

Attachment D: Photos of the 37th Ave N Greenway

North Minneapolis Greenway Steering Committee Meeting Minutes

Tuesday, August 28, 2012

Sumner Library, 4-5:30 PM

Attendees: Joni Giese (SRF Consulting), Beth Bartz (SRF Consulting), Bob Carlson (Minneapolis Public Works), Jim Voll (Community Planning and Economic Development), Lorrie Stromme (Mississippi Watershed Management Organization), Lara Pratt (Minneapolis Department of Health and Family Support), Neal Baxter (Pedestrian Advisory Committee), Matthew Hendricks (Twin Cities Greenways), Lisa Midday (Hennepin County), Georgianna Yantos (Bicycle Advisory Committee, Ward 3), Jim Skoog (Ward 4), Sarah Stewart (Minneapolis Department of Health and Family Support)

Next steps/action items:

- **Steering committee members** who were not able to attend the meeting or who would like to provide further feedback can:
 - Download meeting materials and maps from this link (available here until 9/13/12): <https://srfconsulting.filetransfers.net/downloadFilePublic.php?filePassId=1d62bc3e60055b24292a152995759b63&downloadReceiptId=9a16f8f6199084c3f55dc68744e628da3661792>
 - **Email Sarah with feedback (sarah.stewart@minneapolismn.gov) by Friday, September 7.** Consider the following questions when providing your feedback:
 - What ideas do you have for how the different maps could be better presented, if any (both the context analysis maps and the route maps)?
 - What thoughts or feedback do you have on the three different routes that were presented at the meeting?
 - What ideas do you have for how the October community meeting could best be structured in order to present information and solicit feedback from community members?
- **Sarah** will confirm the time and location of the October 16 community meeting and email committee members with the information.

I. **Process and timeline updates:**

- a. Changes to the project process and timeline have been made since the contract with SRF has been finalized. The process and timeline were summarized at the back of the agenda (see Attachment A at the end of the minutes). Sarah summarized some of the key changes and updates:
 - i. The first community meeting will be held on October 16th in the evening, time and location TBD. Committee members are welcome to attend if interested.
 - ii. The third steering committee meeting will be held on October 30, 2012, instead of November, so that the committee can review the results of the first community meeting and make recommendations.
 - iii. The second community meeting will be held in November (or possibly early December)

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- iv. The fourth steering committee meeting will be held on February 26, 2012.
- v. The fifth community meeting may not be necessary, as most of the work on this project should be completed by February. We will hold the May date for now just in case, but the meeting may be cancelled.

II. SRF presentation and discussion:

- a. Beth reviewed the handout titled 'Project Goals and Route Selection Criteria'. The handout is included at the end of these minutes as Attachment B. Committee members shared some thoughts about the selection criteria:
 - o Connection to Nice Ride service might be a good location for the greenway, and the greenway location might a good place for Nice Ride to locate stations.
 - o Intersection crossings are important, so that cyclists and pedestrians will not have to worry about cars crossing the street.
- b. Joni presented several maps showing an analysis of different contextual factors in North Minneapolis that could factor into deciding which route is best. The maps can be downloaded from the website located at the top of these minutes, and they are referenced below using page numbers and map titles from that document. A description of each map is and a summary of steering committee discussion is below. (All maps are of North Minneapolis).
 - i. The first context study map (Proposed Land Use Study, pg. 2) shows the city's land use plan, which shows areas designated for commercial, industrial, mixed-use, and multi-family residential use. Some key takeaways were that commercial uses are generally concentrated on major thoroughfares like Lowry, Broadway, Plymouth, and Penn. Some of the higher density housing is located along other higher traffic routes like Emerson, and Freemont, etc.
 - ii. The second context study map (Parks and Open Space Study, pg. 3) shows parks, schools (which often have open spaces), and the Crystal Lake Cemetery. Potential routes could pass by many parks and schools; for example, routes could terminate near Webber Park or Victory Memorial Parkway, and go passed to Folwell, Jordan, Cottage, Glen Gale, and North Commons Park.
 - 1. The committee discussed whether the cemetery should that be treated as a park and whether greenway traffic should be encouraged through it. The committee thought that traffic should not go through the cemetery, as cemeteries tend to prefer not having bikes in them, as they do not fit with the intent of the space. Crystal Lake Cemetery has had issues with theft and assaults on employees and may have concerns about more people being in the cemetery. However, running the greenway alongside the cemetery might be a good option, especially because of the natural limits on intersections.
 - 2. Jordan Pond could be considered a park, but it's not clear if people would want the route to pass it.
 - 3. There's a hill near Cottage Park that people may or may not like to bike over

