

# Bottineau Corridor demonstration projects

## Van White station area bike repair station and cultural sign

### Health equity strategies at the Van White station area

The Van White station area is at a complex intersection of jurisdictions that includes the city of Minneapolis, Hennepin County, Metropolitan Council and Minnesota Department of Transportation. Considering the future infrastructure commitments by these agencies, a demonstration project site was selected at a popular community amenity – the Hennepin County Sumner Library at Van White and Olson Memorial Highway in north Minneapolis. Health equity strategies from Van White station area plans call for:

- New bicycle facilities
- Public art
- Bicycle parking at key neighborhood destinations

### Bikes and Sumner Library

Working with Sumner Library librarians, Bottineau Community Works staff talked through the possible bike improvements and public art elements at this historically significant building. In addition, adjacent community organizations were consulted and supportive of the concept. This engagement identified that:

- Biking to the library is a common form of transportation for neighborhood youth.
- Bike locks are available at the library but during the summer they often run out of bike locks to lend.
- One of the major reasons community members don't use their bikes is because of flat tires.

Based on this input, the project installed a permanent bike repair station next to the library and adjacent to the Van White bike boulevard.

### Bike repair clinic

Venture North, a social enterprise project of Redeemer Center for Life, set up a bike repair clinic on two weekends. This free service provided 56 community members with:

- Bike safety tune-ups including, inflating tires, fixing flat tires, tightening and oiling chains, etc.
- Bike repair lessons including how-to fix a flat
- Basic safe riding techniques



### Bike and pedestrian demonstration projects

Making it easier for residents to get to future Bottineau LRT (METRO Blue Line extension stations by walking, biking, and rolling is one focus of the Hennepin County Bottineau Community Works program.

Bottineau Community Works staff worked with Bottineau Corridor city and community partners to implement bicycle and pedestrian demonstration projects in five future station areas, including one in each city. These projects demonstrate health equity strategies identified in the Bottineau station area plans.

Funding support came from the Center for Prevention, Blue Cross and Blue Shield of Minnesota and the Statewide Health Improvement Partnership from the Minnesota Department of Health.

## Community designed cultural wayfinding

The last component of this demonstration project was a community inspired sign (pictured right) reflecting North Minneapolis culture. Working with Juxtaposition Arts staff and eight youth apprentices, library staff:



- Engaged over 100 community members for input on designs and concepts
- Provided final design review boards to display for library staff and patrons
- Installed hoop sign with designs at the library

## Van White station area community profile

(US Census 2010)			
	Half-mile station area	Minneapolis	Hennepin County
Population (2010)	4,576	382,578	1,152,388
Persons under 18 years	37%	20.2%	22.4%
Persons over 65 years	6%	8.0%	12.2%
Minority	88%	36.2%	23.6%
Zero car households	49 %	19%	10.5%
Living in poverty	48%	22.5%	12.8%
Life expectancy at station zip code: 73 years; Hennepin County: 81 years.		(retrieved 10/9/18 RWJF <a href="#">USALEEP</a> )	

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# Bottineau Corridor demonstration projects

## Golden Valley pedestrian safety improvements

### Golden Valley Road pedestrian safety at Courage Kenny Rehabilitation Institute

The Golden Valley station area for the planned Bottineau light rail transit corridor is located at a nexus of bike trails and hiking trails connecting Theodore Wirth Parkway, Theodore Wirth Regional Park and Golf Course, Sochacki Park, and the Bassett Creek Regional Trail. This future station area overlaps parts of the city of Golden Valley and north Minneapolis, and brings many opportunities for active living.

A bus stop on Golden Valley Road near the Courage Kenny Rehabilitation Institute provides access for employees and for people with injuries and disabilities who may be receiving services there. Courage Kenny, city of Golden Valley and Northside Residents Redevelopment Council were consulted on the scope and goals of the project.

#### What we learned

- The need for comfortable and safe walking and biking was identified as a health equity strategy by community members and stakeholders during station area planning.
- North Minneapolis residents travel Golden Valley Road to access the shopping center at Highway 100 for groceries and other amenities.
- At the Courage Kenny crossing, a Hennepin County pre-project study found that cars only stopped for pedestrians 30 percent of the time.



#### Demonstrating results

For the demonstration project, temporary safety improvements were installed at this bus stop pedestrian crossing including pavement markings and delineators, to evaluate possible long-term safety investments.

- In a survey of Courage Kenny Rehabilitation Institute employees, 70 percent reported that cars were more likely to stop for people using the crosswalk after the improvements. Sixty percent reported they felt more comfortable crossing but there is still a need for cars to drive slower at this crossing.

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- Hennepin County Transportation staff observed the demonstration project resulted in meaningful improvements to pedestrian safety and a permanent installation of a concrete pedestrian refuge island was approved for 2019 construction.
- The Courage Kenny pedestrian crossing connects to the Bassett Creek Regional Trail. Bottineau Community Works included this trail in a 2018 study of infrastructure improvements in station areas and is providing 60 percent design concepts for the trail.



