

PHASE 2 ENGAGEMENT SUMMARY

North 2nd Street Bikeway

Project Overview

PHASE 2 ENGAGEMENT OVERVIEW

Phase II of engagement, Conceptual Design for the North 2nd Street Bikeway project occurred between November 2024 through April 2025. During this phase, multiple strategies were used to introduce the draft concept and street treatments to residents and local businesses, including hosting virtual and in-person engagement opportunities, placing yard signs along the corridor, sending project mailers to residents and businesses, and email and website updates.

By the Numbers: Events & Participants



Six presentations to neighborhood organizations and advisory committees



124 business and property owners reached through door knocking



Five online open house attendees

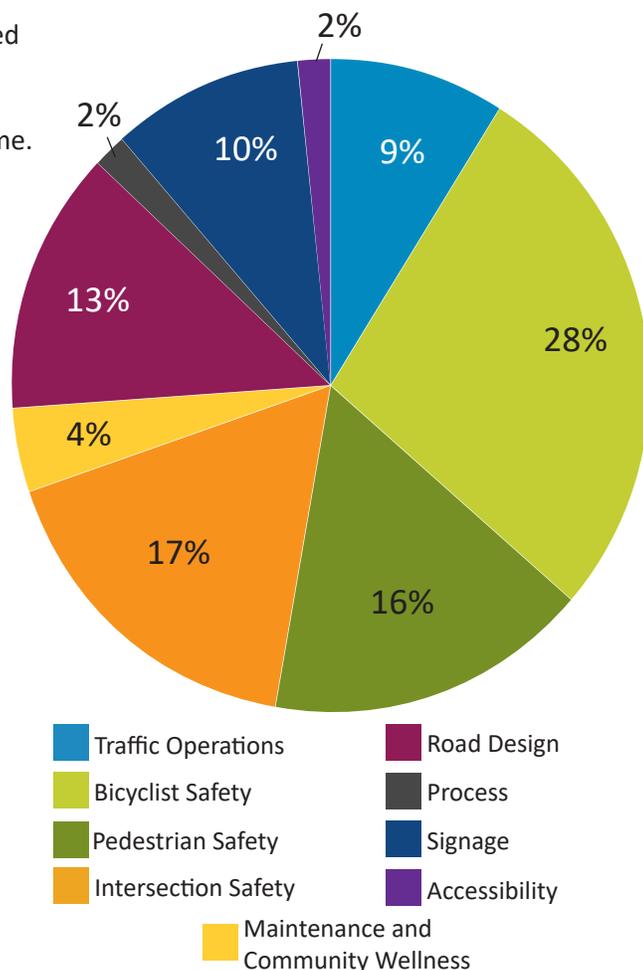


38 mapping activity comments

What We Heard

Project staff shared the concept designs at community meetings, an online open house, and business door knocking, explaining key elements and how past feedback shaped the plan. The public provided input via an online webmap and email, sharing likes, dislikes, and suggestions about the concept designs. A total of 52 responses from various engagement activities were analyzed and categorized by theme.

Response Themes



Bicyclist Safety

- Concern about bicyclist and pedestrian safety where the on-street bicycle facility turns into a shared use path
- A desire for raised bicycle crossings at some driveway access points

Pedestrian Safety

- Support for shared use path as a key tool to close sidewalk network gaps

Road Design

- Support for improved intersection crossings for people who bike and walk
- Desire for green stormwater infrastructure along the corridor

Maintenance and Community Wellness

- Thoughts that the maintenance of any bike facility is critical to its accessibility and future use
- Desire for resurfaced pavement for bicycle facilities

What We Heard (continued)

Traffic Operations

- Concerns about traffic safety, specifically concerns that vehicles would not be able to differentiate between vehicle and parking lanes due to on-street bicycle facilities
- Concern about truck turning movements and pedestrian and bicycle safety at conflict points such as driveways, intersections, and alley access points
- Desire for mountable truck aprons at intersections

Intersection Safety

- Desires for improved conditions for people who walk, people who drive, and general enhanced visibility of non-motorized travelers at highly stressful intersections such as Plymouth Avenue, Broadway Street, 22nd Avenue, 26th Avenue, and Lowry Avenue

Accessibility

- Support for accessible curb ramps and sidewalks

Process

- Desire for in person engagement opportunities

Signage and Pavement Marking

- Desire for bikeway wayfinding and signage that points to local destinations and Park Board trail systems

Next Steps

Phase III will report back to the community about how their input shaped the recommended design. Later, the project team will return in 2027 to share information about what to expect for during construction such as sharing details about detours and staging.



Business Meetings: Through the final design phase, the engagement team will connect with corridor businesses to review operations data and discuss construction impacts.