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4. YMCA might also be a good thing to include on this map.
 5. It might be good to highlight the possible greenway routes in a different color than the parks to help make them stand out as something different than the parks.
- iii. The third context study map (Places/Destinations Study, pg. 4) shows commercial nodes and uses in North Minneapolis. It's important to think about these because we don't want to negatively impact businesses, but want people to be able to get around to destinations by using the greenway.
1. There are lots of businesses on Fremont near 42nd, but Humboldt is a probably a better option for the actual greenway.
 2. Being within a block or two of the commercial node is probably best. There's a difference between bikers and walkers in terms of how far they would be likely to travel off the greenway to get to a destination. (Bikers can go further more easily.)
 3. Nice Ride found small bumps for businesses near kiosks. Not sure how closely the kiosk need to be near a business. Greenway could potentially have a positive impact on businesses nearby.
 4. North Memorial library is on Lowry and Fremont and should be marked on this map. (SRF will add libraries to this map.)
- iv. The fourth context study map (Pedestrian and Bike Circulation Study, pg. 5) shows existing trails and on-street bikeways in North Minneapolis
1. The maps shows that there are a lot of east-west on-road facilities in place, and reinforces the fact that besides the Emerson and Fremont facilities, there's not a lot of connectivity on a north-south basis.
 2. Right now, 26th Ave has an on-street facility, but there are plans for an off-road trail there.
 3. In the Bicycle Master Plan, Irving and Humboldt are designated as 'bike boulevard/long-term greenway', but this meant to indicate a general area for a greenway. The greenway could be located on streets nearby and still meet the intention of the bicycle master plan.
 4. The park board is doing the River First plan which will include connections from North Minneapolis to the river. It might be useful to see what they're planning and how we might coordinate. We could consider these plans for the east-west connections. Farview Park is planned to be a primary connection to the river with a land bridge over the interstate
 5. It would be good if this map was extended further south to show Van White and Olsen Memorial Highway. Van White has some paths, but further south, they are too narrow for bikes. This could be a really nice southern terminus to the greenway, but right now, it's not as bikable. There's a biking path on the east side for a few blocks.
 6. There is a planned station at Van White for Southwest LRT, which could be another consideration for planning the greenway route.

