Acknowledgements

We gratefully acknowledge the participation and contributions of residents, organizations and city and county leaders and staff who contributed to this study’s success, including:

**BOTTINEAU CORRIDOR CITIES**
- Minneapolis
- Golden Valley
- Crystal
- Robbinsdale
- New Hope
- Brooklyn Center
- Brooklyn Park

**CITY REPRESENTATIVES**
- **City of Golden Valley**
  - Jason Zimmerman
- **City of Robbinsdale**
  - Marcia Glick
  - Rick Pearson
- **City of Crystal**
  - Dan Olson
- **City of Brooklyn Park**
  - Jennifer Jordan

**HENNEPIN COUNTY STAFF**
- Kerri Pearce Ruch
- Andrew Gillett
- Joan Vanhalla
- Kyle Mianulli

**AGENCY PARTNERS**
- Metropolitan Council
- Metro Transit
- Three Rivers Park District
- Minnehaha Creek Watershed District
- Minneapolis Park and Recreation Board (MPRB)
- Urban Land Institute Minnesota

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Community Design Group
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St. Paul, MN 55108
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<th>Topic</th>
<th>Page</th>
</tr>
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<td></td>
<td>» Crystal</td>
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<td>A.1</td>
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<tr>
<td></td>
<td>» Phase 2 survey results</td>
<td>A.2</td>
</tr>
</tbody>
</table>
1. Introduction

In December 2017 Hennepin County, working with the northwest metro communities of Brooklyn Park, Crystal, Robbinsdale and Golden Valley, began a project to explore concepts for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

The project included two components:

» The Bottineau Community Engagement in Connectivity Project (hereafter referred to as “the community engagement project”) was the main avenue for bringing community participation and guidance into the recommendations of the Bottineau Community Works Infrastructure Advanced Planning Project

» The Bottineau Community Works Infrastructure Advanced Planning Project (hereafter referred to as “the infrastructure project”) reviewed all previously-identified walk-bike concepts in the area and selected ten concepts for advanced planning for pedestrian and bicycle improvements connecting residents and business, recreation and civic assets to Bottineau LRT station areas in Golden Valley, Robbinsdale, Crystal, and Brooklyn Park

This report summarizes the phases, activities and results related to the community engagement project - including how community preferences, comments and ideas influenced the direction and results of the infrastructure project.

The project ended in March of 2019. Implementation of the final infrastructure concepts will be explored as part of future activities for the METRO Blue Line LRT Extension.
**Project goals**

The community engagement project had three major goals:

1) To solicit guidance from the public regarding their goals and priorities for pedestrian and bicycle infrastructure to be explored / concepts to be developed as part of the infrastructure project

2) To build the public’s knowledge and awareness of upcoming development of the METRO Blue Line Extension

3) To learn from the public’s existing experience of the Blue Line corridor, including assets, issues and opportunities, and destinations in the corridor so these may be used to inform future planning and implementation

A key consideration for the project was to ensure that engagement activities, which were occurring in parallel to design activities for the infrastructure project, could be used to inform and guide project priorities and decisions. This includes the use of community guidance to select and weigh evaluation criteria for potential projects, as well as recommendations for intermediate concepts, and guidance on important walk / bike destinations to inform future wayfinding initiatives at stations.

**HOW THIS REPORT IS STRUCTURED**

This report provides a summary of key information and recommendations gathered from the engagement project to serve as guidance for future planning and implementation of wayfinding initiatives.

To facilitate quick access to key information the report is organized thus:

**Chapter 1: Introduction**

Background information, including goals and phases of the work.

**Chapter 2: Overall results**

This is an overall summary of information from in-person and online activities.

**Chapter 3: Recommendations per city and station area**

Includes:

- **Summary of Phase 1 and Phase 2 in-person activities**
  
  These are summaries of the in-person activities held during both phases of the work. They are grouped by city, and are included after the summary maps for station areas in each city.

- **Wayfinding recommendations, summary of issues and barriers, and ideas for improvement**
  
  Recommendations and ideas to be used for future phases of the work. These are presented in a per-station-area basis, grouped by city.

**Appendix**

Includes full reports, with results and all individual comments from Phase 1 and Phase 2 online surveys.
Phases of the project

The infrastructure project team developed a comprehensive list of initial concepts for pedestrian and bicycle infrastructure projects based on previously identified potential projects and on new projects as brought forward by project stakeholders.

The infrastructure project was completed in two phases, and was informed by the information gathered through community engagement.

FIRST PHASE

In the first phase of the project, all potential walking and biking projects identified in earlier planning initiatives (approximately 500 individual projects) were evaluated individually and ranked against each other. A screening process that included specific criteria and weighting was developed and used to reduce the original list of projects and select a total of 20 potential projects.

Community engagement activities were used to inform the work of this first phase in two ways:

» Gathered community guidance on which criteria are most important when deciding which station connectivity projects should be prioritized for implementation.

» Identified additional potential walking and biking projects for the eight METRO Blue Line station areas outside of Minneapolis

Each of the 20 projects was studied by the infrastructure project team, and had up to 3 concept designs developed for each, for a total of up to 60 concepts.

SECOND PHASE

A second screening process (including specific criteria and weighting for evaluation) was developed to reduce that list of projects to a total of up to 10 potential projects, which will were taken up to 60 percent design completion. Engagement in this phase was used to gauge responses and the public’s opinion to the designs.
OVERALL PROJECT STRUCTURE AND ACTIVITIES

The **First Phase engagement process** was used to develop specific criteria and weighting for reducing the original list of projects and selecting a total of 20 potential projects. Each of those 20 projects was studied by the infrastructure team, and had up to 3 concept designs developed for each, for a total of up to 60 concepts.

The **Second Phase engagement process** was used to reduce that list of projects to a total of up to 10 potential projects, which were taken up to 60 percent design completion.

Community engagement completed as part of this project was used by the infrastructure project team to:

» Develop criteria for each of the two screening processes, and

» Collect community input to inform the selected concept design options that result from each of the selection and screening stages
UNIVERSE OF INITIAL PROJECTS SCREENED (467 TOTAL PROJECTS)

Pedestrian projects
198 Projects screened

Bicycle projects
269 Projects screened
**FINAL TEN PROJECTS SELECTED**

The final 10 projects identified provide a combined total of 7.8 miles of new pedestrian and bicycle facilities. Shared-use paths, which account for 67 percent of the new projects, provide benefit to both pedestrians and bicyclists.