## Golden Valley Road station area community profile

US 2010 Census				
	Half-mile station area	Minneapolis	Golden Valley	Hennepin County
Population (2010)	2,351	382,578	20,371	1,152,388
Persons under 18 years	23%	20.2%	19.9%	22.4%
Persons over 65 years	11%	8.0%	20.3%	12.2%
Minority	44%	36.2%	14.6%	23.6%
Zero car households	6%	19%	5.7%	10.5%
Living in poverty	11%	22.5%	6.8%	12.8%
Life expectancy by zip code: 83 years; Hennepin County: 81 years.			(retrieved 10/9/18 RWJF <a href="#">USALEEP</a> )	

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# Bottineau Corridor demonstration projects

## Robbinsdale on-street bike rack

### Health equity in the Robbinsdale station area

The Robbinsdale station area for the planned Bottineau light rail transit line is located adjacent to a vibrant downtown business district where both businesses and residents have an appreciation for biking and walking. The need for bike parking near the planned Robbinsdale LRT station was identified as a priority by community members and local businesses during the county-led station area planning process. Hennepin County surveyed Robbinsdale residents, finding:

- Safe routes to downtown Robbinsdale, along with conveniently located bike racks were the top choices for what would make residents more likely to bike downtown.
- 40 percent of the residents surveyed reported that they ride their bike a few times per month for recreation and 32 percent ride a few times per month to business within downtown Robbinsdale.

This demonstration project followed a multi-pronged approach to encourage biking to the downtown business district:

- An on-street bike corral
- A unique community street design
- A bike repair clinic

### On-street bike rack

Bikes and cars often compete for space on the street, especially in busy commercial areas. With the support of the popular biking destination, the Wicked Wort Brewing Company, an on-street bike rack was installed directly next to their business on Hubbard Avenue in 2017.

Over the winter the on-street bike rack was removed for snow plowing and Hennepin County staff presented to the Robbinsdale Chamber of Commerce on participation results and Bike Friendly Communities. Then in 2018, the city of Robbinsdale worked with Metro Transit to install the bike rack in the Transit Center parking lot one block to the south on Hubbard Avenue.

A 3-D street art design with the Robbinsdale Bird Town theme, was painted under the bike rack by a local artist, Shawn McCann, to elevate the visibility of biking as a viable option downtown.



### Bike and pedestrian demonstration projects

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Funding support came from the Center for Prevention, Blue Cross and Blue Shield of Minnesota.

## Bike repair clinic

Venture North, a social enterprise project of Redeemer Center for Life, set up a bike repair clinic during the annual Robbinsdale Whiz Bang Daze. Located next to the bike rack in the Metro Transit parking lot, this free service provided 45 community members with:

- Bike safety tune-ups like inflating tires, fixing flat tires, tightening and oiling chains, etc.
- Bike repair lessons including how-to fix a flat
- Basic safe riding techniques



## Bottineau Community Works Hubbard Avenue bike lane consideration

Hubbard Avenue bike boulevard concept was selected for 60 percent design in the Bottineau Community Works Infrastructure project. This concept will span from 42<sup>nd</sup> Avenue to 36<sup>th</sup> Avenue next to the station area building on the testing and surveys related to the on-street bike rack.

## Robbinsdale station area plan community profile

US Census 2010			
	Half-mile station area	Robbinsdale	Hennepin County
Population	3,984	13,953	1,152,388
Persons under 18 years	21%	22%	22.4%
Persons over 65 years	16%	12%	12.2%
Minority	25%	23%	23.6%
Zero car households	8%	3%	10.5%
Living in poverty	10%	11%	12.8%
Life expectancy at station zip code: 75 years; Hennepin County: 81 years. <span style="float: right;">retrieved 10/10/18 RWJF <a href="#">USALEEP</a></span>			

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# Bottineau Corridor demonstration projects

## Connecting Crystal Community Center

### Health equity strategies at the Bass Lake Road station area

The Bass Lake Road station area of the planned Bottineau light rail transit line is a gateway to the city of Crystal's many amenities: a bustling commercial district at Bass Lake Road and West Broadway and the future improvements at Becker Park adjacent to the station. During station area planning these health equity strategies were identified:

- Support additional infrastructure that encourages physical activity.
- Improve bicycle and pedestrian connections on major streets.
- Close sidewalk gaps and improve pedestrian crosswalks in key locations.
- Create an environment where people feel more comfortable walking and biking to, from, and around the LRT station and to more distant destinations.