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7. It might be a good idea on this map to show arrows with main points of interest on the map and to use arrows as indicators outside the lines of the map to indicate the larger bike network.
- v. The fifth context study map (Road Functional Class Study, pg. 6) shows how roads are classified (e.g., main arterials, collectors, etc.) Classifications indicated how much traffic there is on roadways – the higher the class, the more traffic there will be. The map also shows how many lanes exist on each road.
 1. Note that Fremont is a higher class road, which may or may not be a good route for the greenway.
 2. Some routes have 4 lanes. When the greenway intersects with these roads, we will need to think about how to get bike and ped traffic safely across all four lanes. We could use a median diverter like where the Midtown Greenway intersects with East 28th St.
 3. Lowry does go down to 2 lanes in some locations (although the map shows it as a continuous 4-lane road). SRF will check into this.
 - vi. The sixth context study map (Traffic Volume Study. Pg. 7) shows existing traffic volumes on roadways and mirrors the Road Classification Study Map. It also uses red dots to indicate traffic signals.
 1. Does it make sense to choose the route so that the greenway crosses busier streets at signalized intersections? The benefit is traffic control, but downside is that the north-south street on which the greenway would be located would have a higher traffic volume.
 2. The City can't arbitrarily add a traffic signals, and there are guidelines for this (called a 'warrant process'). Also, the City is trying to reduce the number of signals in the system. The criteria for adding a traffic signal are not different bike signals.
 3. The City does not have as clear of criteria for painting crosswalks, but they do tend to be near schools. The Pedestrian Advisory Committee is currently working with Public Works to develop crosswalk installation criteria. There might be more of an emphasis to put crosswalks on the greenway.
 4. Typically, at regional trails crossings, there is more signage, bollards, etc. to help alert drivers to look for bikes and peds. These elements could be good for the greenway.
 - vii. The seventh context study map (Stormwater/Sewer and Water Study, pg., 8) shows the location of various utilities. The main takeaway from this map is that utilities are everywhere and will need to be considered no matter which greenway route is selected.
 - viii. The eighth and final context study map (Aerial View and Greenway Alternatives Study, pg. 9) shows an aerial satellite view of North Minneapolis superimposed with the potential greenway routes. It also has photos of various locations along the greenway (including Victory Memorial Parkway, 42nd Ave and Fremont, Humboldt Ave along the Crystal Lake Cemetery, 37th Ave greenway at Knox, Folwell Park, 33rd

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Ave and Knox, 27th Ave and Logan, Jordan Pond, community garden on Knox and 26th, Glen Gale Park, Irving and Golden Valley Road, and 16th Ave and Irving). As some of the photos show, we will need to think about the presence of on-street parking on some of these streets.

- c. Joni presented graphics showing different potential greenway treatment options on a typical intersection (the intersection of Irving and 33rd was used). The graphics can be found in the downloadable PDF file linked at the top of the minutes. Descriptions of each graphic (including titles and page numbers) are included below, along with a summary of steering committee discussions.
 - i. The first greenway graphic (Typical Residential Street Study, pg. 10) shows how the typical intersection looks without a greenway treatment. This includes a 32 ft. wide roadway, 5 ft. wide sidewalks, and a 6 ft. wide boulevard.
 - ii. The second greenway graphic (Typical Residential Street with Utilities Study, pg. 11) shows the same street without a greenway treatment superimposed with storm sewer, sanitary sewer, and water utilities, which are prevalent along the full length of the street.
 - iii. The third greenway graphic (Full “Linear Park” Greenway, pg. 12) shows a typical street converted into a pedestrian and bike use only corridor. Perpendicular street closures at greenway intersections become key areas for recreational, stormwater, and habitat infrastructure (text taken from the graphic). This greenway option includes a 12 ft. trail along the main greenway route and retains the original 5ft. sidewalks. At the intersection, there is an 8 ft. trail that connects to the greenway from the intersecting street. By closing off the cross street, we may limit access to driveways. This could potentially be remedied by adding an access road. Emergency vehicle access needs could be met on the side access trail.
 - iv. The fourth greenway graphic (Full “Linear Park” Greenway, pg. 13) shows some amenity options. The graphic shows fruit tree orchards and a rain garden, and it lists several other amenity options (recreation and community elements: basketball court, community garden/orchard, playground, splash pad, gathering spaces, public art installations; infrastructure elements: trail rest stops, benches, bicycle racks, trash receptacles, drinking fountains, picnic benches, trail lighting, bollards, wayfinding signage; stormwater and habitat elements: rain gardens, enhanced landscaping).
 - v. The fifth greenway graphic (Greenway types: Full “Linear Park” Greenway Utilities Study, pg. 14) shows the full greenway treatment option overlaid with storm sewer, sanitary sewer, and water utilities. With this greenway option, because of the large change to the infrastructure, the design will have to consider how to deal with things like catch basins and manhole covers.
 - vi. The sixth greenway graphic (“Half and Half” with a Two-Way Road, pg. 15) shows a treatment option that maintains two way traffic. From the graphic: “A diagonal diversion is introduced into the intersections with an off-street trail traversing the intersection. On-street parking is not allowed.” The sidewalk on one side of the