<table>
<thead>
<tr>
<th>ID</th>
<th>Project</th>
<th>Project Limits</th>
<th>City</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>93rd Avenue N</td>
<td>Jefferson Highway to N Oak Drive</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>B</td>
<td>Zane Avenue N</td>
<td>73rd Avenue N to 85th Avenue N</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>C</td>
<td>Brooklyn Boulevard</td>
<td>½ block east of West Broadway Avenue to Hampshire Avenue N</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>D</td>
<td>Hampshire Avenue N</td>
<td>Hampshire Avenue N from 63rd Avenue N to 66th Avenue N and 66th Avenue N from Hampshire Avenue N to Lakeland Park</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>E</td>
<td>63rd Avenue N</td>
<td>Boone Avenue N to West Broadway and Forest Avenue N to Zane Avenue N</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>F</td>
<td>Louisiana Avenue N</td>
<td>62nd Avenue N to 63rd Avenue N</td>
<td>Brooklyn Park</td>
</tr>
<tr>
<td>G</td>
<td>Douglas Drive N/Bass Lake Road</td>
<td>Douglas Drive from West Broadway to 55th Avenue N and Bass Lake Road from Bottineau Blvd to Xerix Avenue N</td>
<td>Crystal</td>
</tr>
<tr>
<td>H</td>
<td>Hubbard Avenue N</td>
<td>36th Avenue N to 41st Avenue N and west along 41st Avenue N for ½ block</td>
<td>Robbinsdale</td>
</tr>
<tr>
<td>I</td>
<td>36th Avenue N</td>
<td>Halifax Avenue N to France Avenue N</td>
<td>Robbinsdale</td>
</tr>
<tr>
<td>J</td>
<td>Duluth Street/ Golden Valley Road</td>
<td>Duluth Street from Douglas Drive N to Golden Valley Road and Golden Valley Road from Duluth Street to Xerixes Avenue N</td>
<td>Golden Valley</td>
</tr>
</tbody>
</table>

**Total length of proposed new facilities**
(by facility type)

- Shared-use Paths: 5.2 miles
- Sidewalks: 1.8 miles
- Slow Street: 0.7 miles
- Bike Lanes: 0.1 miles

**Primary users served**

- Bicyclists Only: 10%
- Pedestrian Only: 2.3%
- Bicyclists and Pedestrian: 67%
2. Overall guidance received
Key criteria for project screening

Which criteria are most important to you when selecting among different projects? (total count, not weighted)

- Connects to regional trails
- Solves a safety problem
- Serves a large number of people
- Connects to an LRT station
- Serves people who use transit a lot
- Serves large number of households without cars
- Connects to schools and libraries
- Is near an LRT station
- Is easy and cheap to implement
- Is identified as a priority in another plan

Pop-Up sessions included several boards and maps to collect guidance from participants. Image: at the Adult Learning Center Pop-Up, in Crystal.

Detail from one of the boards used to collect information on barriers - from the Golden Valley community workshop.
Main barriers to walking and biking

FROM ALL ROUND 1 IN-PERSON AND ONLINE ACTIVITIES

What keeps you from walking or riding a bicycle more often?

<table>
<thead>
<tr>
<th>Barrier</th>
<th>In-person</th>
<th>Online</th>
</tr>
</thead>
<tbody>
<tr>
<td>Routes covered in ice and snow during winter</td>
<td>14</td>
<td>70</td>
</tr>
<tr>
<td>No trails sidewalks or bike routes where I want to go</td>
<td>28</td>
<td>56</td>
</tr>
<tr>
<td>Destinations are too far apart</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>I feel unsafe around motorized traffic</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Sidewalks, trails, bike routes are not well lit in dark</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>Worried about harassment and crime</td>
<td>56</td>
<td></td>
</tr>
<tr>
<td>I don’t have enough time</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>I feel unsafe at intersections</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>Hard to find my way around</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>I don’t have anyone to walk or bike with</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>There aren’t enough benches or trees</td>
<td>28</td>
<td></td>
</tr>
<tr>
<td>The weather is too unpredictable</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>Lack right clothes shoes accessories or bike</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>I have to carry too much stuff</td>
<td>0</td>
<td>14</td>
</tr>
</tbody>
</table>

Issues and opportunities collected from participants

Current issues
Participants identified the following as important issues to address for improving connectivity in the station areas they would access:

» Lack of safety around motorized traffic
» Lack of safety at intersections
» Lack of designated walking and biking paths

Ideas for making improvements
Specific ideas for projects along the corridor include:

» Implement designated pedestrian and bicycle paths
» Safer intersections
» Fix needed infrastructure

To learn more
Please see full reports from the Phase 1 and Phase 2 online surveys at this document’s Appendix
Which criteria are most important to you when selecting among different projects? (page 1 of 2)

ONLINE SURVEY - PEDESTRIAN-RELATED ONLY, WEIGHTED:

<table>
<thead>
<tr>
<th>Item</th>
<th>Overall Rank</th>
<th>Rank Distribution</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project solves a safety problem</td>
<td>1</td>
<td></td>
<td>750</td>
</tr>
<tr>
<td>Project connects to regional trails</td>
<td>2</td>
<td></td>
<td>702</td>
</tr>
<tr>
<td>Project serves a relatively large number of people</td>
<td>3</td>
<td></td>
<td>664</td>
</tr>
<tr>
<td>Project serves people who use transit a lot</td>
<td>4</td>
<td></td>
<td>605</td>
</tr>
<tr>
<td>Project directly connects to an LRT station</td>
<td>5</td>
<td></td>
<td>605</td>
</tr>
<tr>
<td>Project is near a light rail station</td>
<td>6</td>
<td></td>
<td>544</td>
</tr>
<tr>
<td>Project serves relatively large number of households without cars</td>
<td>7</td>
<td></td>
<td>516</td>
</tr>
<tr>
<td>Project directly connects to schools and libraries</td>
<td>8</td>
<td></td>
<td>458</td>
</tr>
<tr>
<td>Project is easy, relatively cheap to implement</td>
<td>9</td>
<td></td>
<td>396</td>
</tr>
<tr>
<td>Project is already made a priority in another plan</td>
<td>10</td>
<td></td>
<td>272</td>
</tr>
</tbody>
</table>
Which criteria are most important to you? (page 2 of 2)

