



BOTTINEAU COMMUNITY WORKS CONNECTIVITY PROJECT

Improving pedestrian, bicycle and shared ride connections along the METRO Blue Line LRT Extension corridor



COMMUNITY ENGAGEMENT REPORT

FINAL REPORT - 8/1/19



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

AGENCY PARTNERS

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

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

CONSULTANT TEAM



Community Design Group
PO Box 8096
St. Paul, MN 55108
www.c-d-g.org

Table of contents

Chapter	Topic	Page
1	Introduction	2
2	Overall guidance received	8
3	Reports per city and station area	20
	» Golden Valley	21
	» Robbinsdale	29
	» Crystal	40
	» Brooklyn Park	48
A	Appendix	72
	» Phase 1 survey results	A.1
	» Phase 2 survey results	A.2



Community members discussing project priorities at the Adult Continuing Education Center in Crystal.



Groups working on a mapping activity to identify routes and problem areas near the Robbinsdale station area.

1. Introduction

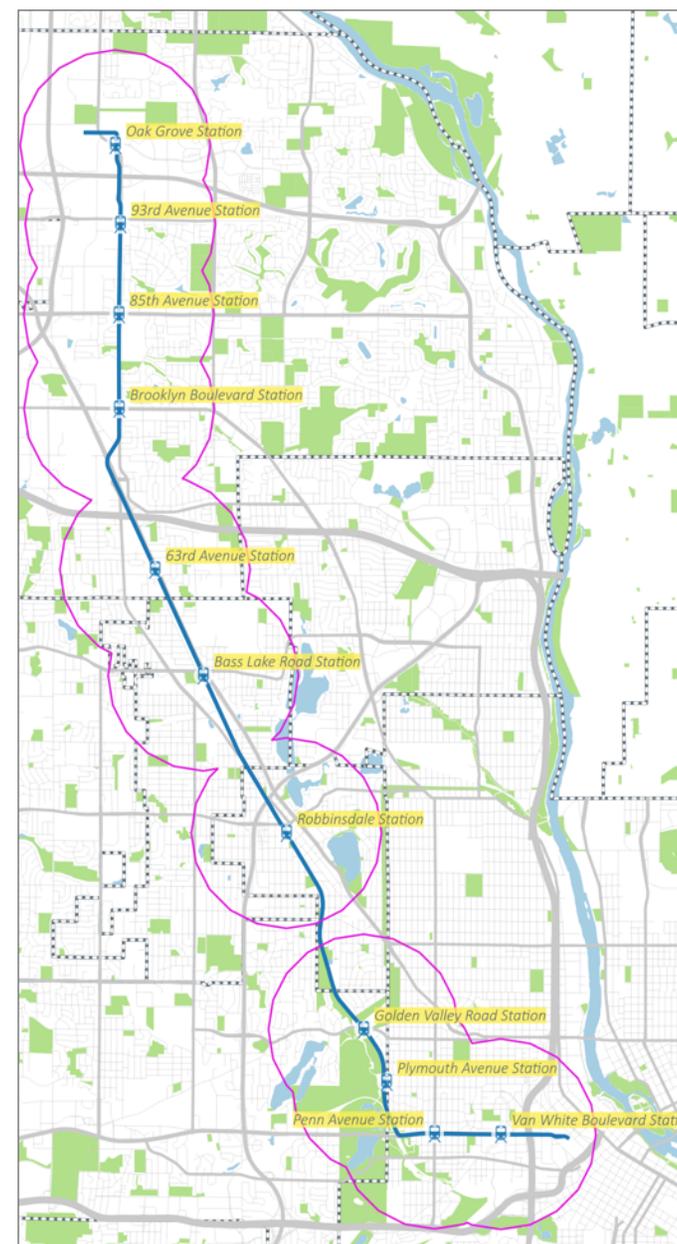
In December 2017 Hennepin County, working with the northwest metro communities of Brooklyn Park, Crystal, Robbinsdale and Golden Valley, began a project to explore concepts for improving pedestrian, bicycle and shared ride connections along the planned METRO Blue Line LRT Extension.

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.



METRO Blue Line stations and the general project area.

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.

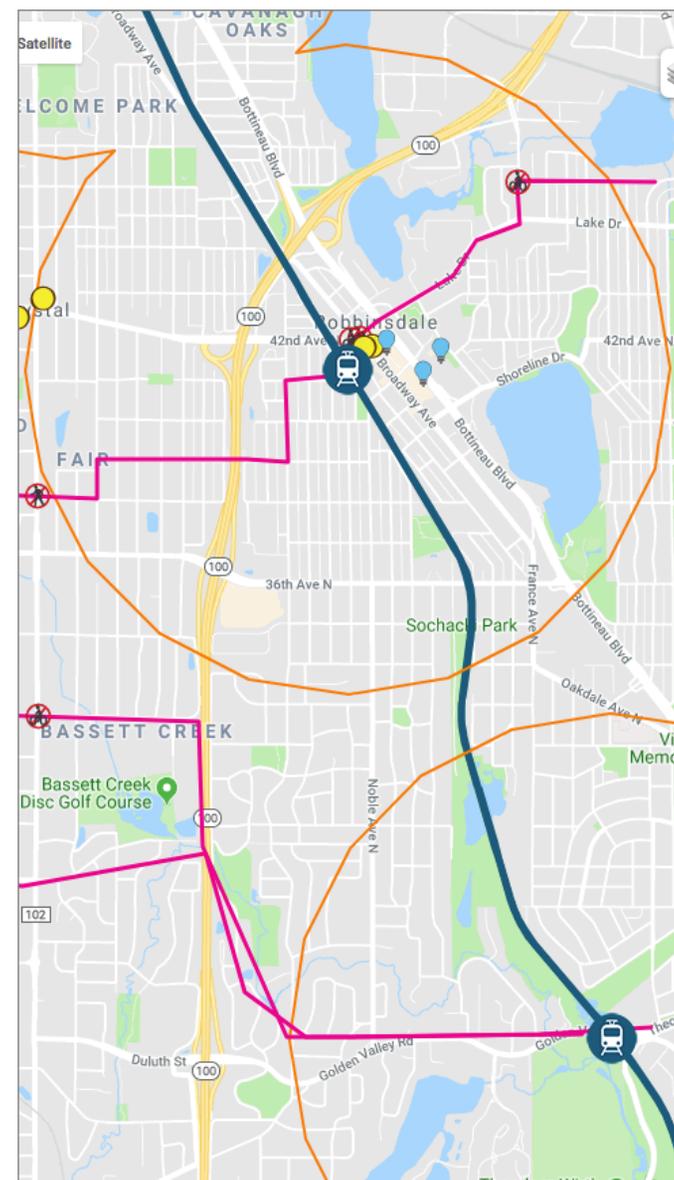
Community engagement activities were used to inform the work of this first phase in two ways:

- » 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 be taken up to 60 percent design completion. Engagement in this phase was used to gauge responses and the public's opinion to the designs.

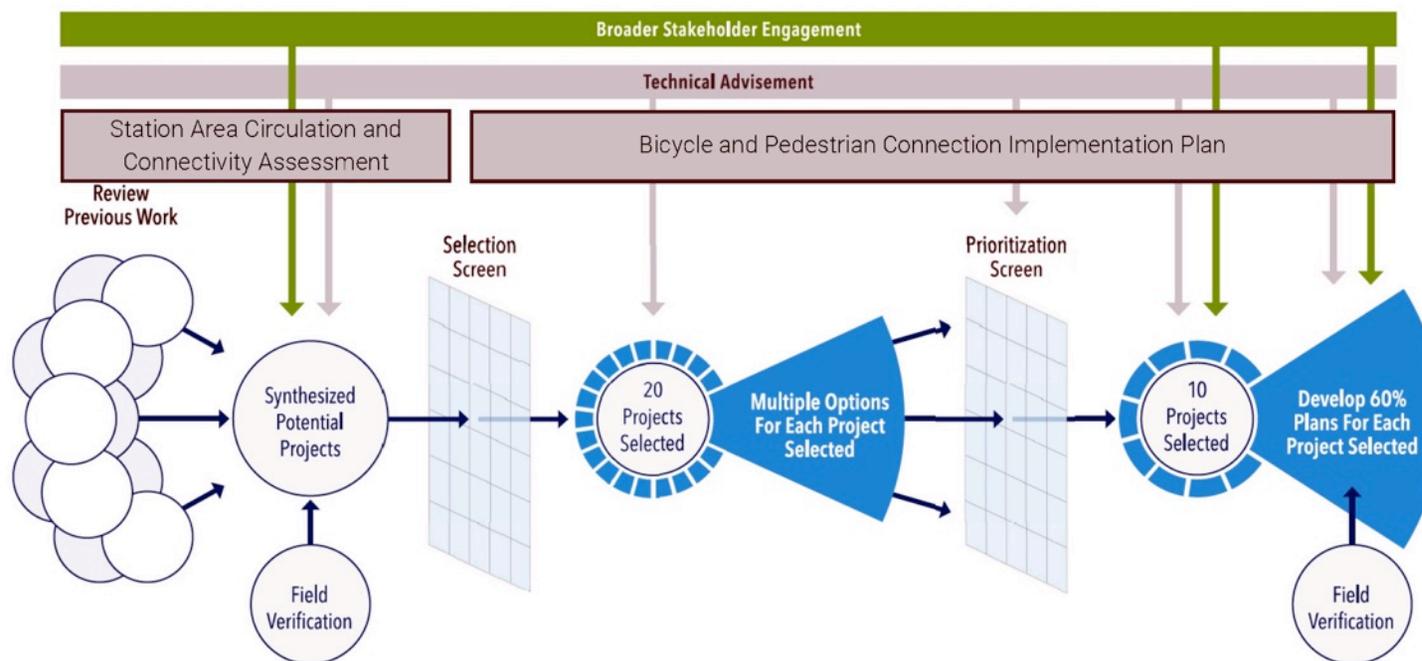


Wikimap comments received for the vicinity of station areas in Robbinsdale and Golden Valley.

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.

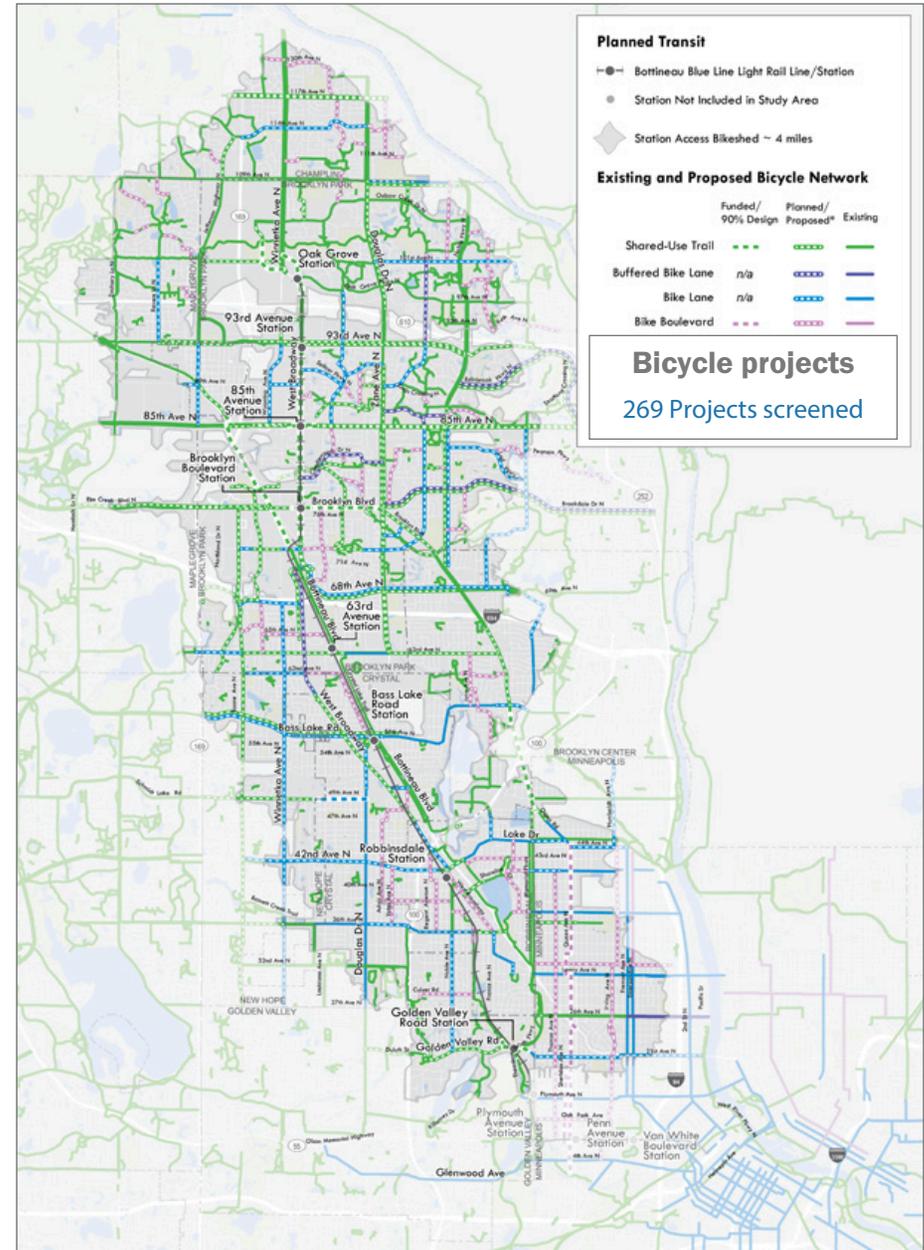
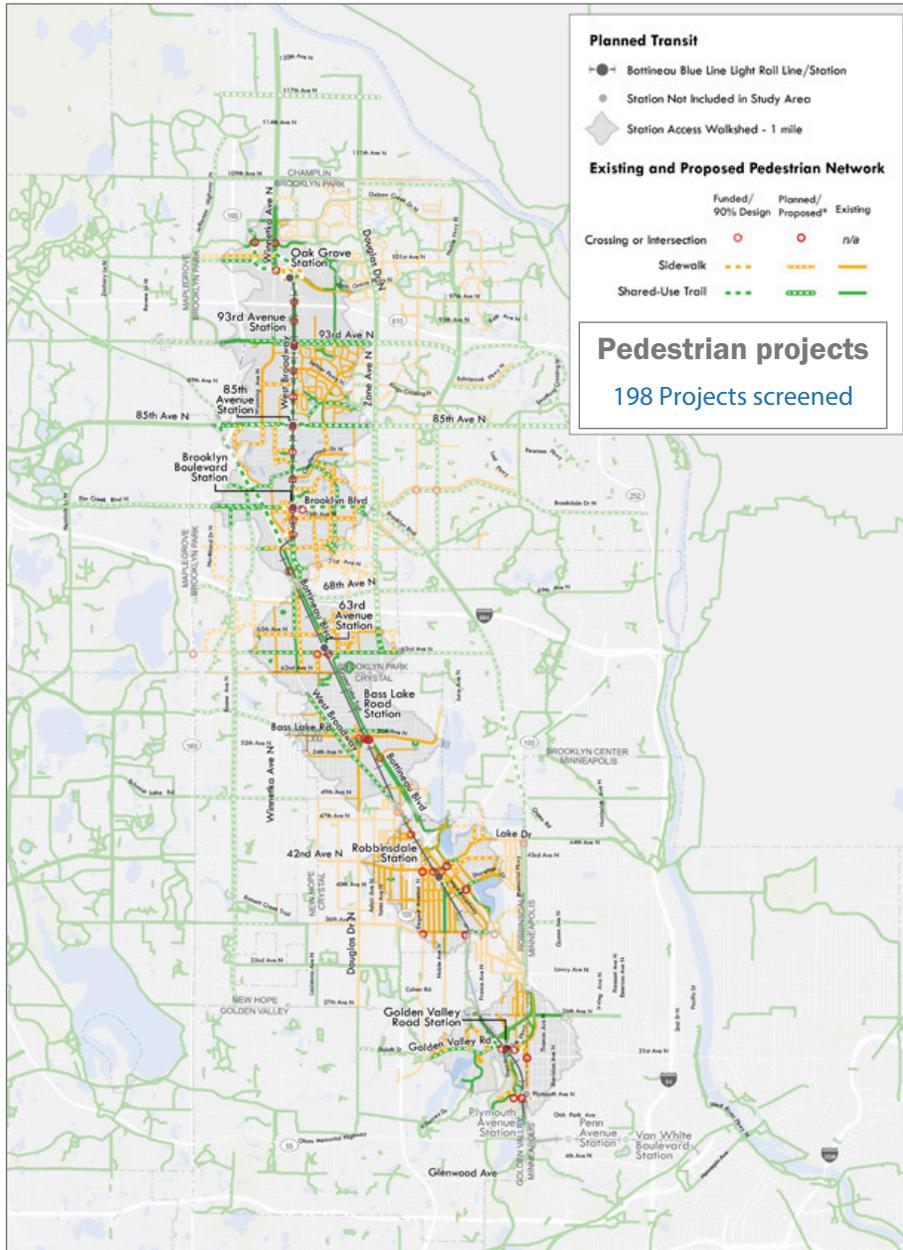
The **Second Phase engagement process** was used to reduce that list of projects to a total of up to 10 potential projects, which were taken up to 60 percent design completion.