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- street removed and replaced with a 12 ft. trail that crosses diagonally at the intersection (where it becomes a 10 ft. trail) to the other side of the street (where it again becomes a 12 ft. trail). There is concern about pedestrians being able to cross safely at this intersection, and this concern will have to be addressed in the design.
- vii. The seventh greenway graphic (“Half and Half” with Two-Way Road Utilities Study, pg. 16) shows the half and half with two-way traffic greenway treatment option overlaid with storm sewer, sanitary sewer, and water utilities. Some catch basins would be preserved with this treatment, but others would be lost.
 - viii. The eighth greenway graphic (“Half and Half” with a One-Way Road and No Parking, pg. 17) shows the same half and half trail option as the previous map, but with one-way streets that retain parking on one side of the street.
 - ix. The ninth greenway graphic (“Half and Half” with a One-Way Road Utilities Study, pg. 18) shows the half and half with one-way traffic greenway treatment option overlaid with storm sewer, sanitary sewer, and water utilities. Again, some catch basins would be preserved with this treatment, but others would be lost.
 - x. The tenth greenway graphic (Bike Boulevard, pg. 19) shows the final potential greenway treatment option, a bike boulevard. This greenway option allows for traffic and parking, but incorporates traffic calming measures. From the graphic: “A bike boulevard is a lower-volume, lower-speed street that has been designated as a bike route on a quiet street and is marked with large bicycle symbols with the text “Blvd”. Select street intersections feature traffic calming measures to encourage slower traffic speeds.” In this graphic, a 20 ft. diameter traffic circle with plantings is used as a traffic calming measure. This greenway treatment option could be used when other greenway techniques that can’t be used.
 - xi. The eleventh greenway graphic (Bike Boulevard Utilities Study, pg. 20) shows the bike boulevard treatment option overlaid with storm sewer, sanitary sewer, and water utilities. The map shows that the bike boulevard would have the least impact to utilities.
 - xii. Joni passed out handouts showing maps of three different potential greenway routes. The route maps are included in the downloadable PDF file referenced at the beginning of these minutes and are described below. Each route was based on a different theme, and the three themes are summarized in these minutes in Attachment C: Preliminary North Minneapolis Greenway Route Options.
 1. **Potential Greenway Route A (pg. 21):** the goal was to pass as many parks and schools as possible. Heading from north to south, the route begins at Webber Park near the intersection of Emerson and Webber Parkway, travels south down Emerson to 39th Ave N, travels east on 39th Ave N to Humboldt Ave N, travels south on Humboldt Ave to 26th Ave, heads east on 26th Ave for a block, travels south along Irving Ave N to Ilion Ave N, follows Ilion Ave to Logan Ave N, heads west on W. Broadway for a ½ a block, travels south on Logan, follows Golden Valley Road east for one block, turns south at Morgan Ave N, heads west at 16th Ave N, heads south on Knox Ave N, heads

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west at 14th Ave N, heads south on Emerson Ave N for one block, and terminates at the Intersection of Plymouth and 7th (near Van White). Some challenges with this route are that it parallels W. Broadway for half of a block, and it also passes along a one-way street. The route would make use of a signalized intersection at Plymouth.