**ONLINE SURVEY - BICYCLE-RELATED ONLY, WEIGHTED:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Overall Rank</th>
<th>Rank Distribution</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project creates a bikeway separate from auto traffic</td>
<td>1</td>
<td></td>
<td>853</td>
</tr>
<tr>
<td>Project connects to other trails</td>
<td>2</td>
<td></td>
<td>823</td>
</tr>
<tr>
<td>Project solves a safety problem</td>
<td>3</td>
<td></td>
<td>757</td>
</tr>
<tr>
<td>Project serves a relatively large number of people</td>
<td>4</td>
<td></td>
<td>601</td>
</tr>
<tr>
<td>Project directly connects to an LRT station</td>
<td>5</td>
<td></td>
<td>521</td>
</tr>
<tr>
<td>Project serves relatively large number of households without cars</td>
<td>6</td>
<td></td>
<td>466</td>
</tr>
<tr>
<td>Project is near a light rail station</td>
<td>7</td>
<td></td>
<td>460</td>
</tr>
<tr>
<td>Project serves people who use transit a lot</td>
<td>8</td>
<td></td>
<td>434</td>
</tr>
<tr>
<td>Project directly connects to schools and libraries</td>
<td>9</td>
<td></td>
<td>404</td>
</tr>
<tr>
<td>Project is easy, relatively cheap to implement</td>
<td>10</td>
<td></td>
<td>374</td>
</tr>
<tr>
<td>Project is already made a priority in another plan</td>
<td>11</td>
<td></td>
<td>273</td>
</tr>
<tr>
<td>Other</td>
<td>12</td>
<td></td>
<td>97</td>
</tr>
</tbody>
</table>

Please see full reports from the Phase 1 and Phase 2 online surveys at this document’s Appendix.
Recommendations and weighing for screening - from comments received

CRITERIA FOR SELECTING PEDESTRIAN-RELATED PROJECTS

Given priorities and comments received from in-person and online participants, these are the recommended ranking and weighing for the selection criteria that was previously identified by the Infrastructure Connectivity Team.

Please note that while it was possible to separate responses and criteria rankings related to pedestrian projects vs. bicycle projects in the online survey, it was not possible to do so during in-person engagement. The criteria and weighings presented here are a best approximation summarizing all guidance received from the public.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Ranking</th>
<th>Recommended weighing (%) according to guidance received from the public</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solves a safety problem</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>Connects to regional trails</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Serves a large number of people</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>Serves people who use transit a lot</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Connects to an LRT station</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Is near an LRT station</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Serves large number of households without cars</td>
<td>7</td>
<td>10</td>
</tr>
<tr>
<td>Connects to schools and libraries</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Is easy and cheap to implement</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Is identified as a priority in another plan</td>
<td>10</td>
<td>5</td>
</tr>
</tbody>
</table>
CRITERIA FOR SELECTING BICYCLE-RELATED PROJECTS

Given priorities and comments received from in-person and online participants, these are the recommended ranking and weighing for the selection criteria that was previously identified by the Infrastructure Connectivity Team.

Please note that while it was possible to separate responses and criteria rankings related to pedestrian projects vs. bicycle projects in the online survey, it was not possible to do so during in-person engagement. The criteria and weighings presented here are a best approximation summarizing all guidance received from the public.

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Ranking</th>
<th>Recommended weighing (%) according to guidance received from the public</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creates protected bikeway</td>
<td>1</td>
<td>15</td>
</tr>
<tr>
<td>Connects to regional trails</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Solves a safety problem</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>Serves a large number of people</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Connects to an LRT station</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Serves large number of households without cars</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>Is near an LRT station</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Serves people who use transit a lot</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Connects to schools and libraries</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Is easy and cheap to implement</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>Is identified as a priority in another plan</td>
<td>11</td>
<td>5</td>
</tr>
</tbody>
</table>
Preferred walking facilities

**W-1**
Sidewalk
- 6’ sidewalk along road
- Adjacent to traffic lane
- No buffer or boulevard between traffic and pedestrians

**W-2**
Sidewalk
- 6’ sidewalk
- Separated from traffic lane by 5’ planted buffer

**HOW COMFORTABLE WOULD YOU FEEL WALKING HERE?**

**Facility W-1** (image shown on left column)

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would not walk here</td>
<td>0%</td>
</tr>
<tr>
<td>Very uncomfortable</td>
<td>10%</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>20%</td>
</tr>
<tr>
<td>Somewhat uncomfortable</td>
<td>30%</td>
</tr>
<tr>
<td>Would feel OK</td>
<td>40%</td>
</tr>
<tr>
<td>Somewhat comfortable</td>
<td>10%</td>
</tr>
<tr>
<td>Comfortable</td>
<td>5%</td>
</tr>
<tr>
<td>Very comfortable</td>
<td>0%</td>
</tr>
</tbody>
</table>

**Facility W-2** (image shown on left column)

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would not walk here</td>
<td>0%</td>
</tr>
<tr>
<td>Very uncomfortable</td>
<td>0%</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>0%</td>
</tr>
<tr>
<td>Somewhat uncomfortable</td>
<td>0%</td>
</tr>
<tr>
<td>Would feel OK</td>
<td>100%</td>
</tr>
<tr>
<td>Somewhat comfortable</td>
<td>0%</td>
</tr>
<tr>
<td>Comfortable</td>
<td>0%</td>
</tr>
<tr>
<td>Very comfortable</td>
<td>100%</td>
</tr>
</tbody>
</table>

**TO LEARN MORE**

Please see the full report from the Phase 2 online survey at this document’s Appendix.
Preferred walking facilities (continued)

**W-3**
Shared-use path
- 10’ shared-use path
- Separated from traffic lane by 5’ planted buffer
- Shared with bicyclists

**W-4**
Sidewalk
- 10’ sidewalk along road in commercial district
- Buffered by parking lane

**HOW COMFORTABLE WOULD YOU FEEL WALKING HERE?**

Facility W-3 (image shown on left column)

Facility W-4 (image shown on left column)