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)



FINAL TEN PROJECTS SELECTED

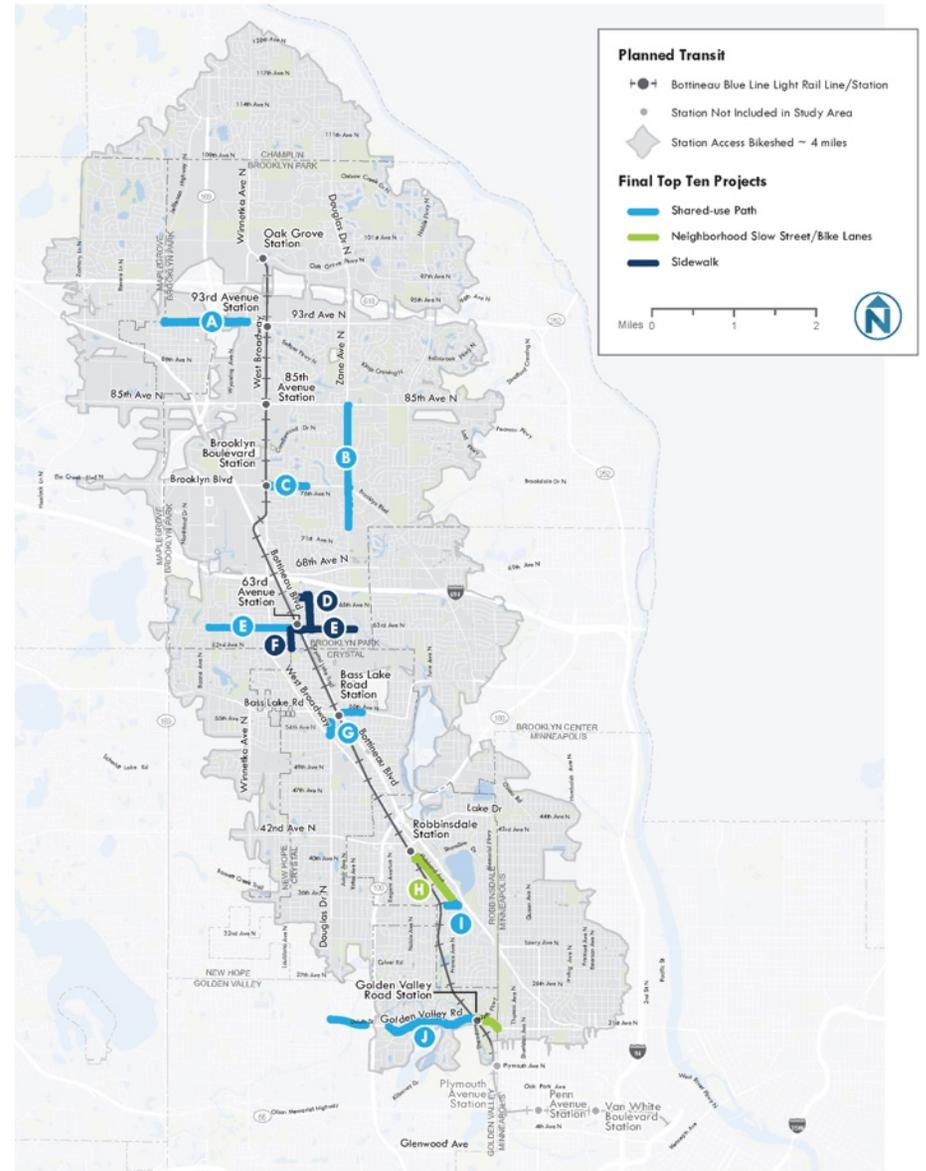
The final 10 projects identified provide a combined total of 7.8 miles of new pedestrian and bicycle facilities. Shared-use paths, which account for 67 percent of the new projects, provide benefit to both pedestrians and bicyclists.

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

Total length of proposed new facilities (by facility type)



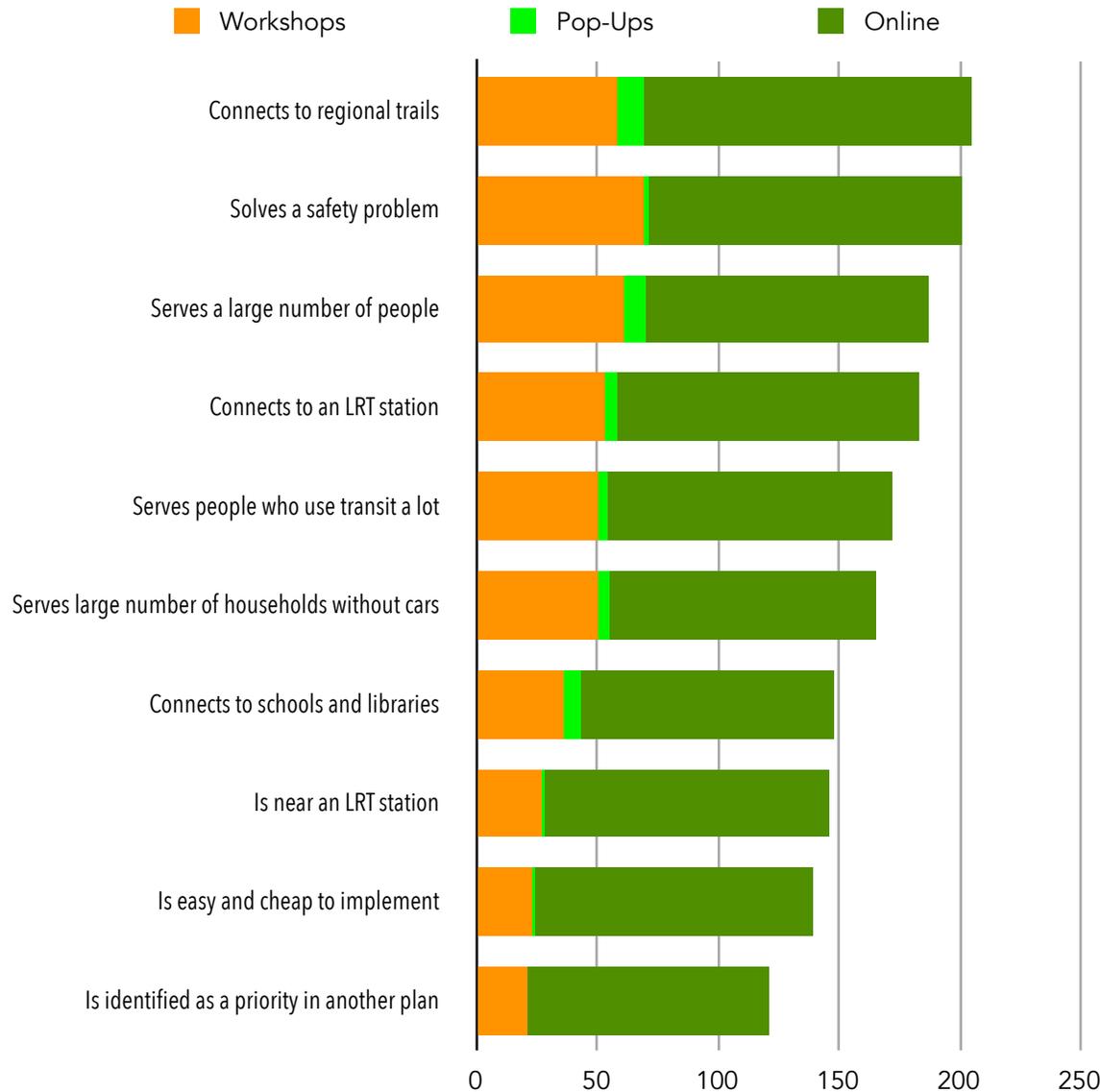
Primary users served



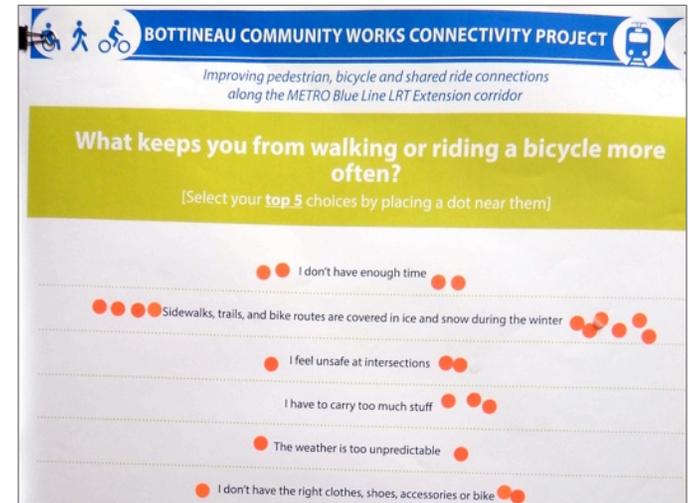
2. Overall guidance received

Key criteria for project screening

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



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

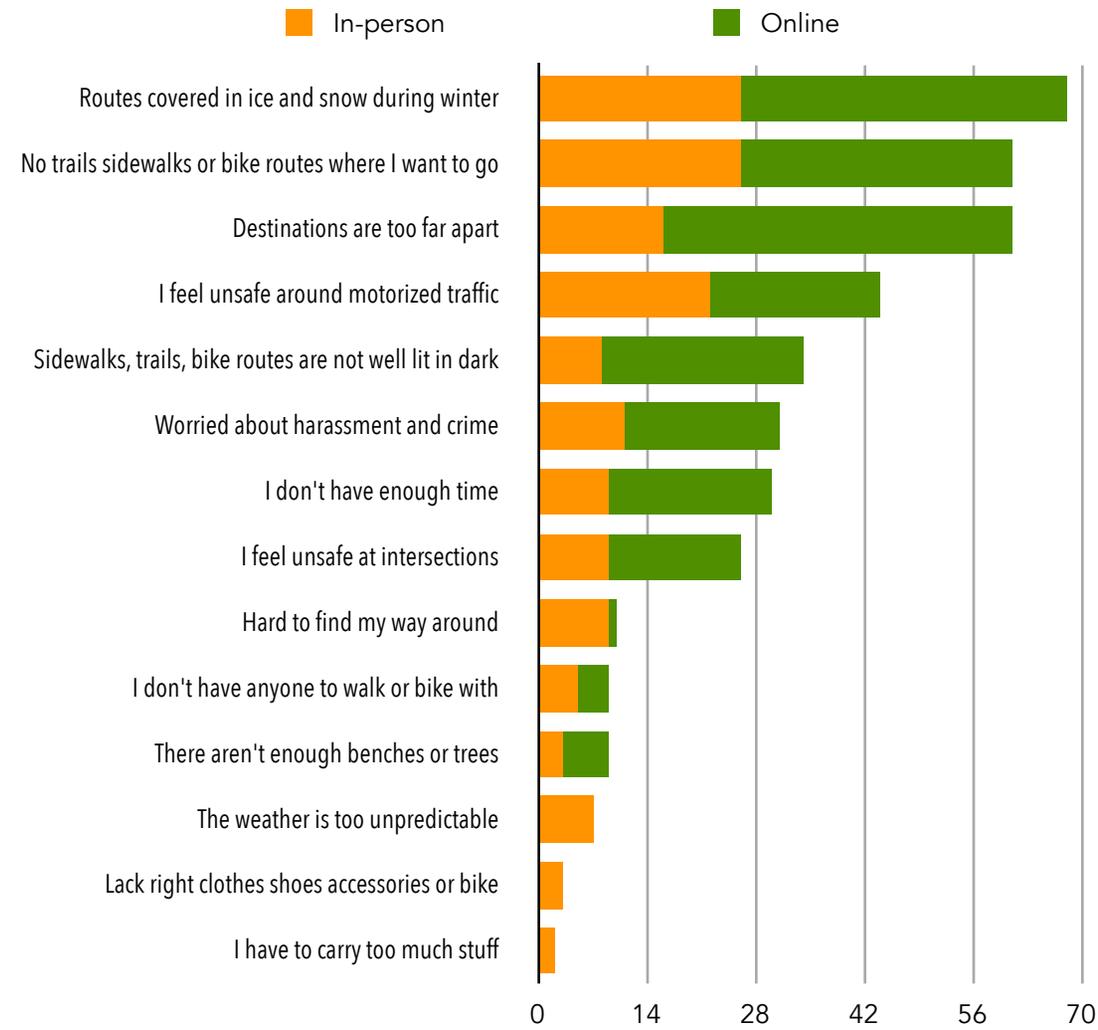


Detail from one of the boards used to collect information on barriers - from the Golden Valley community workshop.

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?



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:

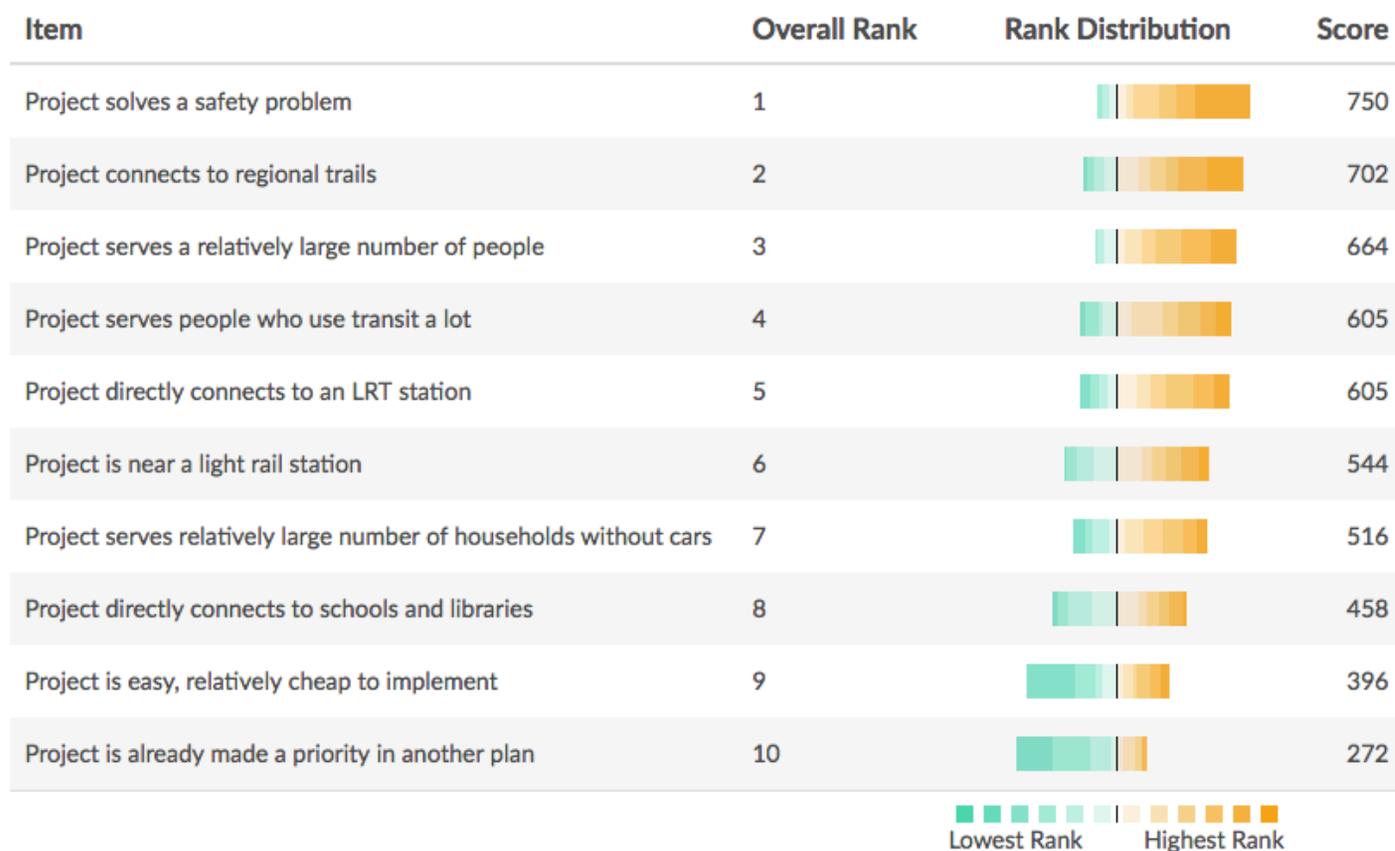
- » Implement designated pedestrian and bicycle paths
- » Safer intersections
- » Fix needed infrastructure

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:



ADDITIONAL RESULTS

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? (page 2 of 2)

ONLINE SURVEY - BICYCLE-RELATED ONLY, WEIGHTED:

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

ADDITIONAL RESULTS

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.