2. **Potential Greenway Route B:** the goal was to tie the greenway route into the existing bike network as much as possible. Heading from north to south, this route starts at Victory Memorial Parkway (but could extend north to the Shingle Creek Trail), travels south on Humboldt, travels on 44th for a half a block and continues to follow Humboldt south, heads west on 33rd Ave N for 1 block, travels south on Irving (with a short spur to North Commons Park at 18 Ave N), and terminates at Irving and Plymouth. This is the most direct north-south route of the three options, and it follows the designated greenway route in the Bicycle Master Plan. It takes advantage of a diagonal diverter along the route, and it crosses W Broadway at a signalized intersection, which is probably a good thing (it's the only one that does this). Some concerns/considerations: Humboldt near the cemetery is a one way street, and Irving is a one way for part of it as well. The route parallels 44th Ave for a half block, which is a higher volume street.
3. **Potential Greenway Route Option C:** the goal of this route is to reach the broader neighborhood and push it further west of existing bikeways on Emerson and Fremont. Heading north to south, the route would start at Weber Park near the intersection of Webber Parkway and Fremont Ave, travel west on 44th Ave N for one block, head south on Girard Ave N to 37th Ave N, head west on 37th Ave and pass through Folwell Park, head south on Logan Ave N and pass Jordan Pond, head southeast on Hillside Ave N. for one block, travel south on James Ave N, head east on 16th Ave N, and head south on Emerson Ave N (terminating at the intersection of Emerson and Plymouth, near Van White). This route crosses through the middle of Folwell Park, but makes a nice connection to the 37th Ave Greenway. The route would use existing facilities on Emerson and 37th. This route is more circuitous than others.

xiii. The steering committee discussed the route options.

1. Joni pointed out that the routes don't need to follow these routes exactly. The final route could be a combination of these three proposed routes, or it could follow other streets. This is a way to put some options on the table and get some feedback from the community. Mixing and matching these routes might make sense.
2. Some felt that Option B does not distinguish itself enough. The biggest advantage of this route is that it is very straight, which is advantageous to commuters. The group decided not to refer to it as a 'commuter route',

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since this could be confusing for people who would want to use it as a recreational route.

3. A concern was raised that two of the options follow Irving, which may make folks in that area feel like they are not given as many options. Maybe consider James and Knox as alternatives.
4. These options are a good start. We need to show that we have flexibility and emphasize that.
5. With the community engagement work that Matthew participated in (funded by TLC), people wanted both recreation and commuting routes. The greenway will work best if it serves all modes well. Commuters provide good traffic to make it safer. For the health department, it is important that the greenway also serve as a commuter route, since this meets the grant funding goal of promoting active transportation, and helps people incorporate physical activity into their daily lives.
6. It was suggested that there be workstations at the open house for residents who live in different places. They could give us specific ideas for what they want near their homes.

- III. **37th Ave Greenway:** At the end of the meeting, a few attendees walked over to the 37th Ave Greenway. Pictures of the greenway are included in Attachment D at the end of these minutes.

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Attachment A: North Minneapolis Greenway - Project Timeline (8/28/12)

2012

| | |
|----------------|--|
| April-June | Hold initial meetings with Northside council members or staffers to inform them of the project |
| May | <u>5/8/12 - Hold steering committee meeting to introduce the project, get initial input on potential routes, design elements, and community engagement</u> |
| June | Hire contractor (SRF) |
| May-Aug | Conduct engagement activities to get the word out about the project, get feedback on routes and ideal designs (reach out to neighborhood groups, council members, etc.) |
| August | <u>8/28/12 - Hold Steering committee meeting – review potential results and greenway types; select three routes for further study</u> |
| September | SRF conducts traffic study on 3 routes; prepares for open house 1 |
| Sept - Oct | Conduct community engagement with PAC, BAC, council members, neighborhood groups to get feedback on the route recommendations, ideas for designs, get the word out about the community meeting |
| October | 10/16/12 (tent.) hold first community meeting to share 3 potential routes and traffic study results; share greenway types; gather input and ideas for designs and final route selection <u>10/30/12 Hold steering committee meeting to review community meeting 1 and make recommendations to SRF about final route selection and design</u> |
| November | SRF develops refined greenway types, develops a greenway route graphic (including preferred greenway types), develops up to 5 intersection transition concepts Hold second community meeting, date TBD – present route, refined greenway types, and preferred greenway route graphic; discuss priorities for construction |