**TO LEARN MORE**
Please see the full report from the Phase 2 online survey at this document’s Appendix.
Preferred biking facilities

**B-1**
Bicycle lane
- 6' wide lane
- One way
- Curb adjacent
- No on-street vehicle parking

**B-2**
Separated bicycle lane
- 6' wide separated bike lane
- One way
- Buffered by curb and planted buffer

**HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?**

Facility B-1 (image shown on left column)

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would not bike here</td>
<td>30%</td>
</tr>
<tr>
<td>Very uncomfortable</td>
<td>20%</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>15%</td>
</tr>
<tr>
<td>Somewhat uncomf.</td>
<td>10%</td>
</tr>
<tr>
<td>Would feel OK</td>
<td>5%</td>
</tr>
<tr>
<td>Somewhat comf.</td>
<td>5%</td>
</tr>
<tr>
<td>Comfortable</td>
<td>5%</td>
</tr>
<tr>
<td>Very comfortable</td>
<td>5%</td>
</tr>
</tbody>
</table>

Facility B-2 (image shown on left column)

<table>
<thead>
<tr>
<th>Comfort Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would not bike here</td>
<td>60%</td>
</tr>
<tr>
<td>Very uncomfortable</td>
<td>45%</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>30%</td>
</tr>
<tr>
<td>Somewhat uncomf.</td>
<td>15%</td>
</tr>
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<td>Somewhat comf.</td>
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<td>Comfortable</td>
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<tr>
<td>Very comfortable</td>
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</tr>
</tbody>
</table>

**TO LEARN MORE**

Please see the full report from the Phase 2 online survey at this document’s Appendix.
Preferred biking facilities (continued)

**B-3**
Two-way separated bicycle lane
- 10’ wide bikeway
- Two way
- Bollard buffer
- On-street facility

**B-4**
Neighborhood slow street
- Residential street
- Low traffic volume
- Low speed
- Shared lane for bikes and vehicle traffic

**HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?**

Facility B-3 (image shown on left column)

Facility B-4 (image shown on left column)

**TO LEARN MORE**
Please see the full report from the Phase 2 online survey at this document’s Appendix.
**Preferred biking facilities (continued)**

**B-5**

Two-way shared-use path

- 10’ shared use path
- Separated from road by 5’ planted buffer
- Shared with pedestrians

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### HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?

Facility B-5 (image shown on left column)

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<td>30%</td>
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<td>Somewhat uncomfortable</td>
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<td>10%</td>
<td>Comfortable</td>
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<td>0%</td>
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</tbody>
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### TO LEARN MORE

Please see the full report from the Phase 2 online survey at this document’s Appendix.
3. Reports per city and station area
Station areas in Golden Valley
Station Areas in Golden Valley

INTRODUCTION

This is a summary of overall community guidance received for the station area located within the city of Golden Valley. Guidance was obtained through online and in-person engagement completed as part of the Bottineau Community Engagement in Connectivity Project.

The project sought community participation and guidance for making recommendations for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

The project was active between December 2017 and March 2019. More information about the project is available at https://hennepin.us/bottineau

ACTIVITIES AND GUIDANCE PERTAINING TO GOLDEN VALLEY

One station area is located within the city of Golden Valley.

Several community engagement activities and events were completed for this station area as well as for the overall project.

This summary for the station area included within Golden Valley includes results from the following activities and events:

Community destinations and wayfinding
From Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Barriers and issues
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Ideas for improvement
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Open houses
» Phase 1 Open House: March 28 2018
FIRST PHASE OF IN-PERSON ENGAGEMENT

Golden Valley Community Workshop

Wednesday, March 28, 6 to 8pm
Unity Minneapolis

BACKGROUND

This community workshop was held at Unity Minneapolis in Golden Valley. It was organized jointly by the team working on the Bottineau Community Works station area rezoning policy updates and the team leading community engagement for the Connectivity Project.

The workshop was attended by about 45 people, with 42 people signing in.

The purpose of the workshop was to identify potential walking and biking projects in the Golden Valley station area and gather community guidance on which criteria are most important when deciding which station connectivity projects should be prioritized for implementation.

SUMMARY OF GUIDANCE RECEIVED

Current assets
Generally, participants recognized the following as assets in the Golden Valley station area:

» Good existing infrastructure
» Relatively safe access to points of interest
Current issues
Participants identified the following as important issues to address for improving connectivity in the station areas:

» Poorly maintained infrastructure
» Lack of designated walking and biking paths
» Lack of safety around motorized traffic

Ideas for making improvements
Among the ideas participants provided for improving conditions in and near the station area are:

» Implement designated pedestrian and bicycle paths
» Fix infrastructure in need of updates
» Clear trails, sidewalks, and bike routes of ice and snow during winter months

Criteria for selecting projects
Participants at this workshop ranked the criteria for selecting which projects to prioritize for implementation in this way:

1) Serves a large number of people
2) Connects to regional trails
3) Serves a large number of households without cars
Golden Valley Road Station Area
Wayfinding Destinations - from Public Engagement

- Golden Valley Road Station Area
- Bottineau Community Works Connectivity Project - Final Community Engagement Report

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Golden Valley Road Station Area

Issues and Barriers - from Public Engagement

This parkland is a very steep hill that has only a few deer trails up it. Not passable with less than hiking gear.

Golden Valley Road Station Area

Steep hill, 1 1/2 blocks long, down to Lowry.

Steep hill, two blocks long.

Hill of medium difficulty, Kewannee Way.

Medium Hill. 26 Ave is better, Manor is much worse.

* Access to Bonnie Ln or to LRT station on GV Rd is needed for homes on Kewannee Way, France Ave, Byrd Ave N, and surrounding streets. Without this part of GV and Robbinsdale will be taking on the burden of the project without any of the benefits.

* I've taken the survey with road concepts for combined car/pedestrian/bike use. Not sure it can apply to GVrd which is too narrow and is the sole east-west access across Wirth/Sochacki greenway. Not sure it can work with morning/evening traffic.

Steep hill where the kids sied. This is the suggested walking route on the LRT plans. Not reasonable, especially in winter.

Bike lanes disappear through intersections. Difficult sight lines.

* Dangerous pedestrian crossing; cars drive too fast and do not stop. New signs have done little: they are too small and too close to the crossing. We need flashing lights with STOP FOR PEDESTRIANS. I ride #14 bus and this is my stop.