Criteria	Ranking	Recommended weighing (%) according to guidance received from the public
Solves a safety problem	1	15
Connects to regional trails	2	15
Serves a large number of people	3	15
Serves people who use transit a lot	4	10
Connects to an LRT station	5	10
Is near an LRT station	6	10
Serves large number of households without cars	7	10
Connects to schools and libraries	8	5
Is easy and cheap to implement	9	5
Is identified as a priority in another plan	10	5

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.

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

Preferred walking facilities

W-1

Sidewalk

- » 6' sidewalk along road
- » Adjacent to traffic lane
- » No buffer or boulevard between traffic and pedestrians



W-2

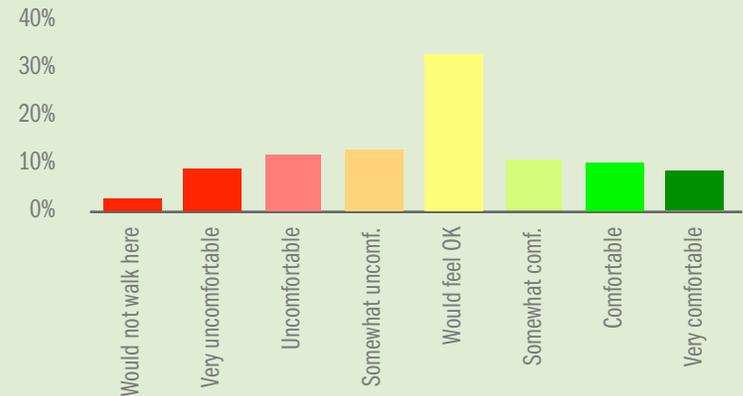
Sidewalk

- » 6' sidewalk
- » Separated from traffic lane by 5' planted buffer

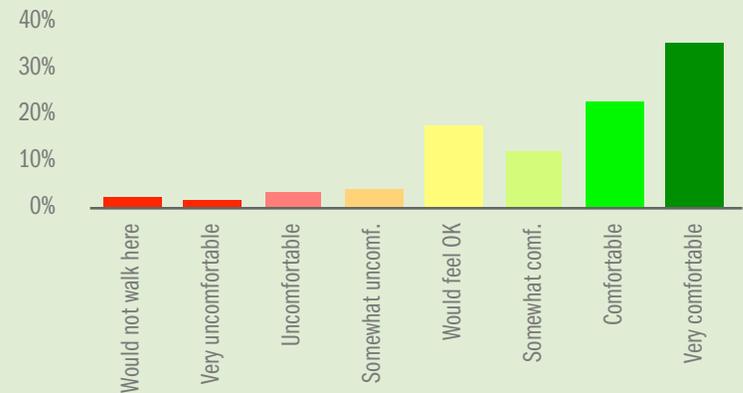


HOW COMFORTABLE WOULD YOU FEEL WALKING HERE?

Facility W-1 (image shown on left column)



Facility W-2 (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 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

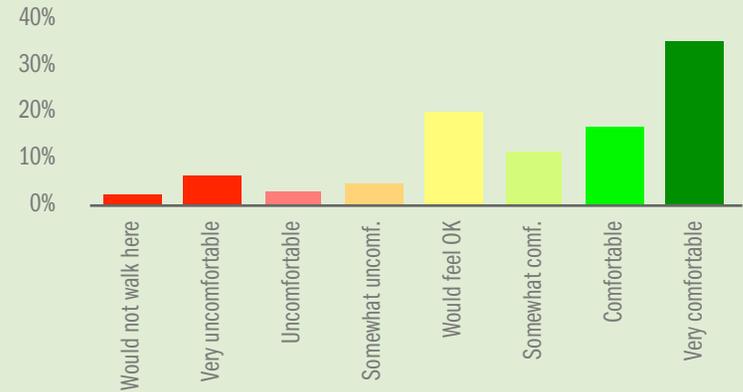
Sidewalk

- » 10' sidewalk along road in commercial district
- » Buffered by parking lane

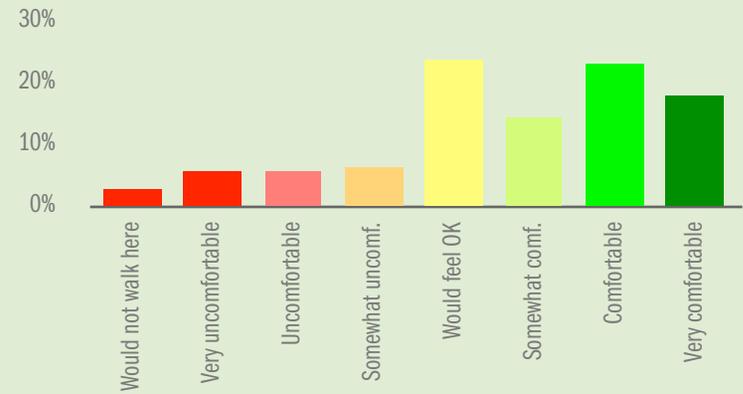


HOW COMFORTABLE WOULD YOU FEEL WALKING HERE?

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

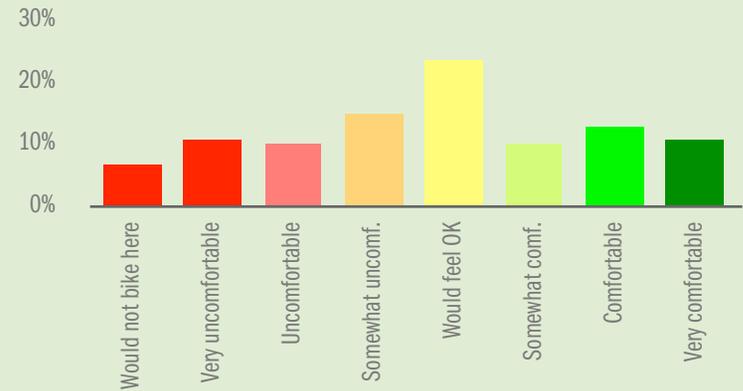
Separated bicycle lane

- » 6' wide separated bike lane
- » One way
- » Buffered by curb and planted buffer

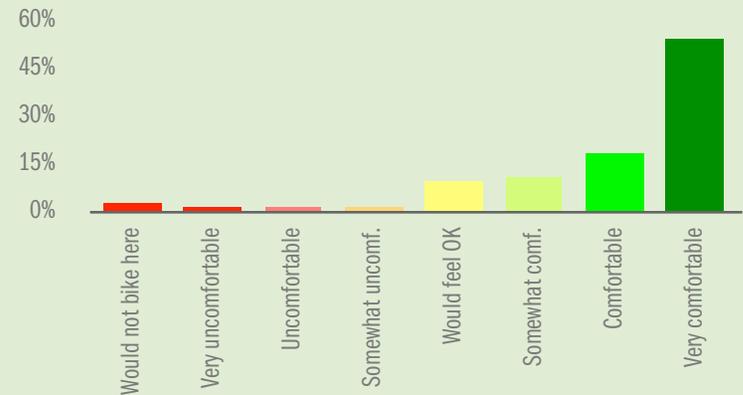


HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?

Facility B-1 (image shown on left column)



Facility B-2 (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-3

Two-way separated bicycle lane

- » 10' wide bikeway
- » Two way
- » Bollard buffer
- » On-street facility



B-4

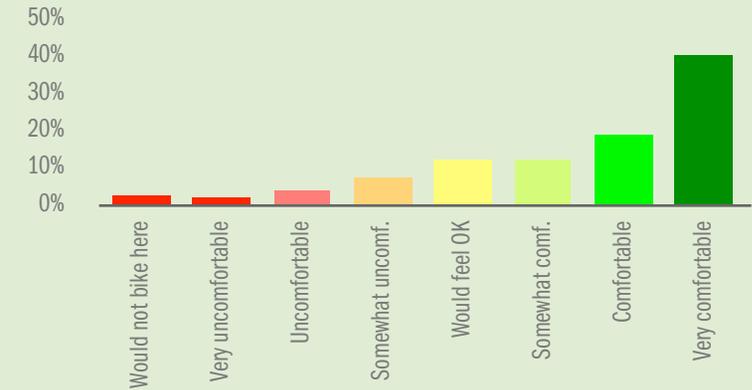
Neighborhood slow street

- » Residential street
- » Low traffic volume
- » Low speed
- » Shared lane for bikes and vehicle traffic

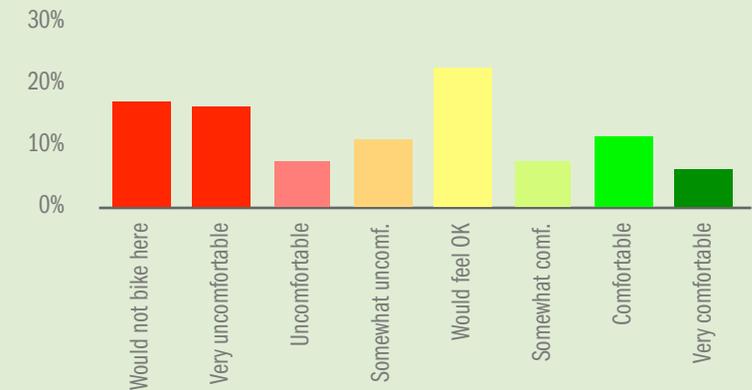


HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?

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

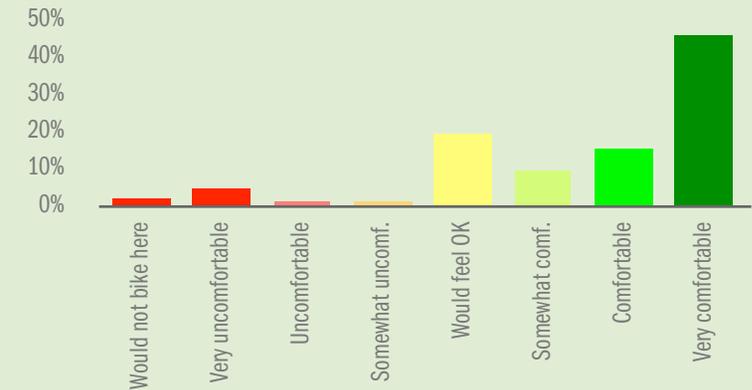
Two-way shared-use path

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



HOW COMFORTABLE WOULD YOU FEEL BIKING HERE?

Facility B-5 (image shown on left column)



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



Trails and connections to the Golden Valley Station Area, as envisioned in the May 2014 Bassett Creek Regional Trail Feasibility Report.

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



Dot voting exercise at the Golden Valley Community Workshop.



Dot voting exercise at Brooklyn Park City Hall.

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

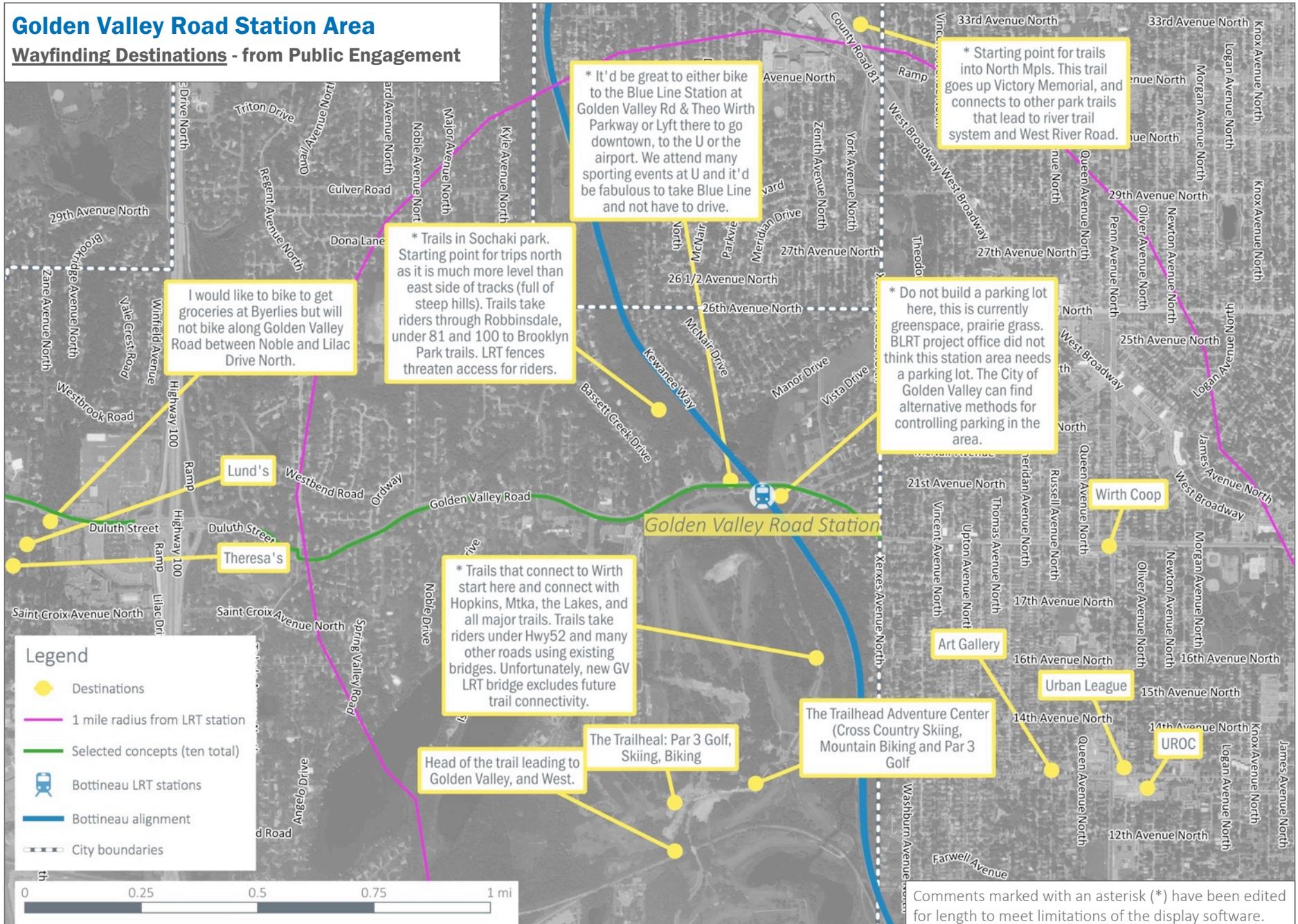
Participants at this workshop ranked the criteria for selecting which projects to prioritize for implementation in this way:

- 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

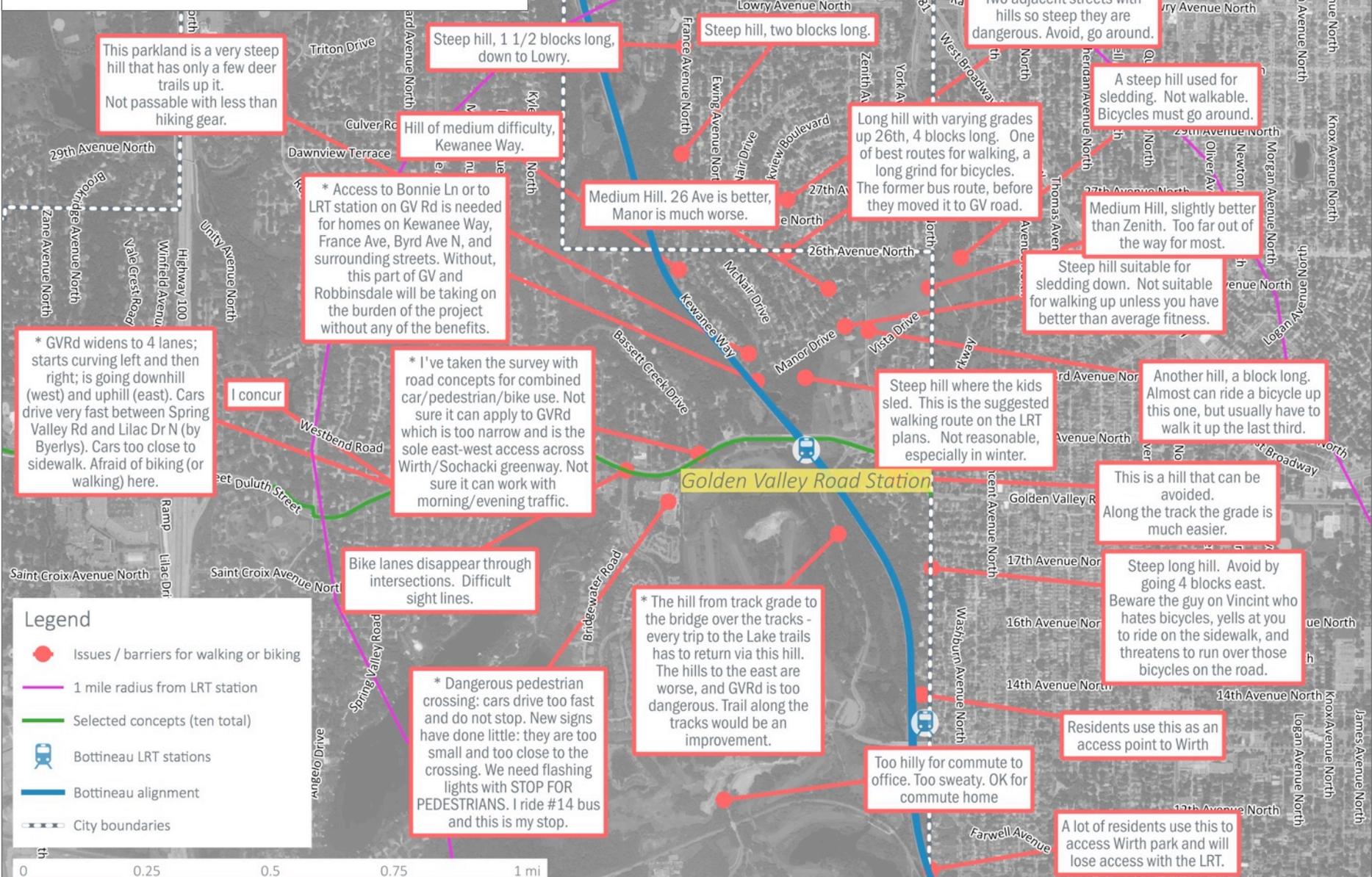
Wayfinding Destinations - from Public Engagement



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

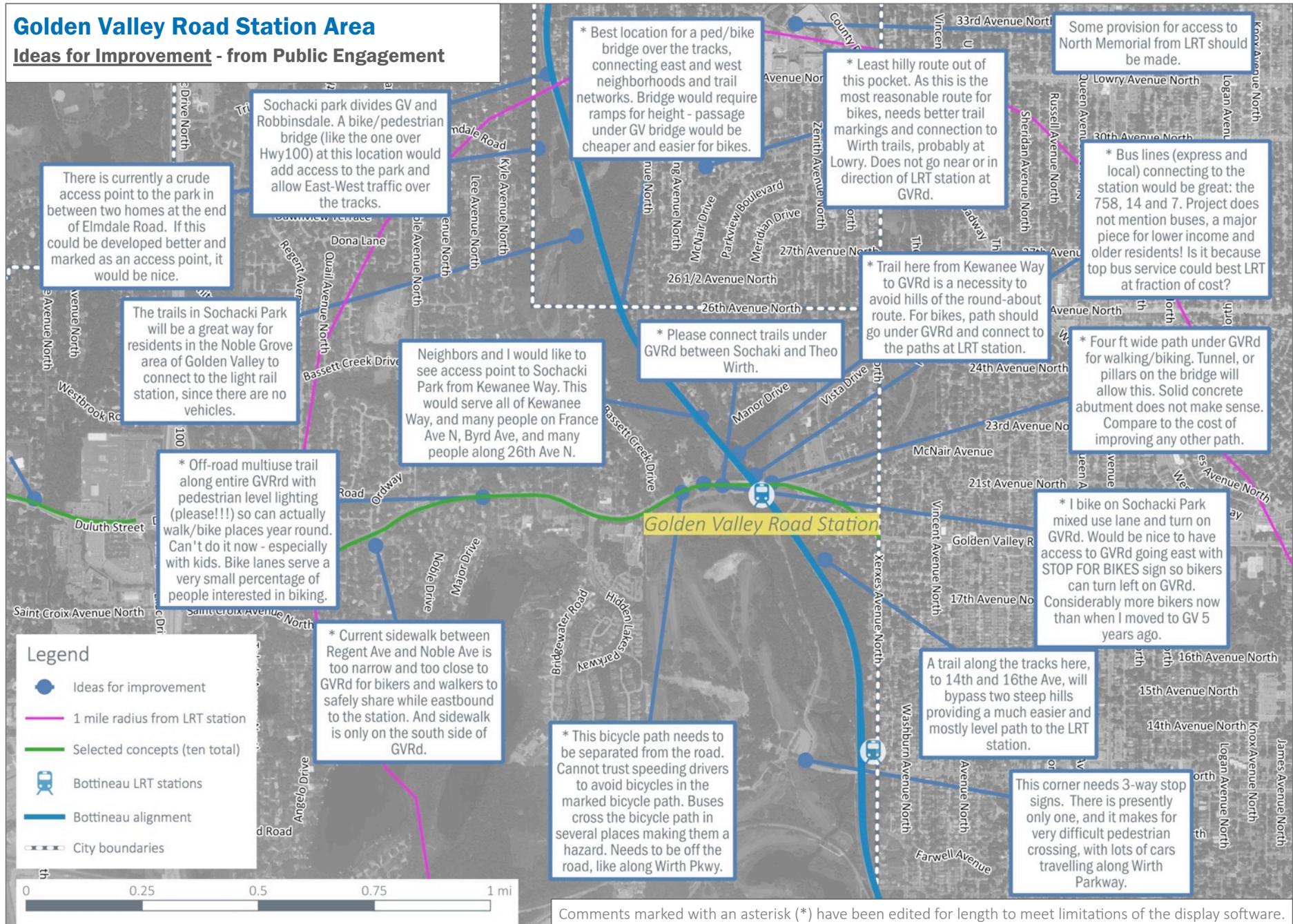
Golden Valley Road Station Area

Issues and Barriers - from Public Engagement

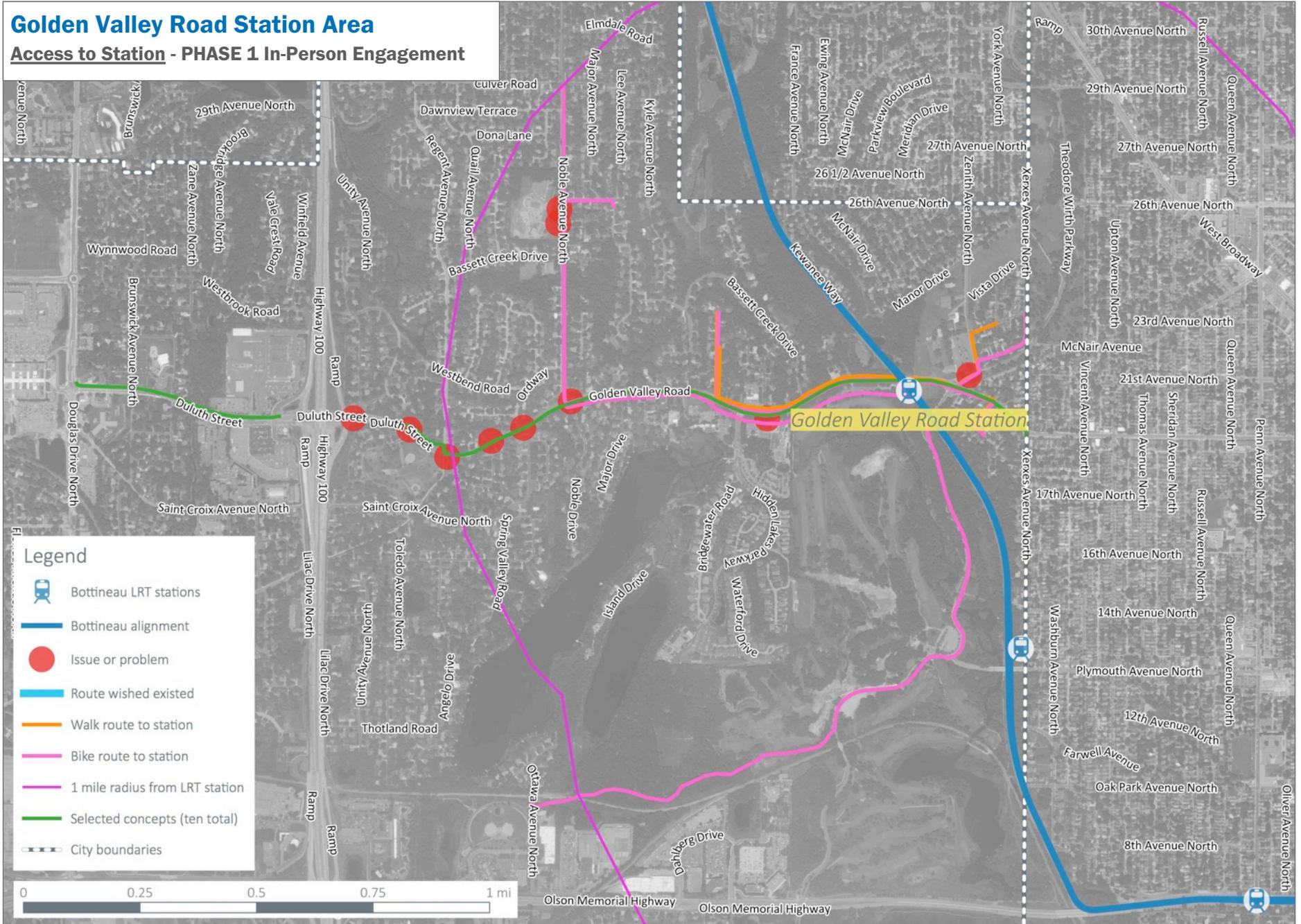


Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.

Golden Valley Road Station Area
Ideas for Improvement - from Public Engagement



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



Station areas in
Robbinsdale

Station Areas in Robbinsdale



The station area around the Robbinsdale station, as envisioned in the July 2016 Robbinsdale Station Area Plan.

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



Robbinsdale Community Workshop participants engaging with project materials.



Groups working on a mapping activity to identify routes and problem areas near the station area.

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



Groups reporting out on their discussions about connectivity priorities in the station area.



Participants discussing their responses to worksheet questions.

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.

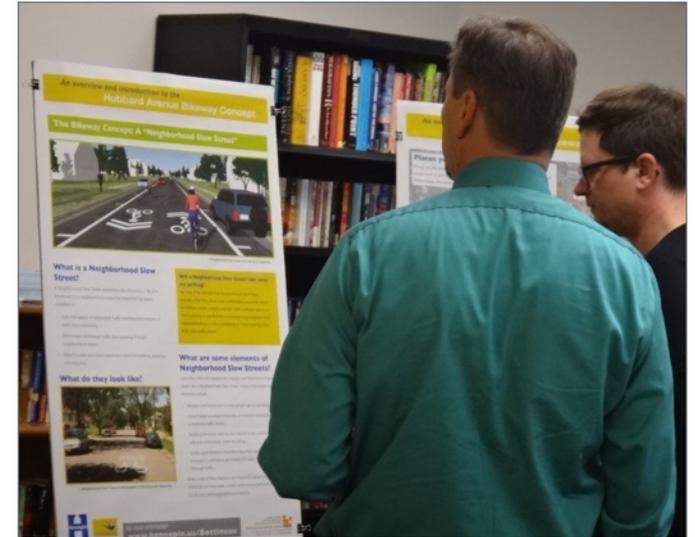
A Community Open House was held at Robbinsdale City Hall to provide details and additional information about the concept, and answer questions and comments from residents and other community members. The Open House was organized by City of Robbinsdale staff working in close collaboration with Hennepin 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.



Posterboards, a presentation and graphics helped participants understand the potential options for the proposed concept.



Attendees at the open house during the question and answer session.

An overview and introduction to the Hubbard Avenue Bikeway Concept

What is this meeting about?

Robbinsdale and Hennepin County are working to make it safer, more comfortable, and more convenient for residents of all ages and abilities to use walking or bicycling to get around Robbinsdale and access the future Bottineau Blue Line LRT.

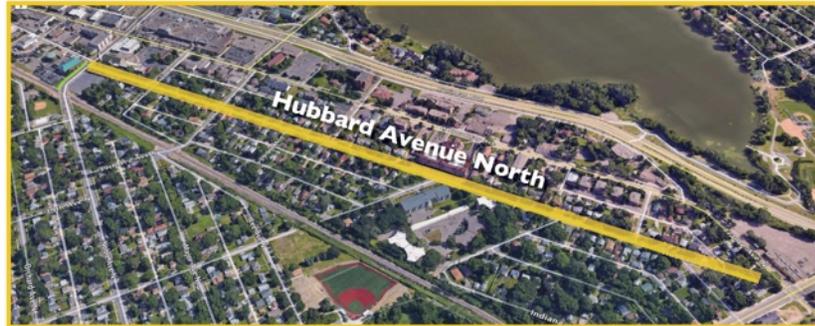
A concept plan has been advanced showing how bicycles could be encouraged to use Hubbard Avenue instead of West Broadway when connecting between 36th and 41st.

The project team is interested in learning your response to the concept plan as well as learning about your walking and biking destinations in and around downtown Robbinsdale.

The vision

A walking and biking-friendly community where residents can easily integrate walking and biking options into their daily lives.

Where is the bikeway concept recommended?



The Neighborhood Slow Street bikeway concept is envisioned along Hubbard Avenue North, between 41st Avenue and 36th Avenue.

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 41st Avenue and 36th 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 easier 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 Robbinsdale.

When will the concept be built?