2013

| | |
|-----------------|--|
| Jan-Feb | SRF drafts <i>Guidelines for Converting Streets to Greenways</i> Hold third community meeting – only two community meetings will be held for this project |
| February | <u>2/26/12 Hold steering committee meeting – review plans developed by SRF, discuss priorities for construction, review <i>Guidelines</i> document (if ready)</u> |
| April | Draft <i>Guidelines</i> shared with stakeholders (PAC, BAC, others) Public Works develops funding plan |
| May | <u>5/28/12 Hold steering committee meeting if necessary - review funding plan, <i>Guidelines</i></u> |
| June | Public Works finalizes, publishes, and disseminates <i>Guidelines</i> |

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Attachment B: North Minneapolis Greenway Project Goals and Route Selection Criteria

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Overarching Goals

- A. Encourage active lifestyles for healthy living
- B. Reduce energy use
- C. Reduce traffic congestion/improve air quality

Route Selection Criteria

A. *Minimize (impacts to):*

- 1. Property access (driveways, alleys)
- 2. Emergency access (fire, police, ambulance)
- 3. Resident and visitor parking
- 4. Traffic diversion
- 5. Intersection crossings*
- 6. Parks (don't place trail through center of park)
- 7. Businesses
- 8. Existing utilities (above and below ground)

B. *Maximize:*

- 1. Local resident support*
- 2. Connectivity
 - a) Trail network*
 - b) Kid destinations (parks, schools, and recreation centers)*
 - c) Neighborhood destinations (retail, churches)
 - d) Transit
- 3. Directness of route*
- 4. Use of streets with existing diverters*
- 5. Use of low volume streets*
- 6. Flat routes

Design Considerations

- A. Creation of new open space
 - 1. Recreation
 - 2. Social interaction
 - 3. Aesthetics
 - 4. Urban agriculture?
- B. Partner with other amenities (e.g., stormwater treatment)
- C. Pedestrian and bicycle safety (crashes/personal)

* Route selection criteria with four or more votes at first steering committee meeting.

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Attachment C: Preliminary North Minneapolis Greenway Route Options

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Option A – Park and School Linkages

- Connects to three schools, Boys and Girls Club, and YMCA
- Connects with six parks
- Intersects seven existing bikeways
- Parallels West Broadway for ½ block
- Takes advantage of one existing diagonal diverter
- Portion of route on a one-way road (Llion)
- Utilizes one signalized intersection (Plymouth)

Option B – Bicycle Network Connections

- Utilizes a large portion of a planned bike boulevard (future greenway)
- Fairly direct north-south route
- Intersects seven existing bikeways
- Connects to two schools and the Boy and Girls Club
- Connects with three parks and provides a spur to one park
- Parallels 44th Ave. N for ½ block
- Takes advantage of one existing diagonal diverter
- Portion of route on one-way roads (Humboldt and Irving)
- Utilizes one signalized intersection (West Broadway)

Option C – Community Access

- Connects with four parks and the Grand Rounds Trail
- Connects with one school
- Intersects seven existing bikeways
- Parallels 44th Ave. N. for one block
- “Jogs” through community creating more local access
- Provides greater separation from the Emerson/Fremont bikeway
- Utilizes portions of the 37th Ave Greenway, 16th Ave. N. bikeway, Emerson/Fremont bikeway and stormwater pond trail
- Utilizes four signalized intersections(44th, Fremont, Emerson(2))

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37th Ave N Greenway looking towards the intersection of 37th and Oliver. A rain garden can be seen on the right of the picture. At this intersection, cars have a stop sign and bikes, and pedestrians using the trail can cross without stopping.



317th Ave Greenway North looking east from near the intersection of 37th Ave N and Oliver (I think). At the next intersection (31th and Newton; hard to see in this picture), bikes and peds using the trail have a yield sign and will yield to car traffic on Newton. This shows a house up close next to the greenway to the right, and a rain garden alongside the greenway to the left.

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37th Ave N Greenway, looking East at the intersection of 37th Ave and Logan Ave. The block between Logan and Knox has a lane for one way car traffic, with a bike-only lane shown on the left of the roadway in this picture. A rain garden can be seen in the distance on the right.