Community Bike Ride: A community bike ride will explore bicycle facilities, road design features, local destinations and trail connections near North 2nd Street.



Recorded Overview: A recorded presentation will showcase design elements and how past feedback was incorporated.

2024	2025-26	2027	2027
Planning	> Design	> Construction	> Completion

Preliminary Design and Engagement (Spring 2024-Spring 2025): Public Works will collect corridor data and initiate community engagement.

Detailed Design: Public Works will continue engagement and develop a layout concept based on data, engagement, and feedback.

Construction and Completion (2027): Construction along the corridor, project completion

To learn more about the project, scan the QR code or visit:
www.minneapolismn.gov/government/projects/n-2nd-st-bikeway/



Sign up for project email updates on the project website.

Contact us

Menno Schukking - Public Works

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For reasonable accommodations or alternative formats please contact **Menno Schukking, Public Works, (612) 673-3642, Menno.Schukking@minneapolismn.gov**. People who are deaf or hard of hearing can use a relay service to call 311 at 612-673-3000. TTY users call 612-263-6850.

Para ayuda, llame al 311. Rau kev pab, hu 311. Hadio aad caawimaad u baahantahay, wac 311.

VIRTUAL OPEN HOUSE PRESENTATION

North 2nd Street Bikeway



North 2nd Street Bikeway

Virtual Open House

March 12, 2025

03/12/2025



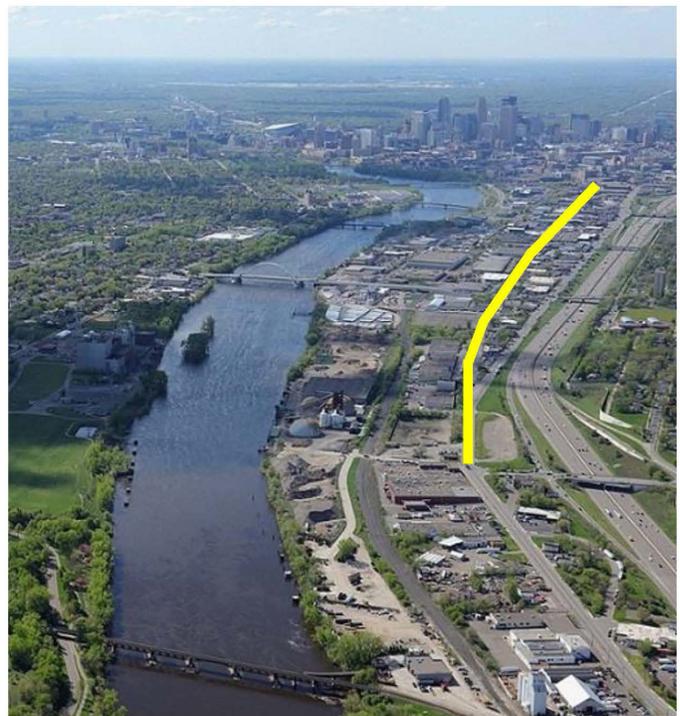
Agenda

- Welcome
- 10-minute presentation
- Questions & Dialogue

Meeting Logistics

- This meeting is being recorded
- Share questions in the meeting chat
- Please remain muted to reduce background noise
 - Use the "raise hand" function and staff will unmute you

03/12/2025

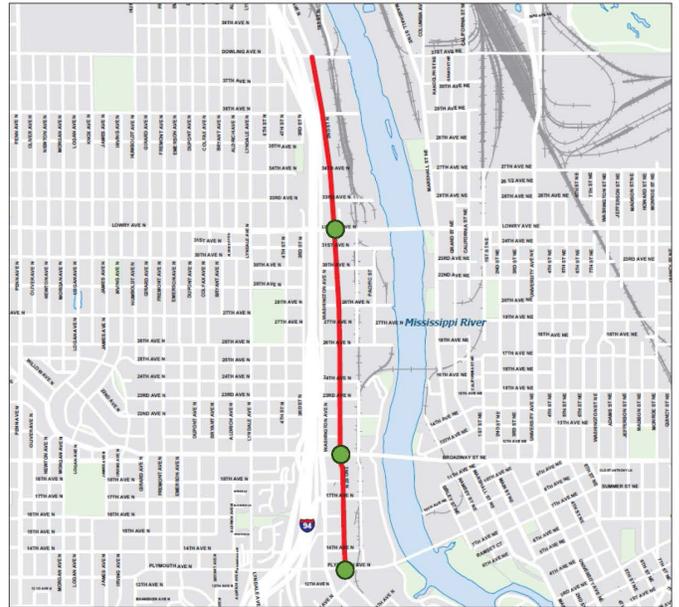


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Project Overview

- 2.2-Mile Street Retrofit
 - 2-Way Curb Protected Bikeway
 - Traffic Safety Improvements
 - Americans with Disabilities Act (ADA) Compliant Pedestrian Ramps
- At Lowry, Broadway, Plymouth:
 - Updated Traffic Signals
 - Protected Intersection Designs
 - Accessible Pedestrian Signals (APS)