* The hill from track grade to the bridge over the tracks - every trip to the Lake trails has to return via this hill. The hills to the east are worse, and GVrd is too dangerous. Trail along the tracks would be an improvement.

Too hilly for commute to office. Too sweaty. OK for commute home.

Residents use this as an access point to Wirth.

A lot of residents use this to access Wirth park and will lose access with the LRT.

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Golden Valley Road Station Area
Ideas for Improvement - from Public Engagement

- Sohachki park divides GV and Robbinsdale. A bike/pedestrian bridge (like the one over Hwy100) at this location would add access to the park and allow East-West traffic over the tracks.

- There is currently a crude access point to the park in between two homes at the end of Elmdale Road. If this could be developed better and marked as an access point, it would be nice.

- The trails in Sohachki Park will be a great way for residents in the Noble Grove area of Golden Valley to connect to the light rail station, since there are no vehicles.

- Neighbors and I would like to see access point to Sohachki Park from Kewanee Way. This would serve all of Kewanee Way, and many people on France Ave N, Byrd Ave, and many people along 26th Ave N.

- * Off-road multiuse trail along entire GV/Rd with pedestrian level lighting, (please!!!) so can actually walk/bike places year round. Can’t do it now - especially with kids. Bike lanes serve a very small percentage of people interested in biking.

- * Best location for a ped/bike bridge over the tracks, connecting east and west neighborhoods and trail networks. Bridge would require ramps for height - passage under GV bridge would be cheaper and easier for bikes.

- * Current sidewalk between Regent Ave and Noble Ave is too narrow and too close to GV/Rd for bikers and walkers to safely share while eastbound to the station. And sidewalk is only on the south side of GV/Rd.

- * This bicycle path needs to be separated from the road. Cannot trust speeding drivers to avoid bicycles in the marked bicycle path. Buses cross the bicycle path in several places making them a hazard. Needs to be off the road, like along Wirth Pkwy.

- * Please connect trails under GV/Rd between Sohachki and Theo Wirth.

- * Off-road multiuse trail along entire GV/Rd with pedestrian level lighting, (please!!!) so can actually walk/bike places year round. Can’t do it now - especially with kids. Bike lanes serve a very small percentage of people interested in biking.

- Some provision for access to North Memorial from LRT should be made.

- * Trail here from Kewannee Way to GV/Rd is a necessity to avoid hills of the round-about route. For bikes, path should go under GV/Rd and connect to the paths at LRT station.

- * Bus lines (express and local) connecting to the station would be great: the 758, 14 and 7. Project does not mention buses, a major piece for lower income and older residents! Is it because top bus service could best LRT at fraction of cost?

- * Four ft wide path under GV/Rd for walking/biking. Tunnel, or pillars on the bridge will allow this. Solid concrete abutment does not make sense. Compare to the cost of improving any other path.

- * Bike on Sohachki Park mixed-use lane and turn on GV/Rd. Would be nice to have access to GV/Rd going east with STOP FOR BIKES sign so bikers can turn left on GV/Rd. Considerably more bikers now than when I moved to GV 5 years ago.

- A trail along the tracks here, to 14th and 16th Ave, will bypass two steep hills providing a much easier and mostly level path to the LRT station.

- This corner needs 3-way stop signs. There is presently only one, and it makes for very difficult pedestrian crossing, with lots of cars travelling along Wirth Parkway.

- Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Golden Valley Road Station Area

Access to Station - PHASE 1 In-Person Engagement
Station areas in Robbinsdale
Station Areas in Robbinsdale

INTRODUCTION

This is a summary of overall community guidance received for the station area located within the city of Robbinsdale. Guidance was obtained through online and in-person engagement completed as part of the Bottineau Community Engagement in Connectivity Project.

The project sought community participation and guidance for making recommendations for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

The project was active between December 2017 and March 2019. More information about the project is available at https://hennepin.us/bottineau

ACTIVITIES AND GUIDANCE PERTAINING TO THIS STATION AREA

One station area is located within the city of Robbinsdale.

Several community engagement activities and events were completed for this station area as well as for the overall project.

This summary for the station area included within Robbinsdale includes results from the following activities and events:

Community destinations and wayfinding
From Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Barriers and issues
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Ideas for improvement
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

Open houses
» Phase 2 Open House: November 15 2018
» Phase 1 Open House: March 15 2018
FIRST PHASE OF IN-PERSON ENGAGEMENT

Robbinsdale Community Workshop

Thursday, March 15 2018, 7 to 9pm
Robbinsdale City Hall

BACKGROUND

This community workshop was held at Robbinsdale City Hall, and was jointly organized by the teams working on community engagement for the Connectivity Project and the station area rezoning policy updates.

The workshop was attended by approximately twenty five people. Of the twenty one individuals who signed in, nineteen had addresses within Robbinsdale, one had a Crystal address and one had a Plymouth address.

The purpose of the workshop was to identify potential walking and biking projects in the Robbinsdale station area and gather community guidance on which criteria are most important when deciding which station connectivity projects should be prioritized for implementation.

SUMMARY OF GUIDANCE RECEIVED

Current assets
Generally, participants recognized the following as assets existing in the area:

» Walking and biking to the station area from the south and east is relatively safe
» There is good sidewalk infrastructure in the adjacent neighborhoods/side roads
» Bike path along County Road 9
Current issues
Participants identified the following as important issues to address for improving connectivity in the area:

» Lack of safety near motorized traffic
» Lack of designated walking and biking paths
» Unsafe intersections

Ideas for making improvements
Among the ideas participants provided for improving conditions in and near the station area are:

» Improve safety at intersections
» Implementing designated walking and biking paths
» Improved street-level lighting

Criteria for selecting projects
Participants at this workshop ranked the criteria for selecting which projects to prioritize for implementation. Their feedback was processed. Top priorities include:

1) Project solves a safety problem
2) Project serves a large number of people
3) Project connects to regional trails
SECOND PHASE OF IN-PERSON ENGAGEMENT

Robbinsdale Open House

Thursday, November 15 2018, 5:30 pm to 7:00 pm
Robbinsdale City Hall

BACKGROUND

One of the ten concepts selected for the final phase of this project was a “Neighborhood Slow Street / Bike Boulevard” concept for Hubbard Avenue in Robbinsdale.