That is not yet known. Hennepin County was able to obtain funding to develop the concept shared 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



An overview and introduction to the Hubbard Avenue Bikeway Concept

The Bikeway Concept: A "Neighborhood Slow Street"



A Neighborhood Slow Street and some of its elements.

What is a Neighborhood Slow Street?

A Neighborhood Slow Street, sometimes also known as a "Bicycle Boulevard," is a neighborhood residential street that has been modified to:

- Calm the speeds of automobile traffic and keep the volume of traffic from increasing;
- Discourage cut-through traffic from passing through neighborhood streets;
- Make it a safer and more convenient street for walking, bicycling and enjoying.

Will a Neighborhood Slow Street take away my parking?

No. One of the benefits that Neighborhood Slow Street provide 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!

What are some elements of Neighborhood Slow Streets?

Just a few relatively inexpensive changes can help turn a regular street into a Neighborhood Slow Street. Some of the more common elements include:

- Medians and bump outs to help people get across busy streets;
- Speed tables or raised crosswalks at selected intersections, and sometimes traffic circles;
- Marking the street with bicycle stencils to let cyclists know it is a safe and comfortable street for riding.
- Landscaped diverters that allow bicyclists, pedestrians and emergency vehicles to go straight through, but discourage cut-through traffic;

While none of these features are "required," properly combining these elements can help make a street more convenient and comfortable for all users and neighborhood residents.

What do they look like?



A Neighborhood Slow Street in Minneapolis, in the RiverLake Greenway.



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]



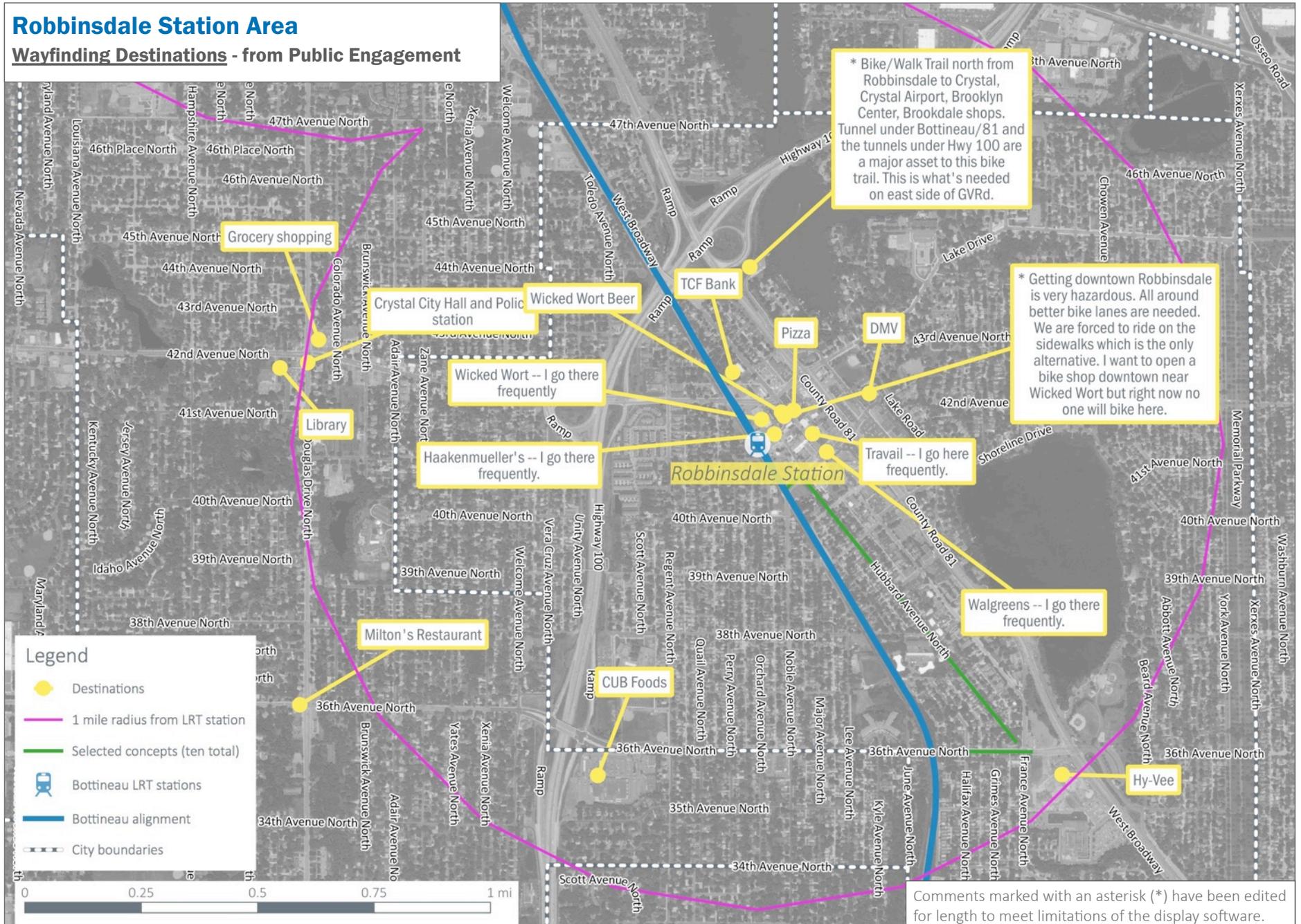
Image from the Open House presentation, showing the existing River Lake Bicycle Boulevard in Minneapolis.



Signage is an important component of wayfinding for walking and biking infrastructure. Image from the Open House presentation.

Robbinsdale Station Area

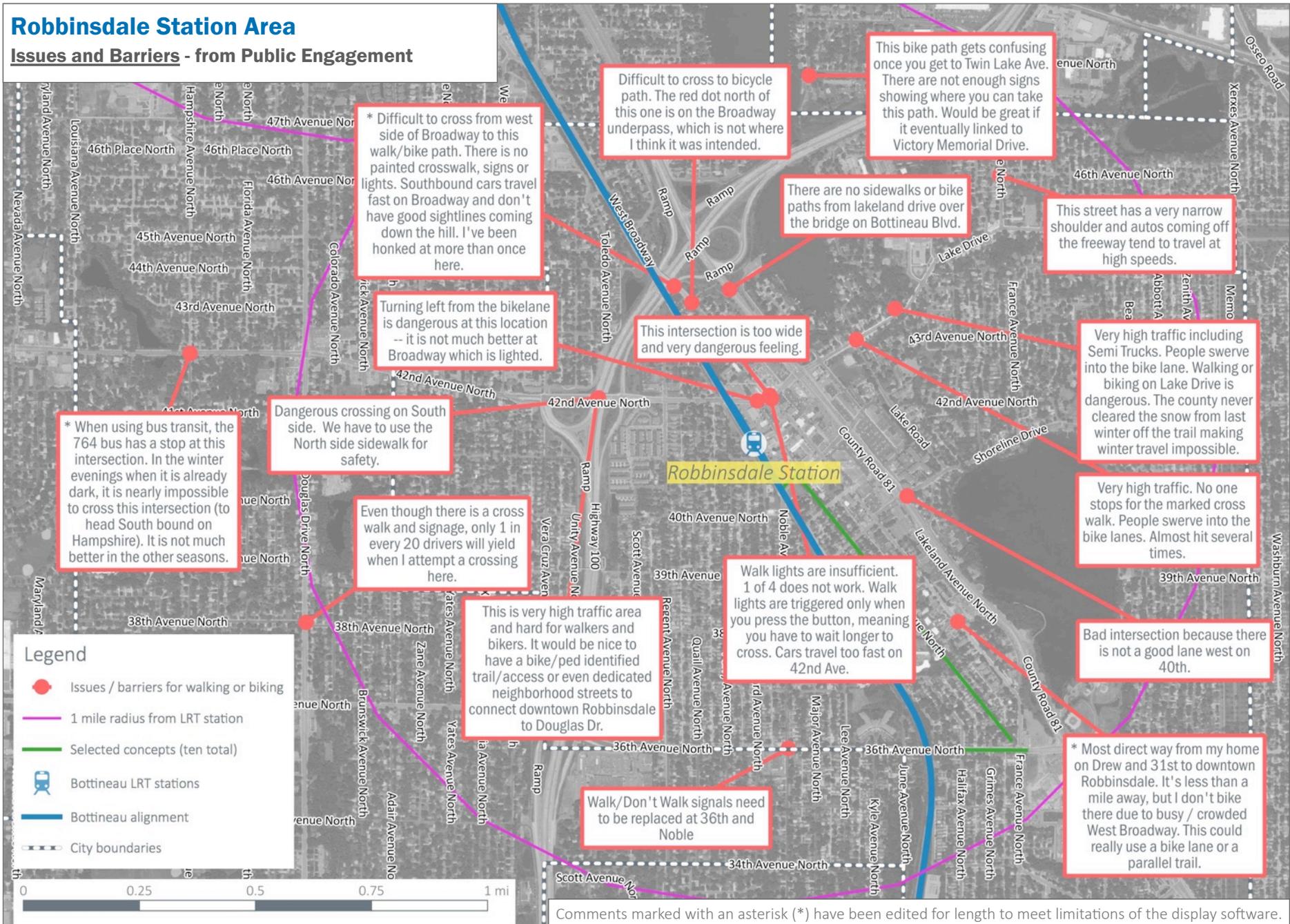
Wayfinding Destinations - from Public Engagement



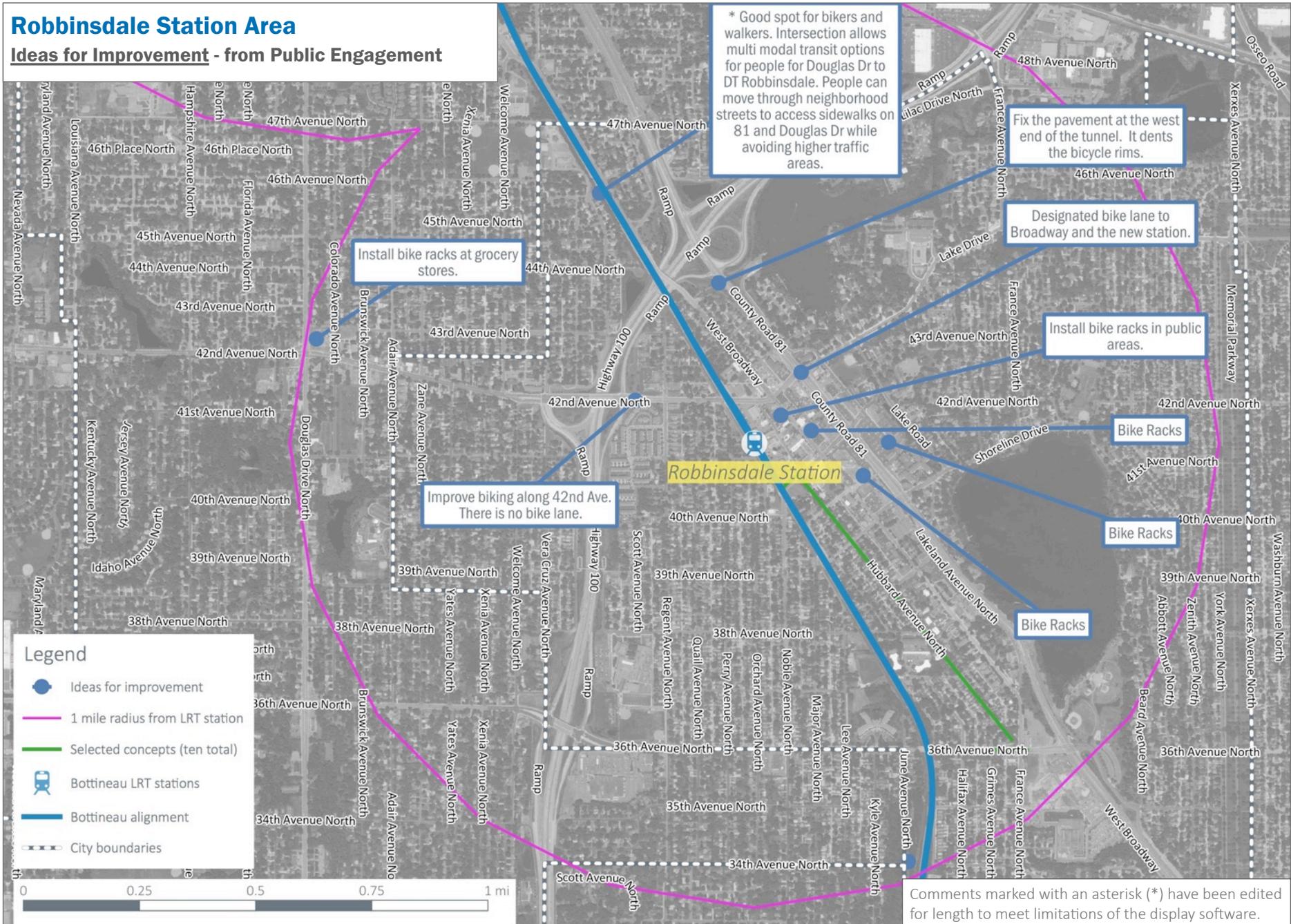
Comments marked with an asterisk (*) have been edited for length to meet limitations of the display software.

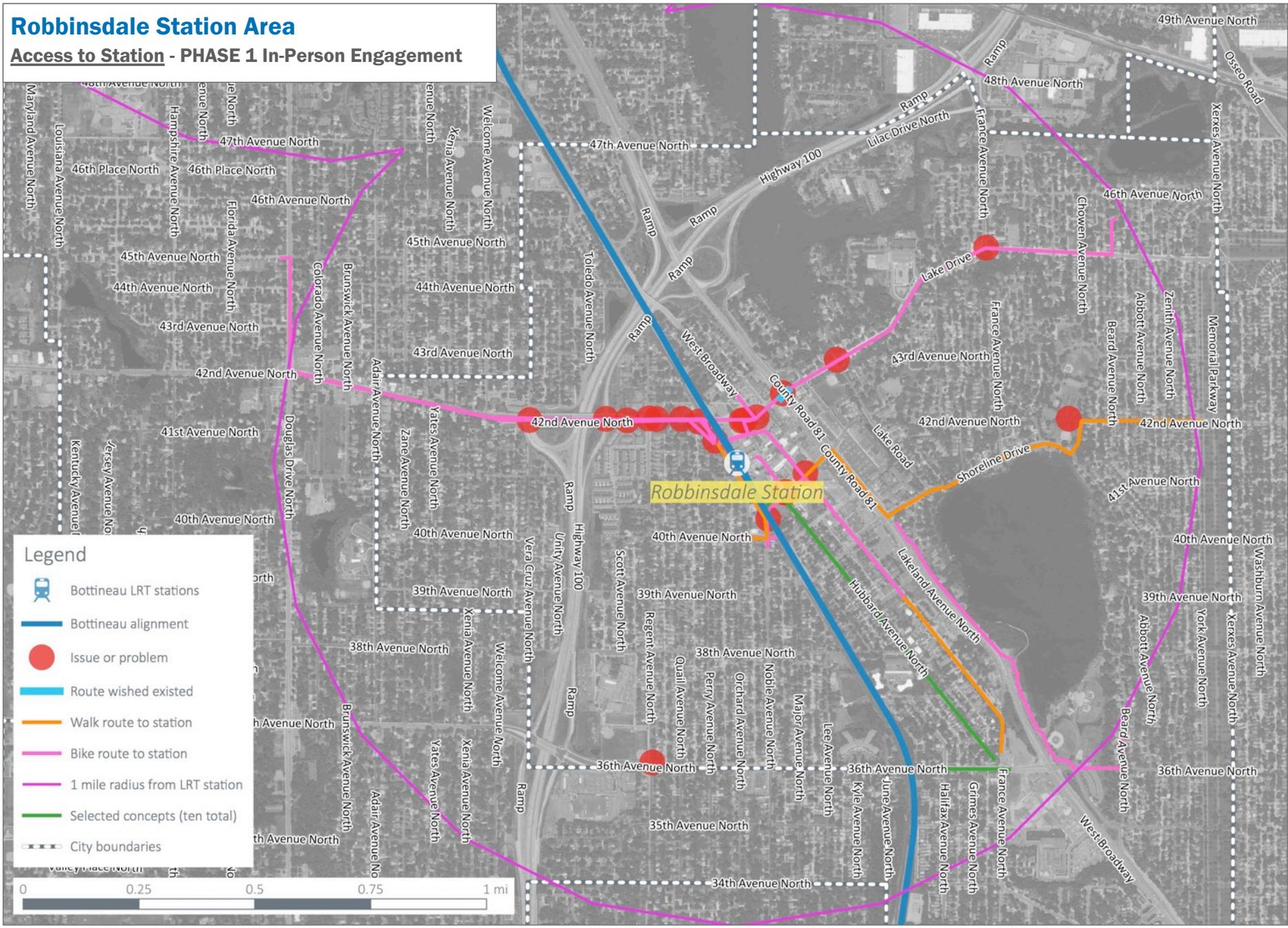
Robbinsdale Station Area

Issues and Barriers - from Public Engagement



Robbinsdale Station Area
Ideas for Improvement - from Public Engagement





Station areas in
Crystal

Station Areas in Crystal



Along Bass Lake Road and across Becker Park, as envisioned in the November 2015 Crystal Station Area Plan.