### Crystal walk audit

Just south of the Bass Lake Road station area is the city of Crystal's well attended community amenities of the Aquatic Center and Community Center. Hennepin County staff led community members, city officials and community center staff on a walk audit from Becker Park to the Crystal Community Center to identify opportunities to improve connections between these key destinations. They evaluated their walk experience to help inform county bike and pedestrian planners of current conditions. Following this experience, Hennepin County bike and pedestrian planners will collect data next summer to evaluate potential crossing improvements at Douglas Drive and Fairview Avenue to better connect residents with the community center.



### Bike repair station, bike rack, and hoop sign

Supporting additional bicycle infrastructure at the Crystal Community Center led to the permanent installation of a bike rack, bike repair station and a hoop sign. The city of Crystal has 27 parks as well as numerous ball fields, courts, playgrounds, trails and activity areas. Installed at a prominent location next to the Community Center entrance, a hoop sign with a map of the city of Crystal's major parks helps bicyclists and pedestrians navigate their way to

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Funding support came from the Center for Prevention, Blue Cross and Blue Shield of Minnesota.

Becker Park and beyond. A permanent curb cut was installed by the city of Crystal to support pedestrian and bicycle crossing next to these improvements.

### Bottineau Community Works consideration of bike and pedestrian improvements on Douglas Dr.

Douglas Drive next to Becker Park was selected for 60 percent design in the Bottineau Community Works Infrastructure project. This concept will span from the park to West Broadway towards the community center and will also include a stretch of Bass Lake Road to the east of the future station area.



### Bass Lake Road station area community profile

US Census 2010			
	Half-mile station area	Crystal	Hennepin County
Population	2,405	22,151	1,152,388
Persons under 18 years	22%	22%	22%
Persons over 65 years	11%	14%	12%
Persons of color	36%	22%	24%
Zero car households	4%	7%	11%
Living in poverty	14%	10%	13%
Life expectancy at station zip code: 78 years; Hennepin County: 81 years.			retrieved 10/10/18 RWJF <a href="#">USALEEP</a>

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# Bottineau Corridor demonstration project

## StarLite Shopping Center protected crossing

### Health equity strategies near the Brooklyn Boulevard station

The Brooklyn Boulevard station area is a key center of commercial activity in Brooklyn Park. The station sits at the intersection of Brooklyn Boulevard and West Broadway Avenue. All four corners of the intersection are built-out with a wide variety of commercial businesses making this area a destination for northwest suburban Hennepin County residents. During station area planning, specific health equity strategies were identified for this area, including:

- Improving the built environment to address traffic safety and circulation issues.
- Adding infrastructure that encourages physical activity near the station.
- Enhancing bicycle and pedestrian connections to the station and nearby destinations.

### Protected crossing design and survey

Bottineau Community Works coordinated the design of a projected crossing in partnership with the city of Brooklyn Park, the property owners, Fine Associates, Cub grocery store, along with these community groups: African Career & Education Resource Inc., CAPI USA, and LaAsamblea. This coordination resulted in the installation of a 345-foot protected crossing through parking lot connecting to the main entrance of Cub. This temporary crossing used vertical poles to separate people walking, biking, and rolling from people driving. It provided a comfortable and safe way to cross the parking lot to access the grocery store and shopping center from June to September, 2018. During that time, a survey of shopping center customers found:

- 60% reported cars were more likely to stop for pedestrians crossing the parking lot.
- 50% reported they walked, biked or rolled across the parking lot either daily or a few times a week.
- 56% reported that they were more likely to visit the shopping center because of the improvements.

### Summer launch event

The protected crossing was activated in June with a launch event for residents. The event included community engagement activities, a drum and dance group, and a healthy community planning information table. Around one hundred members of the community came out to enjoy the activities and activate a space previously only designed for cars.



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## Counts and concept design

In a video evaluation, Hennepin County bike and pedestrian planning staff recorded 138 pedestrians traveling along the protected crossing or through the parking lot in a single day. Metro Transit counts an average of 305 boardings each weekday at the adjacent StarLite transit center.

Bottineau Community Works included three concepts for safe pedestrian and bicycle crossing through the shopping center parking lot in their bike and pedestrian infrastructure study. This study will inform future infrastructure planning, design and implementation in the station area. These preliminary design concepts are for future consideration by Fine Associates and Cub.

Also as a result of this work, Cub installed a permanent curb cut (pictured right) to support pedestrians crossing between the shopping and transit centers.



## Brooklyn Boulevard Station Area Plan Community Profile

US Census 2010			
	Half-mile station area	Brooklyn Park	Hennepin County
Population	2,339	75,781	1,152,388
Persons under 18 years	32%	29%	22%
Persons over 65 years	6%	8%	12%
Persons of color	64%	48%	24%
Zero car households	14%	3%	11%
Living in poverty	28%	12%	13%
Life expectancy at station zip code: 80 years. Hennepin County: 81 years			retrieved 10/10/18 RWJF <a href="#">USALEEP</a>

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