A Community Open House was held at Robbinsdale City Hall to provide details and additional information about the concept, and answer questions and comments from residents and other community members. The Open House was organized by City of Robbinsdale staff working in close collaboration with Hennepin County and other members of the project team. Extensive flyering around the Hubbard Avenue area was completed by Hennepin County staff ahead of the Open House.

The workshop was attended by approximately twenty people, most of whom reside along Hubbard Avenue.

INFORMATION PROVIDED

The project team developed and provided graphical illustrations of the project concept as well as general illustrations of Neighborhood Slow Streets / Bike Boulevards, including common treatments, facility characteristics, and description of benefits for walking and biking.

Several project boards (including two that were developed to explain the specific concept proposed) and a presentation offering an overview of the concept as well as the overall Community Works Infrastructure Advanced Planning Project were provided by the project team. The following pages include images from some of the boards used as well as images from the presentation.
An overview and introduction to the Hubbard Avenue Bikeway Concept

What is this meeting about?
Robbinson and Hennepin County are working to make it safer, more comfortable, and more convenient for riders and all ages and abilities to use parking or bicycling to get around Robbinson and access the future Bottineau Trail Line LRT.
A concept plan that has been conducted showing how bicycling could be encouraged to use Hubbard Avenue instead of West Broadway when connecting between 46th and 49th.
The project team is interested in learning your responses to the concept plan as well as hearing about your walking and biking destinations in and around downtown Robbinson.

Where is the bikeway concept recommended?

What is a Neighborhood Slow Street?
A Neighborhood Slow Street, sometimes also known as a “Bikeable Street” is a neighborhood residential street that has been modified to:
• Calm the speed of automobile traffic and keep the volume of traffic low increasing;
• Discourage cut-through traffic from passing through neighborhood streets;
• Make it a safer and more convenient street for walking, bicycling and enjoying.

What are some elements of Neighborhood Slow Streets?

How can community members help steer this concept?
You can provide your comments at tonight’s meeting, and also provide them online or share with your network:
• Online survey at http://npsr.mn/3MU;
• Newsletter updates at https://www.bottineaucommunityworks.org/.

Project Contact
Marcia Glick, City Manager
City of Robbinson
Office: 612-331-8259
Email: mglick@cityofrobinsdale.com

For more information:
www.hennepin.us/Bottineau

A Neighborhood Slow Street in Minneapolis, in the Street-Level Giveaway

A Neighborhood Slow Street can cut away my parking?
No. One of the benefits that Neighborhood Slow Streets provides is that they allow more comfortable use of the street by children, adults, walkers and bike riders without taking on-street parking or significantly inconveniencing neighborhood automobile drivers. In fact, providing on-street parking often helps slow traffic down!

Will a Neighborhood Slow Street help slow traffic?

What do they look like?

What kind of bikeway is it? What area does it cover?
The bikeway concept that has been developed is a “Neighborhood Slow Street” for Hubbard Avenue North between 48th Avenue and 50th Avenue. The overall length of the proposed concept is approximately three quarters of a mile.

What benefits will this concept bring?
This concept will provide an important north-south connection that will make travel safer for people biking in the city. Traveling on Hubbard Avenue includes fewer interactions with car traffic than using West Broadway, and will help make comfortable connections to the future light rail station for Robbinson.

When will the concept be built?
That is not yet known. Hennepin County was able to obtain funding to develop the concept shown with you tonight, but funding to finalize the concept and to construct it has not yet been identified or applied for.

For more information:
www.hennepin.us/Bottineau
SUMMARY OF COMMENTS RECEIVED

A lively conversation took place during and after the presentation and concept discussion. Reaction to the concept included both positive and negative comments, as well as several concerns related to existing traffic speeds and volumes along Hubbard Avenue. Other comments were received by City of Robbinsdale staff from residents who were not able to attend.

A brief listing of comments and concerns includes:

» Several residents expressed strong support for providing bicycle facilities to connect to the station area

» Several residents expressed strong concern about providing bicycle facilities at this location

» Resident perception that traffic volumes and traffic speeds are high [MnDOT data shows AADT of <1,000 vehicles per day]

» Concern that emergency vehicles currently use the route as a bypass, and that mixing with bicycle traffic may cause dangerous conditions

» Concern that the concept won’t include additional traffic calming measures that some residents saw as useful (speed tables, traffic circles) [at the time of the Open House, the concept had not been finalized]

» Concern about the facility being duplicative of facility at Noble Avenue

» Concern about interaction with / loss of parking [no loss of parking is contemplated in the concept]

» Question about the process of development / origin of the recommendation [the facility was first identified in the Robbinsdale Pedestrian and Bicycle Plan, adopted in 2014]

» Interest in staying connected with next steps for the project [participants were invited to visit the Hennepin County’s website and to remain in contact with the City of Robbinsdale]
Robbinsdale Station Area
Wayfinding Destinations - from Public Engagement

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Robbinsdale Station Area

Issues and Barriers - from Public Engagement

- Difficult to cross from west side of Broadway to this walk/bike path. There is no painted crosswalk, signs or lights. Southbound cars travel fast on Broadway and don’t have good sightlines coming down the hill. I’ve been honked at more than once here.

- *Difficult to cross to bicycle path. The red dot north of this one is on the Broadway underpass, which is not where I think it was intended.

- Turning left from the bikelane is dangerous at this location – it is not much better at Broadway which is lighted.

- This intersection is too wide and very dangerous feeling.

- This bike path gets confusing once you get to Twin Lake Ave. There are not enough signs showing where you can take this path. Would be great if it eventually linked to Victory Memorial Drive.

- There are no sidewalks or bike paths from lakeland drive over the bridge on Bottineau Blvd.

- This street has a very narrow shoulder and autos coming off the freeway tend to travel at high speeds.

- Very high traffic including Semi Trucks. People swerve into the bike lane. Walking or biking on Lake Drive is dangerous. The county never cleared the snow from last winter off the trail making winter travel impossible.

- Very high traffic. No one stops for the marked cross walk. People swerve into the bike lanes. Almost hit several times.

- Very high traffic. It is not a good place for families to use.

- Bad intersection because there is not a good lane west on 40th.