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

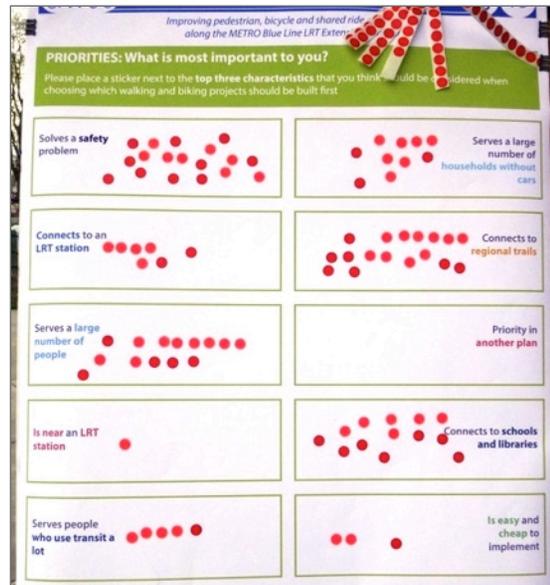
The project team setup and provided information-gathering activities at the Bike Rodeo held at the Crystal Community Center.

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.



Families interacting with the materials provided by the project team.



Hundreds of Crystal residents attended the Bike Rodeo. More than sixty people interacted with the project team during the event.

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

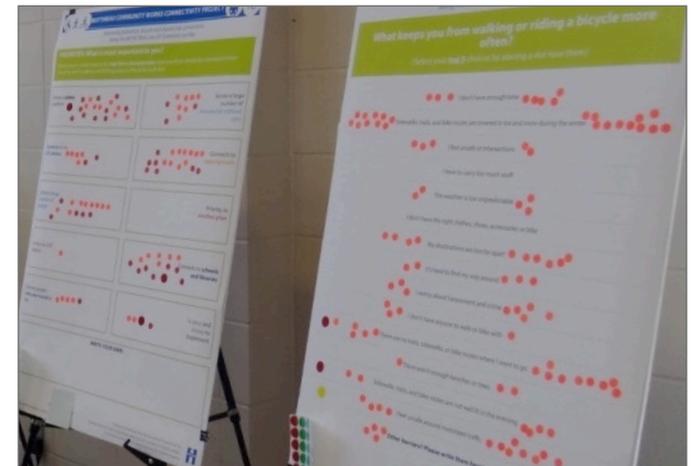
This community workshop was held at Becker Park Community Building, and was jointly organized by the teams working on community engagement for the Connectivity Project and the station area rezoning policy updates.

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.

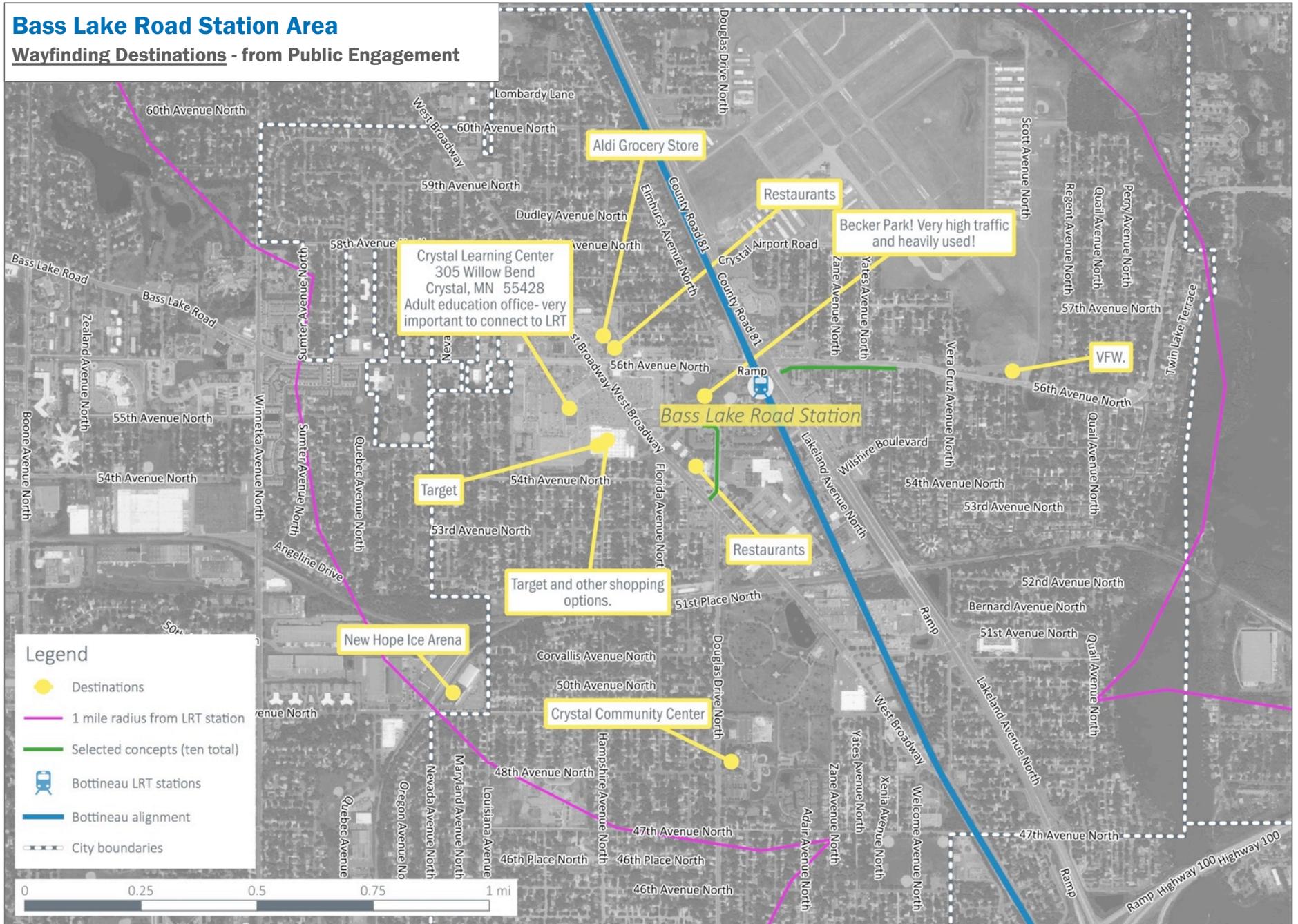


Members of the project team during the meeting.

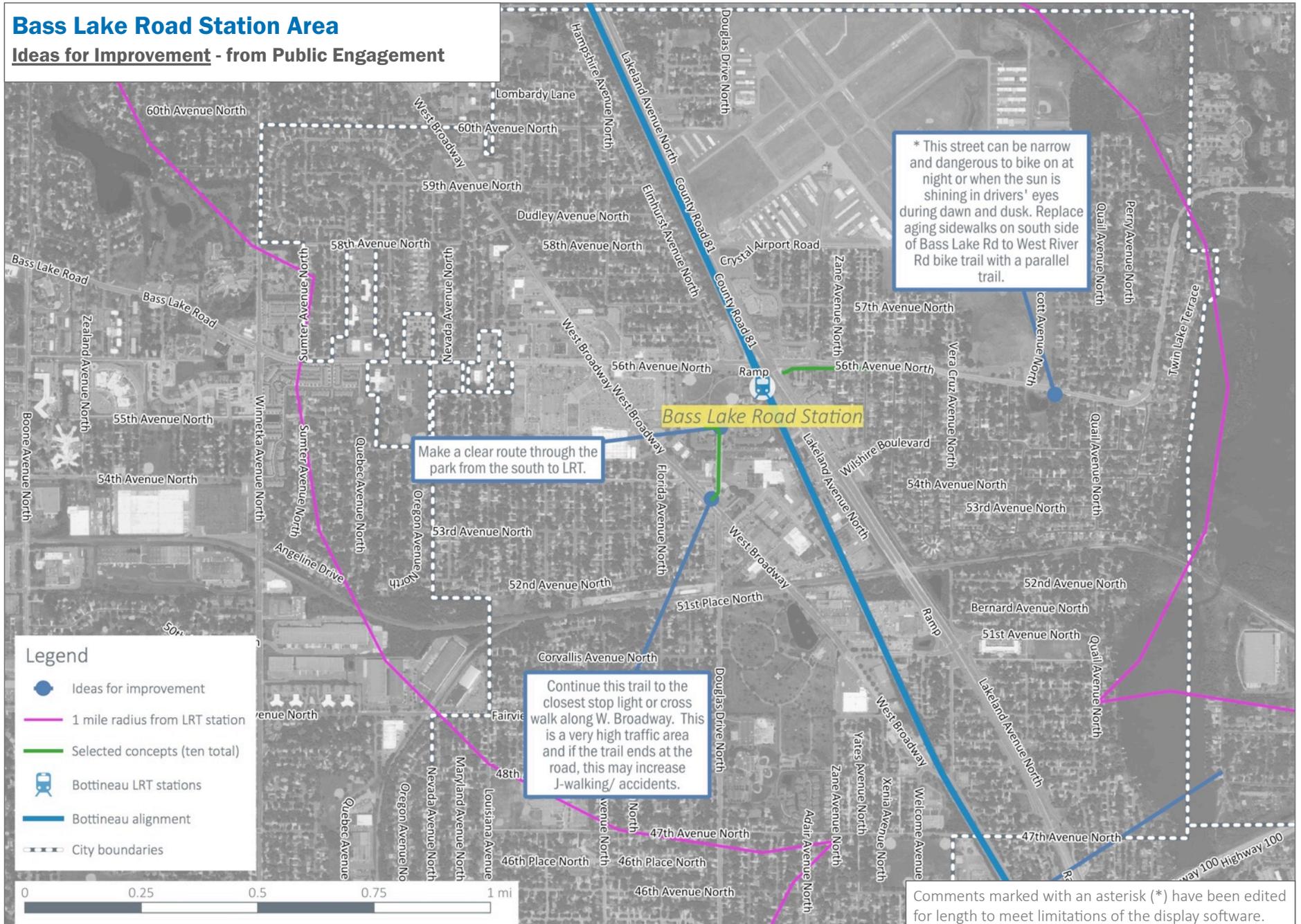


Boards used to gather comments during the meeting

Bass Lake Road Station Area
Wayfinding Destinations - from Public Engagement



Bass Lake Road Station Area
Ideas for Improvement - from Public Engagement



Station areas in
Brooklyn Park

Station Areas in Brooklyn Park



Aerial view of the Oak Grove Station Area, one of five station areas in Brooklyn Park, as envisioned in the July 2016 Brooklyn Park Station Area Plan.

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>

ACTIVITIES AND GUIDANCE PERTAINING TO GOLDEN VALLEY

Five station areas are located within the city of Brooklyn Park.

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 #1: March 20 2018
- » Phase 1 Open House #2: April 5 2018

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



Selecting important criteria by voting with sticker dots at Brooklyn Park City Hall.



Brooklyn Park Workshop participants take in a presentation while considering their criteria for choosing connectivity projects.

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



A member of the project team providing updates on the rezoning study.



Hennepin County staff answering questions from attendees.

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

Station area

Brooklyn Boulevard

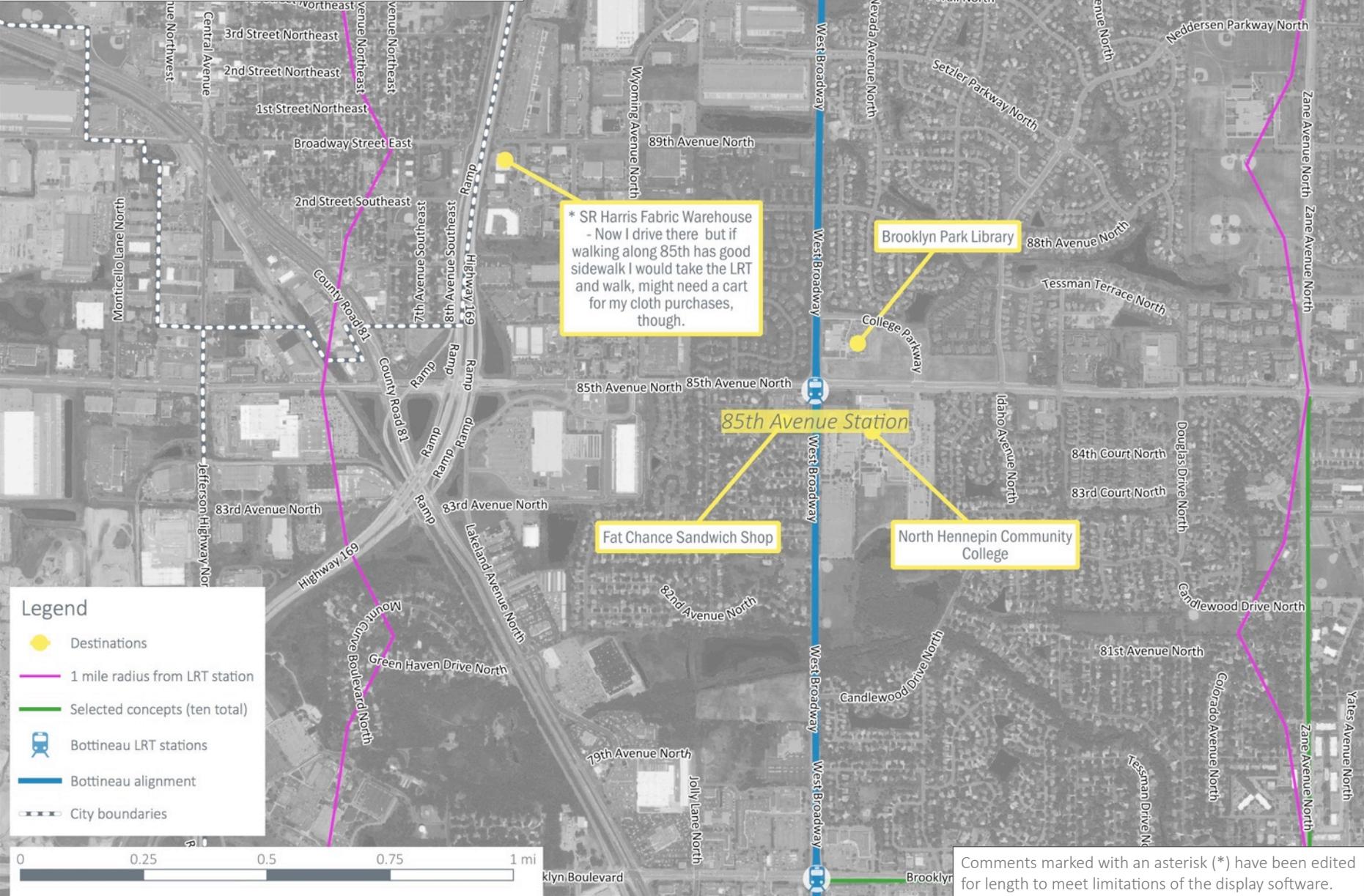
Brooklyn Boulevard Station Area Issues and Barriers - from Public Engagement



