b>	<b>6 p.m.</b>
<i>Xerxes to Vincent</i>	47.50%	17.50%	42.50%
<i>Vincent to Upton</i>	92.86%	71.43%	92.86%
<i>Upton to Thomas</i>	25.00%	18.75%	18.75%
<i>Thomas to Sheridan</i>	56.25%	12.50%	43.75%
<i>Sheridan to Russell</i>	28.57%	35.71%	14.29%
<i>Russell to Queen</i>	4.55%	9.09%	22.73%
<i>Penn to Oliver</i>	0.00%	18.75%	18.75%
<i>Oliver to Newton</i>	55.00%	20.00%	30.00%
<i>Newton to Morgan</i>	37.50%	25.00%	50.00%
<i>Morgan to James</i>	0.00%	1.72%	5.17%
<i>James to Irving</i>	18.75%	56.25%	56.25%
<i>Irving to Girard</i>	22.50%	27.50%	12.50%
<b>TOTAL</b>	<b>27.14%</b>	<b>20.71%</b>	<b>27.50%</b>

**Table 2 — Average Percentage of Occupied Parking on the South Side of Golden Valley Road by Time of Day**

<b>Segment (dir*)</b>	<b>7 a.m.</b>	<b>Noon</b>	<b>6 p.m.</b>
<i>Xerxes</i>	47.73%	31.82%	56.82%
<i>Washburn</i>	36.25%	20.00%	26.25%
<i>Vincent</i>	37.84%	29.73%	33.78%
<i>Upton</i>	45.92%	31.63%	52.04%
<i>Thomas</i>	51.32%	39.47%	61.84%
<i>Sheridan</i>	53.16%	45.57%	49.37%
<i>Russell</i>	33.67%	17.35%	34.69%
<i>Queen</i>	37.25%	26.47%	23.53%
<i>Penn</i>	12.77%	9.57%	13.83%
<i>Oliver</i>	26.53%	13.27%	21.43%
<i>Newton</i>	34.78%	34.78%	34.78%
<i>Morgan</i>	51.85%	50.00%	48.15%
<i>Logan</i>	65.79%	55.26%	68.42%
<i>Knox</i>	0.00%	0.00%	0.00%
<i>James (N)</i>	22.73%	45.45%	36.36%
<i>Irving</i>	4.55%	63.64%	36.36%
<b>TOTAL</b>	<b>37.56%</b>	<b>29.33%</b>	<b>37.17%</b>

**Table 3 — Average Percentage of Occupied Parking on Cross Streets North of Golden Valley Road by Time of Day**

\*Parenthetical directions denote the flow of traffic on one-way streets

**Table 4 — Average Percentage of Occupied Parking on Cross Streets South of Golden Valley Road by Time of Day**

<b>Segment (dir*)</b>	<b>7 a.m.</b>	<b>Noon</b>	<b>6 p.m.</b>
<i>Xerxes</i>	33.33%	33.33%	25.00%
<i>Vincent (S)</i>	73.81%	64.29%	69.05%
<i>Upton (N)</i>	39.36%	35.11%	41.49%
<i>Thomas (S)</i>	32.98%	25.53%	21.28%
<i>Sheridan (N)</i>	46.81%	37.23%	48.94%
<i>Russell (S)</i>	42.55%	36.17%	38.30%
<i>Queen (N)</i>	48.94%	37.23%	51.06%
<i>Penn</i>	35.71%	30.95%	33.33%
<i>Oliver (S)</i>	18.57%	18.57%	22.86%
<i>Newton (N)</i>	48.44%	31.25%	46.88%
<i>Morgan (S)</i>	22.22%	9.72%	27.78%
<i>James (N)</i>	2.94%	0.00%	11.76%
<i>Irving</i>	36.76%	30.88%	42.65%
<i>Girard</i>	21.88%	6.25%	12.50%
<b>TOTAL</b>	<b>36.32%</b>	<b>28.67%</b>	<b>36.12%</b>

\*Parenthetical directions denote the flow of traffic on one-way streets

Conclusion

On average, about a quarter of available parking along the Golden Valley Road corridor was occupied, as well as about 35 percent of parking along the cross streets for one block in either direction. The three-block segment between Xerxes Avenue and Upton Avenue saw the most parking, usually well above 50 percent. Some other single blocks also have the potential to fill up at peak periods due to their location near a church or a commercial corridor, notably the block between James Avenue and Girard Avenue. Medium density housing with insufficient off-street parking appears to be the most significant factor in occupying more parking on the street. Generally, parking utilization was not significantly higher on either side of the street, both along the corridor itself and on its cross streets. The greatest factor in differing levels of parking utilization was time of day, as parking was generally more occupied in the morning and evening than it was midday.

*Parking study conducted and report prepared by Eli Powell, Hennepin County Transportation Planning*

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