- *Most direct way from my home on Drew and 31st to downtown Robbinsdale. It’s less than a mile away, but I don’t bike there due to busy / crowded West Broadway. This could really use a bike lane or a parallel trail.

- Walk/Won’t Walk signals need to be replaced at 36th and Noble.

- Walk lights are insufficient. 1 of 4 does not work. Walk lights are triggered only when you press the button, meaning you have to wait longer to cross. Cars travel too fast on 42nd Ave.

- Dangerous crossing on South side. We have to use the North side sidewalk for safety.

- *When using bus transit, the 764 bus has a stop at this intersection. In the winter evenings when it is already dark, it is nearly impossible to cross this intersection (to head South bound on Hampshire). It is not much better in the other seasons.

- Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Robbinsdale Station Area
Ideas for Improvement - from Public Engagement

- **Install bike racks at grocery stores.**
- **Improve biking along 42nd Ave. There is no bike lane.**
- **Good spot for bikers and walkers. Intersection allows multi-modal transit options for people for Douglas Dr to DT Robbinsdale. People can move through neighborhood streets to access sidewalks on 81 and Douglas Dr while avoiding higher traffic areas.**
- **Fix the pavement at the west end of the tunnel. It dents the bicycle rims.**
- **Designated bike lane to Broadway and the new station.**
- **Install bike racks in public areas.**

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Station areas in Crystal
INTRODUCTION

This is a summary of overall community guidance received for the station area located within the city of Crystal. Guidance was obtained through online and in-person engagement completed as part of the Bottineau Community Engagement in Connectivity Project.

The project sought community participation and guidance for making recommendations for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

The project was active between December 2017 and March 2019. More information about the project is available at https://hennepin.us/bottineau

ACTIVITIES AND GUIDANCE PERTAINING TO THIS STATION AREA

**One station area is located within the city of Crystal.**

Several community engagement activities and events were completed for this station area as well as for the overall project.

This summary for the station area included within Crystal includes results from the following activities and events:

**Community destinations and wayfinding**
From Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

**Barriers and issues**
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

**Ideas for improvement**
From Phase 1 Open House and from Phase 1 and Phase 2 Wikimap information, collected in spring/summer 2018 and winter 2019

**Open houses and events**
- Phase 1 Community Event: May 3 2018
- Phase 1 Open House: May 21 2018
FIRST PHASE OF IN-PERSON ENGAGEMENT

Crystal Bike Rodeo

Thursday, May 3 2018, 5:30 pm to 8:30 pm
Crystal Community Center

BACKGROUND

The project team setup and provided information-gathering activities at the Bike Rodeo held at the Crystal Community Center.

A variety of materials were provided, including boards depicting potential facility configurations, maps, and boards with a series of questions regarding preferences for walking and biking facilities connecting to the Blue Line station.

In addition Hennepin County provided a variety bicycle maps, handbooks and reflective bracelets.
FIRST PHASE OF IN-PERSON ENGAGEMENT

Crystal Community Meeting

Monday, May 21 2018, 6:30 pm to 8:00 pm
Becker Park Community Building

BACKGROUND

This community workshop was held at Becker Park Community Building, and was jointly organized by the teams working on community engagement for the Connectivity Project and the station area rezoning policy updates.

The workshop was attended by approximately twenty five people.

The purpose of the workshop was to identify potential walking and biking projects in the Bass Lake Road station area and gather community guidance on which criteria are most important when deciding which station connectivity projects should be prioritized for implementation.
Bass Lake Road Station Area

Wayfinding Destinations - from Public Engagement

- Aldi Grocery Store
- Becker Park! Very high traffic and heavily used!
- Crystal Learning Center 305 Willow Bend
  Crystal, MN 55428
  Adult education office - very important to connect to LRT
- Target and other shopping options.
- Restaurants
- New Hope Ice Arena
- Crystal Community Center
- VFW.

Legend
- Destinations
- 1 mile radius from LRT station
- Selected concepts (ten total)
- Bottineau LRT stations
- Bottineau alignment
- City boundaries

0 0.25 0.5 0.75 1 mi
Bass Lake Road Station Area

Issues and Barriers - from Public Engagement

- There are a lot of pedestrians constantly walking on Bass Lake Rd. This intersection is high traffic. Some thought should be given to pedestrian improvements to this intersection.
- 53rd acts as a through street in the Becker neighborhood because there are limited stop signs. It would be good to have dedicated bike lanes along 53rd or along a parallel neighborhood road (54th) for connectivity between W Broadway and Winnetka.
- Awkward intersection at Douglas and W. Broadway.
Bass Lake Road Station Area
Ideas for Improvement - from Public Engagement

* This street can be narrow and dangerous to bike on at night or when the sun is shining in drivers’ eyes during dawn and dusk. Replace aging sidewalks on south side of Bass Lake Rd to West River Rd bike trail with a parallel trail.

Make a clear route through the park from the south to LRT.

Continue this trail to the closest stop light or cross walk along W. Broadway. This is a very high traffic area and if the trail ends at the road, this may increase j-walking accidents.

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
Bass Lake Road Station Area

Access to Station - PHASE 1 In-Person Engagement

Legend
- Bottineau LRT stations
- Bottineau alignment
- Issue or problem
- Route wished existed
- Walk route to station
- Bike route to station
- 1 mile radius from LRT station
- Selected concepts (ten total)
- City boundaries

0 0.25 0.5 0.75 1 mi
Station areas in Brooklyn Park
INTRODUCTION

This is a summary of overall community guidance received for the five station areas located within the city of Brooklyn Park. Guidance was obtained through online and in-person engagement completed as part of the Bottineau Community Engagement in Connectivity Project.

The project sought community participation and guidance for making recommendations for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

The project was active between December 2017 and March 2019. More information about the project is available at https://hennepin.us/bottineau
FIRST PHASE OF IN-PERSON ENGAGEMENT

Brooklyn Park Community Workshop #1

Tuesday, March 20, 6 to 8pm
Brooklyn Park City Hall
A part of the Think Again Brooklyns event series

BACKGROUND

This event was held as part of “Think Again Brooklyns,” a monthly community workshop held at Brooklyn Park City Hall. The project team presented information on the project and requested participant comments and ideas regarding walk, bike, and shared mobility opportunities for Brooklyn Park station areas.

Approximately 55 people attended the event, with 41 people signing in.