Station area

85th Avenue

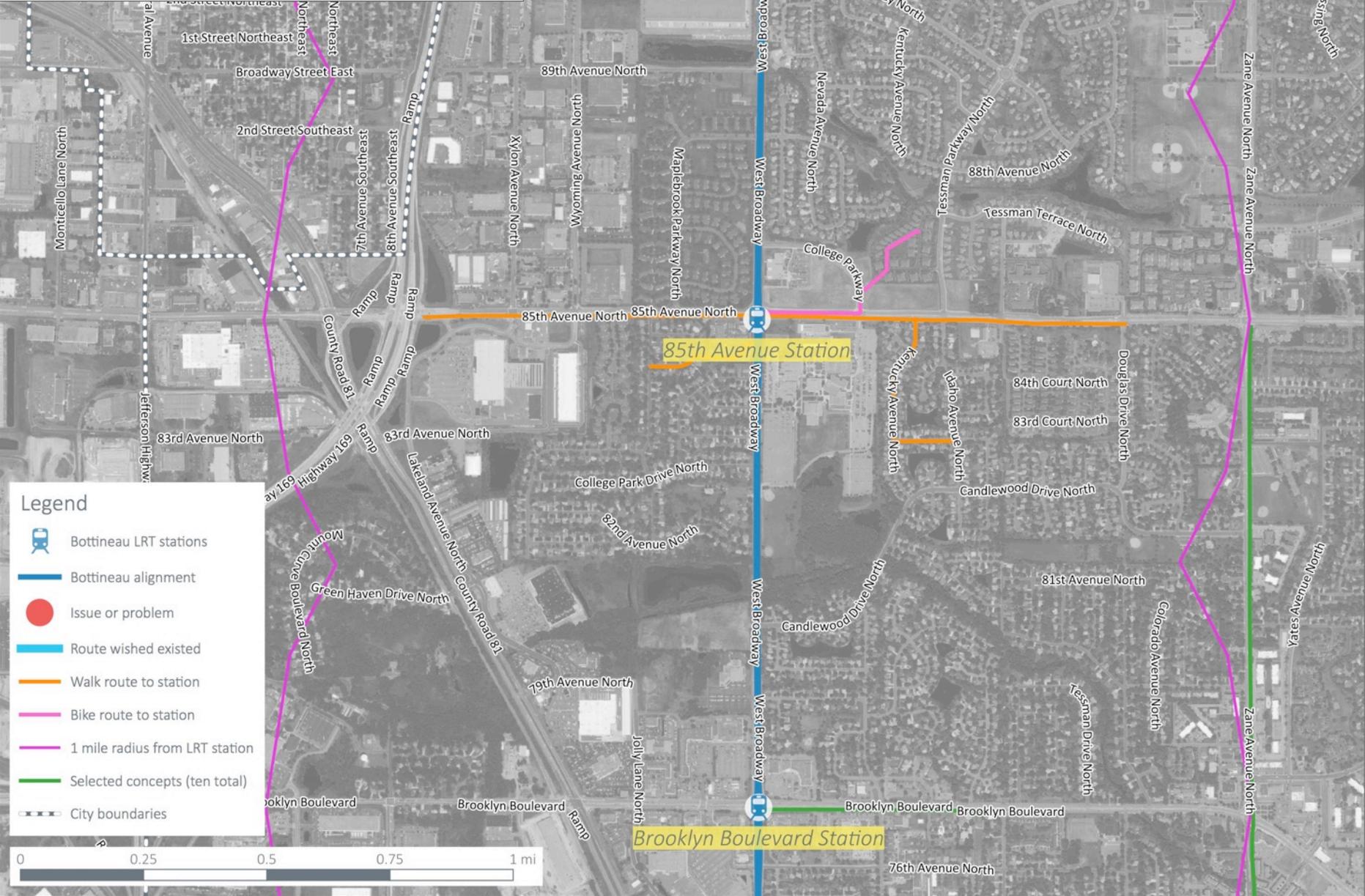
85th Avenue Station Area Wayfinding Destinations - from Public Engagement



85th Avenue Station Area Issues and Barriers - from Public Engagement



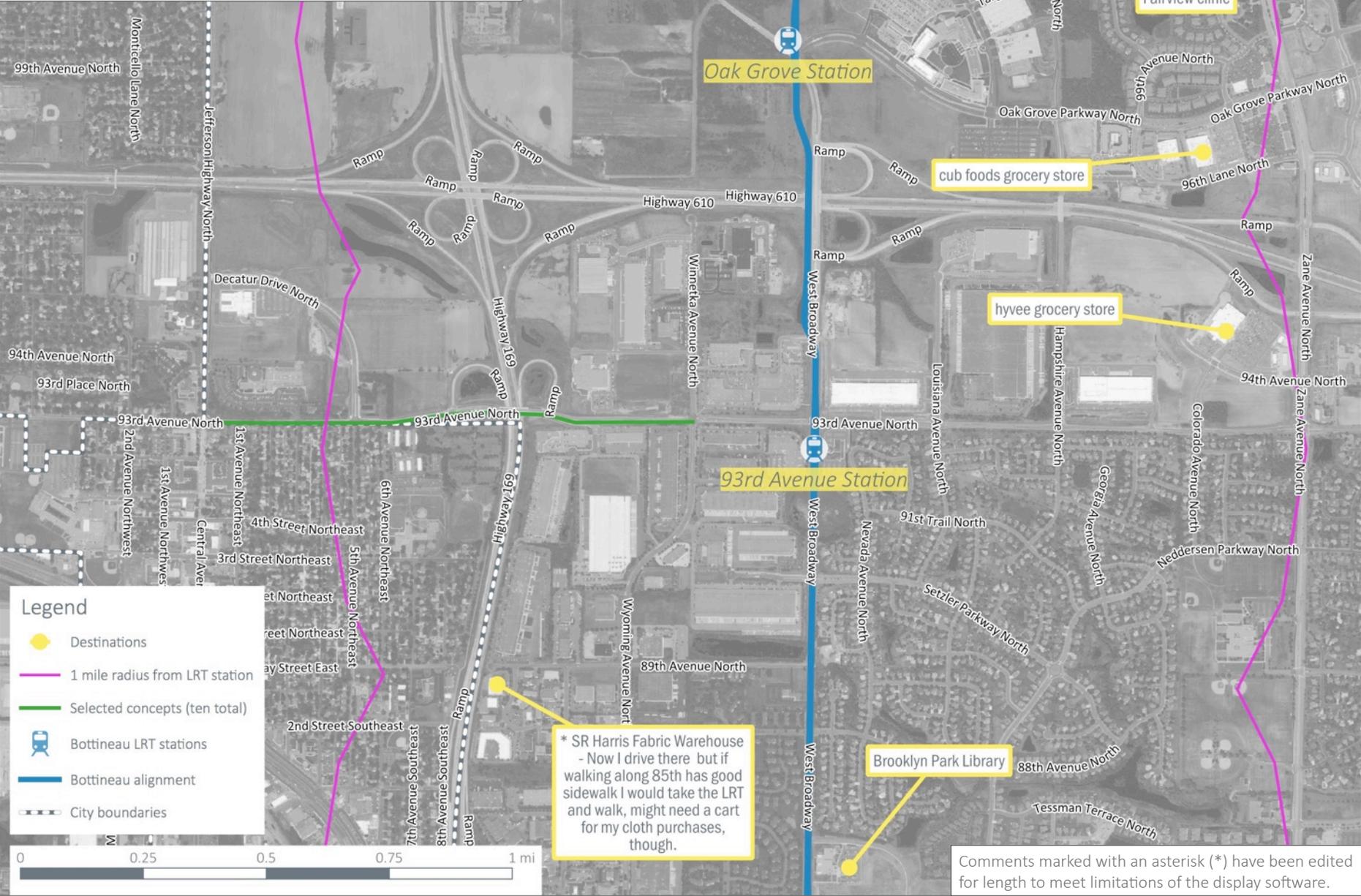
85th Avenue Station Area Access to Station - PHASE 1 In-Person Engagement



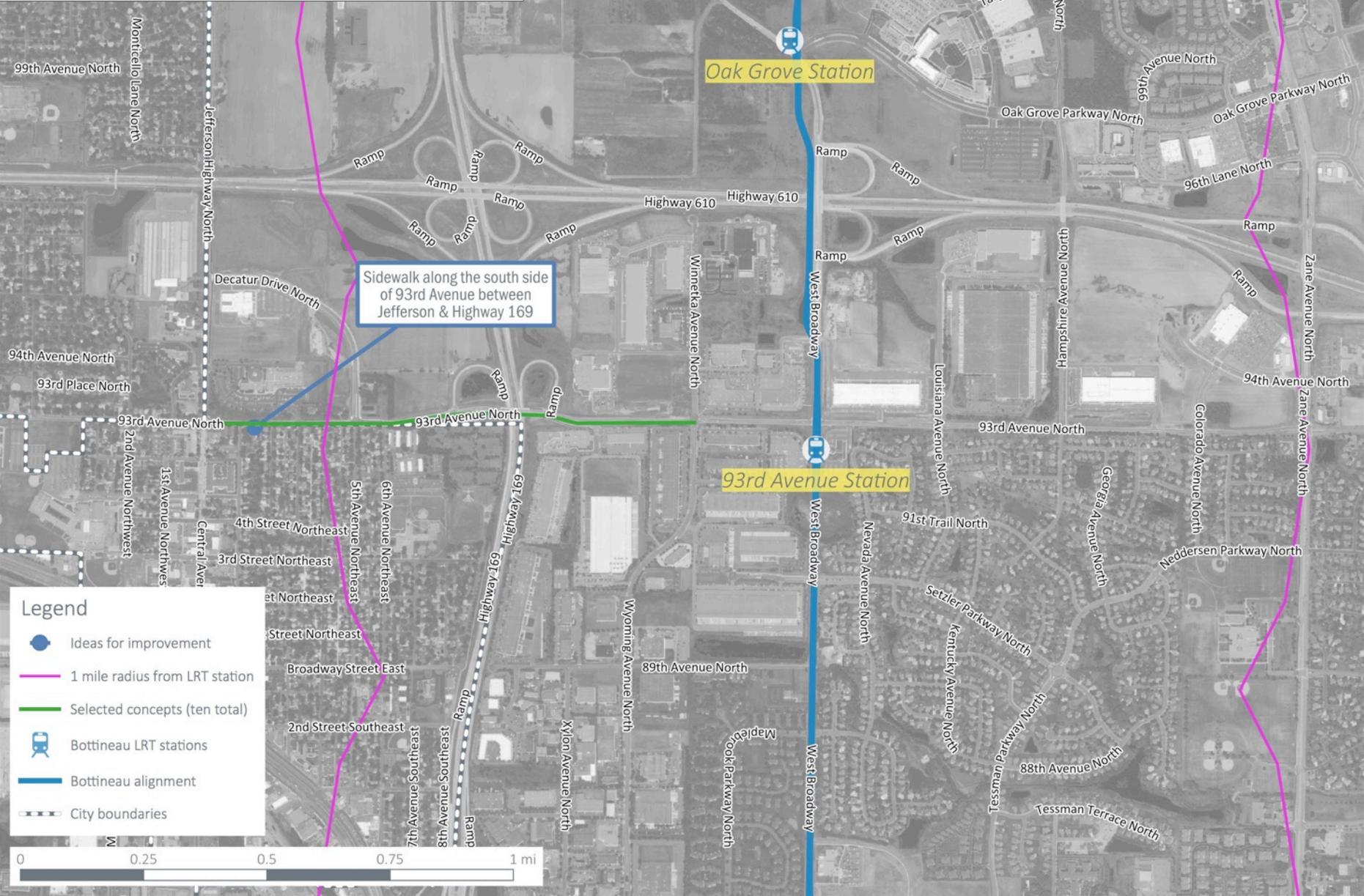
Station area

93rd Avenue

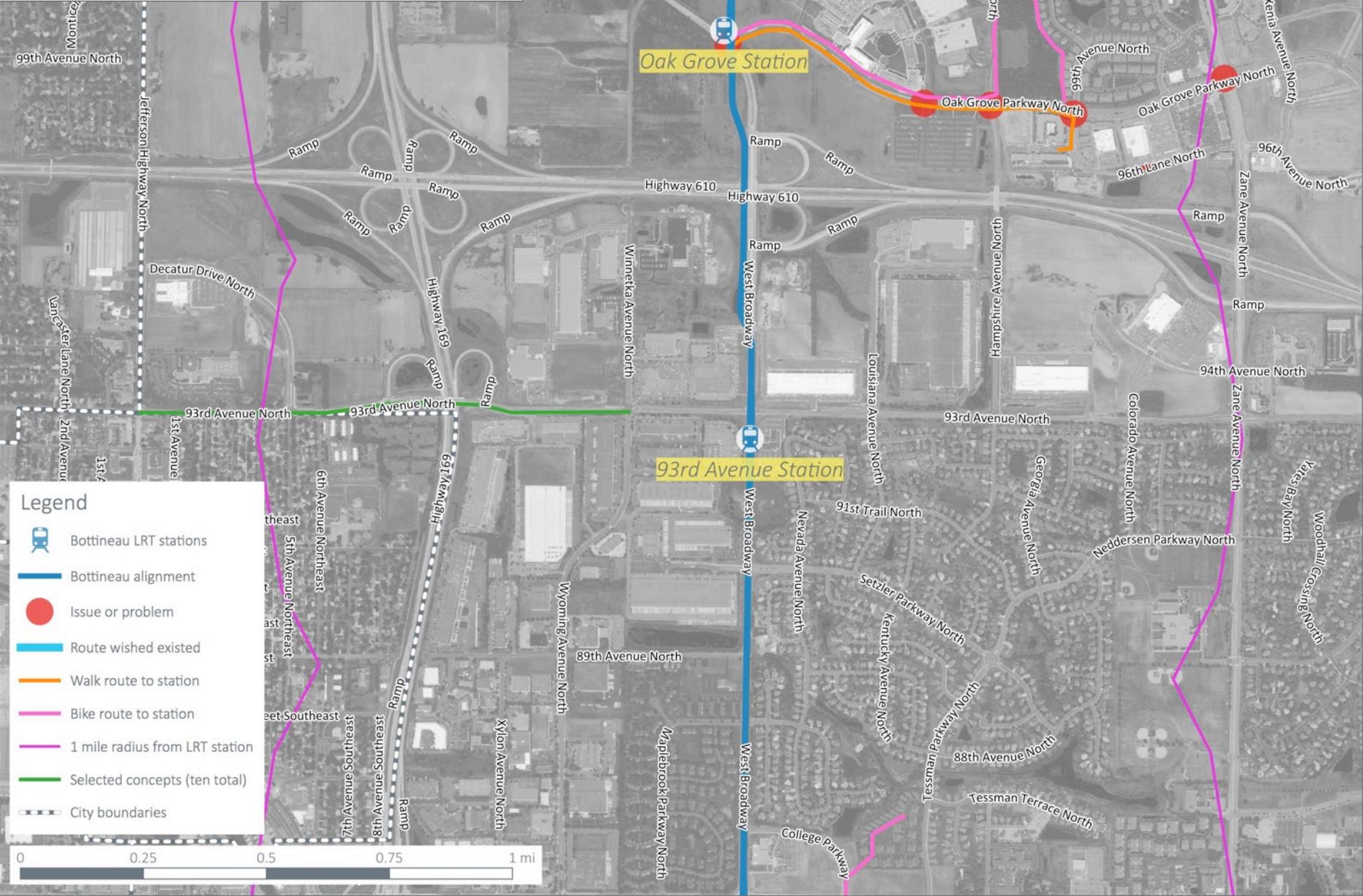
93rd Avenue Station Area Wayfinding Destinations - from Public Engagement



93rd Avenue Station Area
Ideas for Improvement - from Public Engagement



93rd Avenue Station Area
Access to Station - PHASE 1 In-Person Engagement



Legend

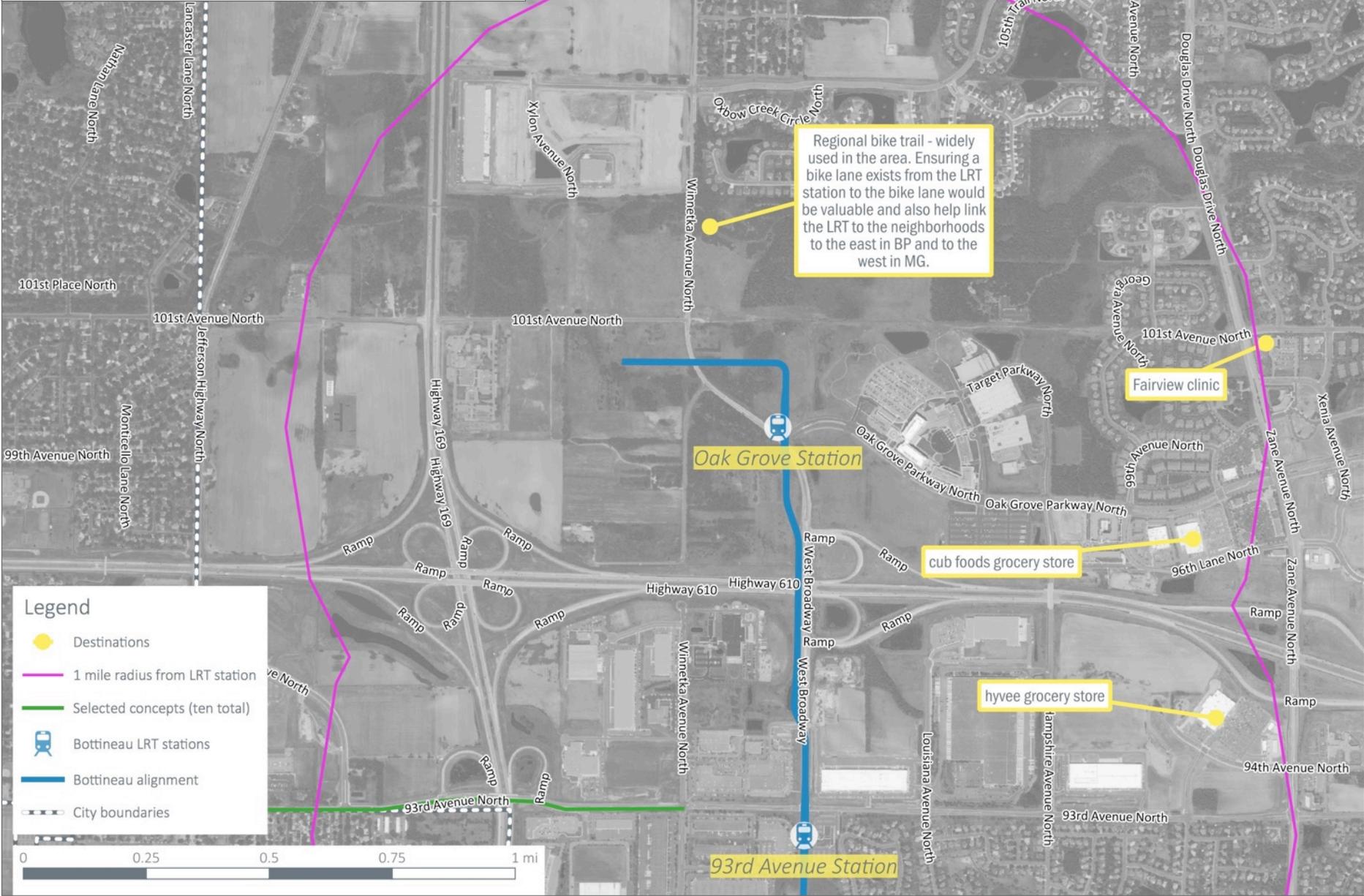
- Bottineau LRT stations
- Bottineau alignment
- Issue or problem
- Route wished existed
- Walk route to station
- Bike route to station
- 1 mile radius from LRT station
- Selected concepts (ten total)
- City boundaries

Station area

Oak Grove

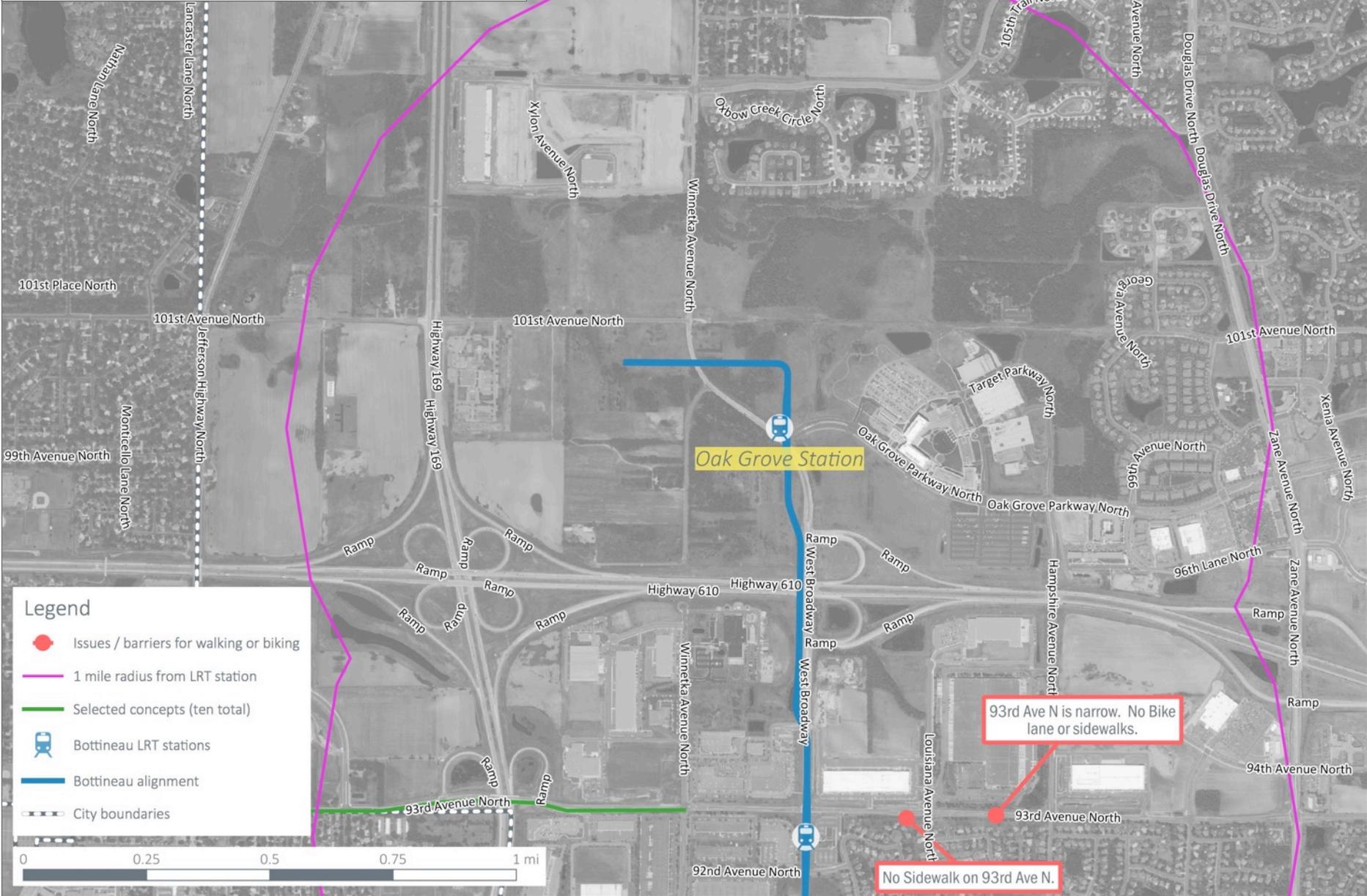
Oak Grove Station Area

Wayfinding Destinations - from Public Engagement



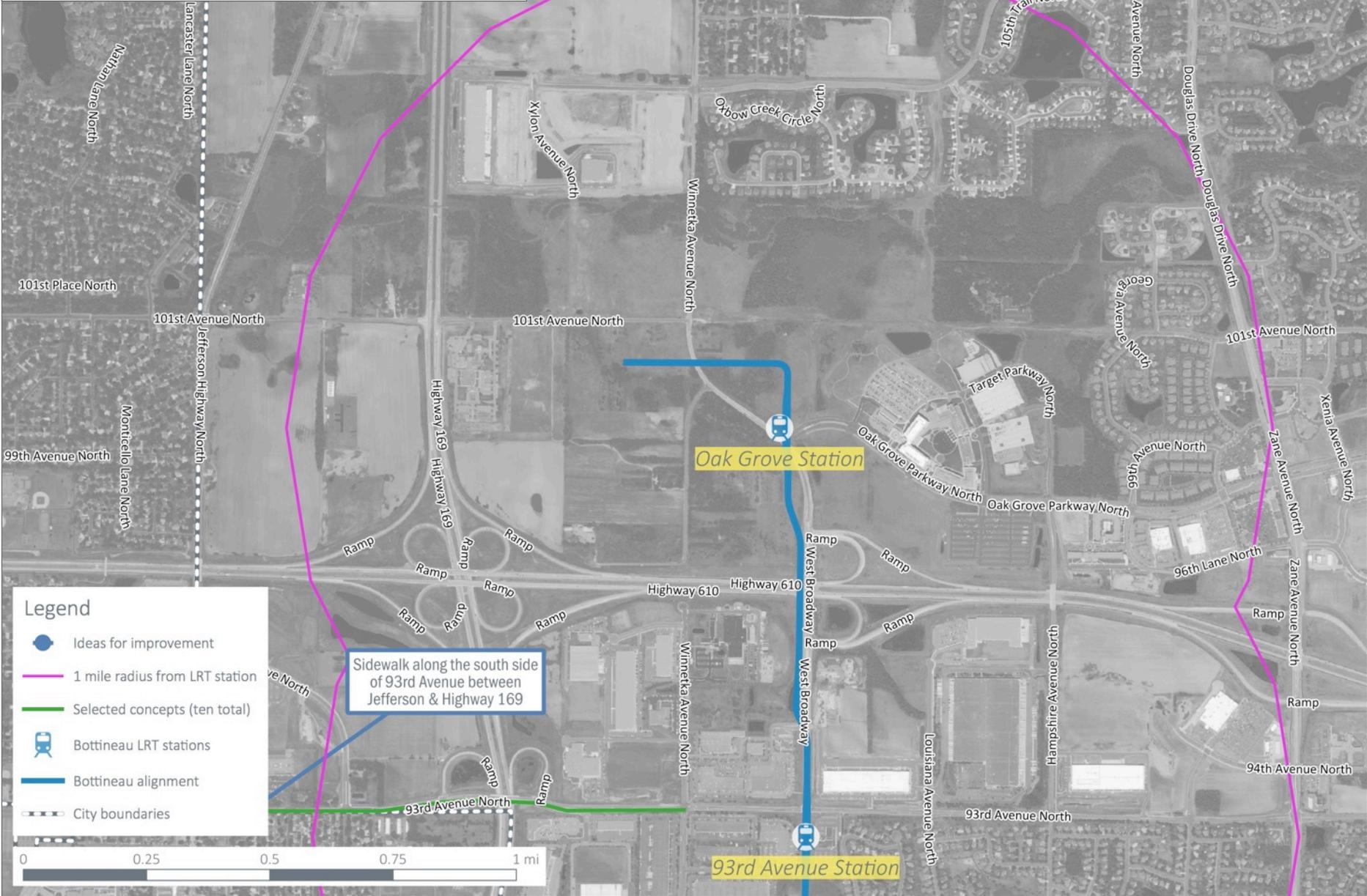
Oak Grove Station Area

Issues and Barriers - from Public Engagement

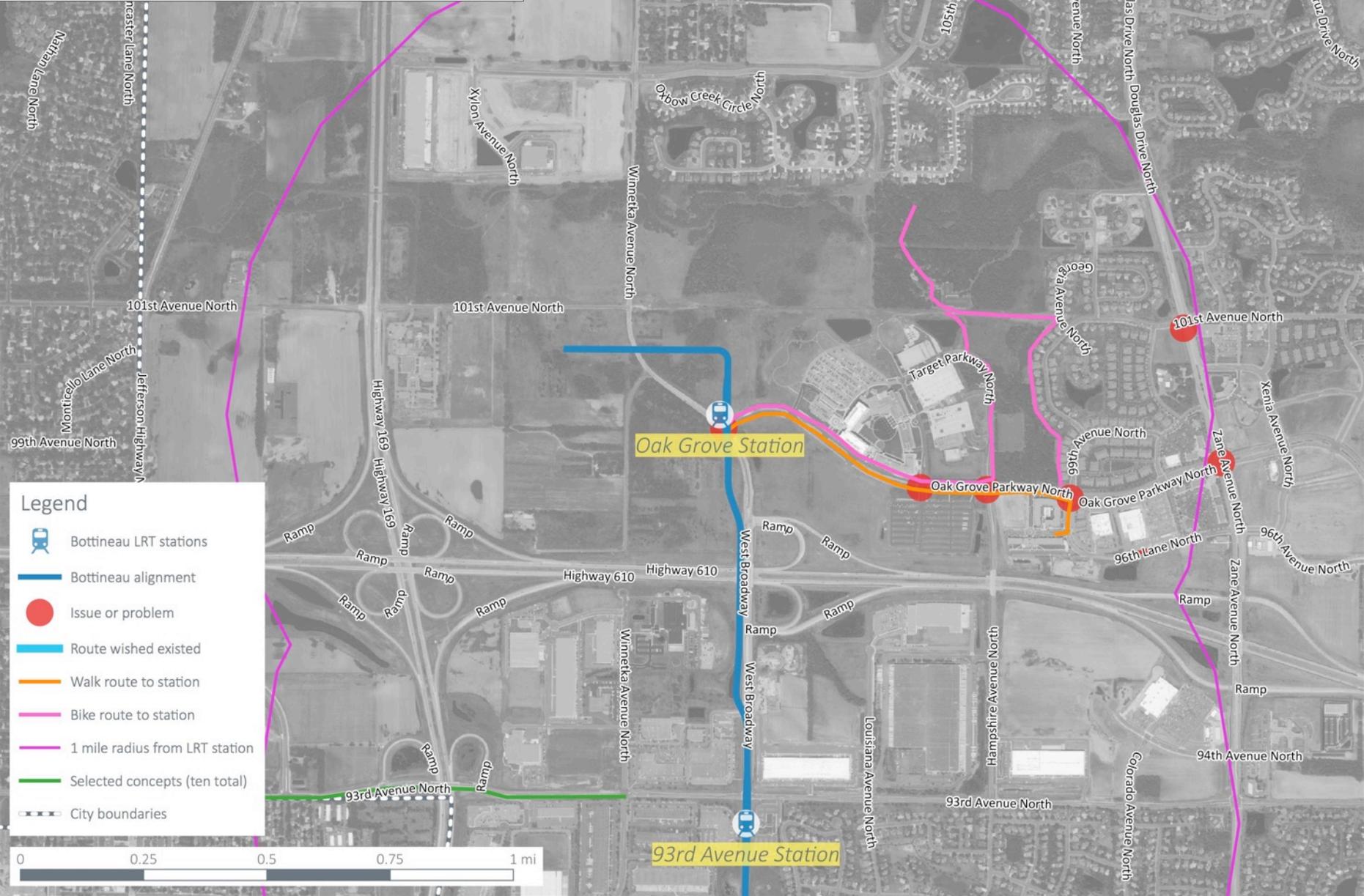


Oak Grove Station Area

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