SUMMARY OF GUIDANCE RECEIVED

Current assets
Generally, participants recognized the following as assets in the Brooklyn Park station areas:

- Existing walking and biking infrastructure in the adjacent neighborhoods and roads
- Safe walking and biking environment
- System interconnects walking and biking paths to transit hubs
**Current issues**
Participants identified the following as important issues to address for improving connectivity in the station areas:

» Lack of safety near motorized traffic. Participants expressed that high levels of traffic and erratic drivers create dangerous conditions for pedestrians and bicyclists

» Lack of designated walking and biking paths. Despite existing infrastructure, there are areas that provide little to no designated space for pedestrians and bicyclists

» Lack of access to destinations. Participants mentioned that it is difficult to access destinations due to distance or physical barriers

**Ideas for making improvements**
Among the ideas participants provided for improving conditions in and near the station area are:

» Implement designated pedestrian and bicycle paths. Consistent sidewalks and bikeways will improve connectivity and safety for pedestrians and bicyclists

» Maintain and fix dilapidated infrastructure. Participants mentioned sidewalks should be wide enough and maintained to walk comfortably at all times

» Create safer intersections. Marked crosswalks and traffic signals will make crossing streets easier and safer for pedestrians and cyclists

**Criteria for selecting projects**
Participants at this workshop ranked the criteria for selecting which projects to prioritize for implementation in this way:

1) Project serves people who use transit a lot
2) Project serves a large number of households without cars
3) Project connects to schools and libraries
FIRST PHASE OF IN-PERSON ENGAGEMENT

Brooklyn Park Community Workshop #2

Wednesday, April 5 2018, 6:00 pm to 8:00 pm
Brooklyn Park City Hall

BACKGROUND

This was the second community workshop for Brooklyn Park residents, organized jointly with the Bottineau Community Works station area rezoning policy team.

The workshop was attended by about 15 people.

The purpose of the workshop was to identify potential walking and biking projects in the Brooklyn Park station areas and to gather community guidance on which criteria are most important when deciding which station connectivity projects should be prioritized for implementation.

SUMMARY OF COMMENTS RECEIVED

Current assets
Generally, participants recognized the following as assets in the Brooklyn Park station areas:

» Sidewalks, bike path, and pedestrian crossing near the 63rd Avenue Station area
» There are sidewalks along the main roads
Current issues
Participants identified the following as important issues to address for improving connectivity in the station areas:

» Improving safety around motorized traffic
» Expanding access to destinations
» Improving safety around intersections and expanding/extending paths for walking and biking

Ideas for making improvements
Among the ideas participants provided for improving conditions in and near the station area are:

» Implementing designated pedestrian and bicycle paths
» Developing interconnected pedestrian, bicycle and transit systems
» Maintaining and fixing infrastructure

Criteria for selecting projects
Participants at this workshop ranked the criteria for selecting which projects to prioritize for implementation in this way:

1) Solves a safety problem
2) Serves a large number of households without cars
3) Serves a large number of people
Station area

63rd Avenue
63rd Avenue Station Area
Wayfinding Destinations - from Public Engagement
Station area

Brooklyn Boulevard
Brooklyn Boulevard Station Area

Issues and Barriers - from Public Engagement

Crossing Bottineau Blvd - people wanting to walk or bike to Hennepin Technical College have difficulty crossing.
Station area

85th Avenue
85th Avenue Station Area
Wayfinding Destinations - from Public Engagement

* SR Harris Fabric Warehouse - Now I drive there but if walking along 85th has good sidewalk I would take the LRT and walk, might need a cart for my cloth purchases, though.

* Brooklyn Park Public Library

* Fat Chance Sandwich Shop

* North Hennepin Community College

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
85th Avenue Station Area

Issues and Barriers - from Public Engagement

Legend
- Issues / barriers for walking or biking
- 1 mile radius from LRT station
- Selected concepts (ten total)
- Bottineau LRT stations
- Bottineau alignment
- City boundaries

- Crossing Bottineau Blvd. People wanting to walk or bike to Hennepin Technical College have difficulty crossing.
- Parking lot unsafe for pedestrians
85th Avenue Station Area

Access to Station - PHASE 1 In-Person Engagement

Legend
- Bottineau LRT stations
- Bottineau alignment
- Issue or problem
- Route wished existed
- Walk route to station
- Bike route to station
- 1 mile radius from LRT station
- Selected concepts (ten total)
- City boundaries

0 0.25 0.5 0.75 1 mi
Station area

93rd Avenue
93rd Avenue Station Area
Wayfinding Destinations - from Public Engagement

* SR Harris Fabric Warehouse - Now I drive there but if walking along 85th has good sidewalk I would take the LRT and walk, might need a cart for my cloth purchases, though.

Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.
93rd Avenue Station Area
Issues and Barriers - from Public Engagement
93rd Avenue Station Area
Ideas for Improvement - from Public Engagement

Legend
- Ideas for improvement
- 1 mile radius from LRT station
- Selected concepts (ten total)
- Bottineau LRT stations
- Bottineau alignment
- City boundaries

Sidewalk along the south side of 93rd Avenue between Jefferson & Highway 169
93rd Avenue Station Area

Access to Station - PHASE 1 In-Person Engagement
Station area

Oak Grove
Oak Grove Station Area
Wayfinding Destinations - from Public Engagement

Legend
- Destinations
- 1 mile radius from LRT station
- Selected concepts (ten total)
- Bottineau LRT stations
- Bottineau alignment
- City boundaries

Regional bike trail - widely used in the area. Ensuring a bike lane exists from the LRT station to the bike lane would be valuable and also help link the LRT to the neighborhoods to the east in BP and to the west in MG.
Oak Grove Station Area

Issues and Barriers - from Public Engagement

Legend
- Issues / barriers for walking or biking
- 1 mile radius from LRT station
- Selected concepts (ten total)
- Bottineau LRT stations
- Bottineau alignment
- City boundaries

93rd Ave N is narrow. No Bike lane or sidewalks.
No Sidewalk on 93rd Ave N.
Oak Grove Station Area
Ideas for Improvement - from Public Engagement
Oak Grove Station Area

Access to Station - PHASE 1 In-Person Engagement
Appendix

» Report: Phase 1 Online Survey
» Report: Phase 2 Online Survey