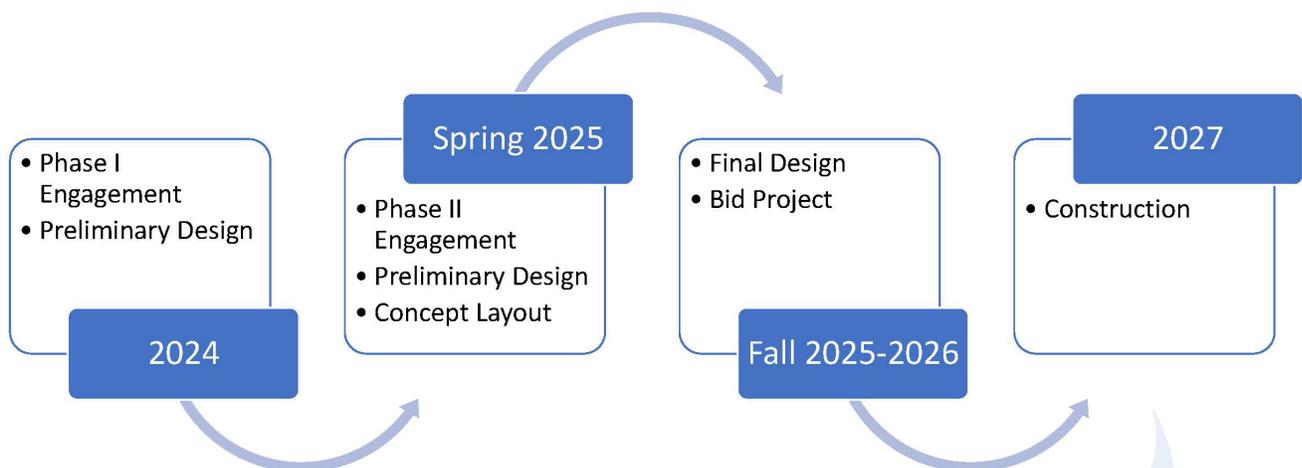
2nd Street North from Dowling Ave N to Plymouth Ave N



Proposed Bikeway Project

03/12/2025

Project Schedule



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Phase I Engagement Summary

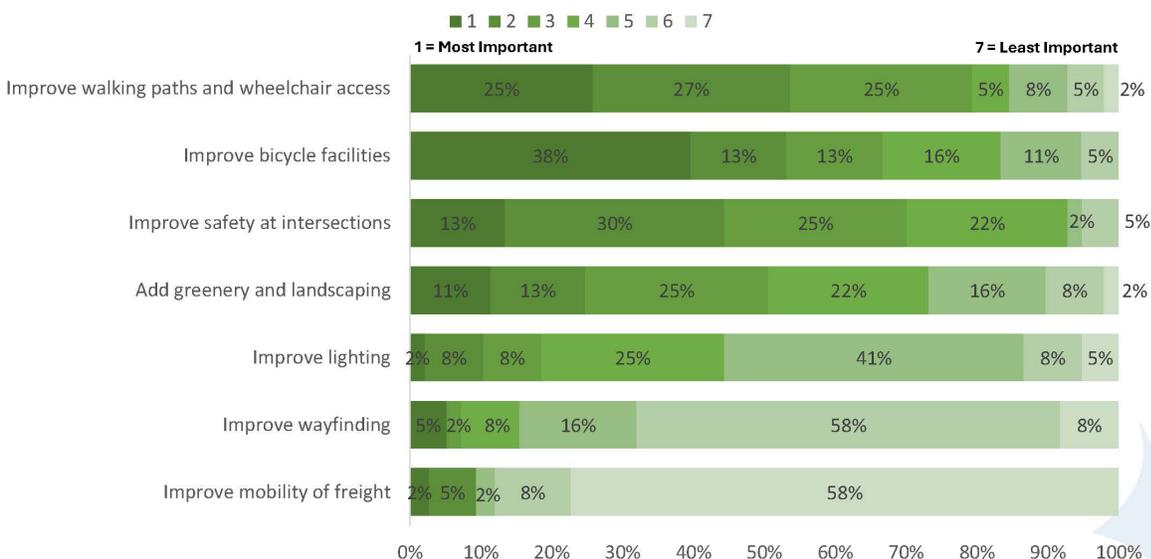
- Online mapping
- Business + community survey
- Door knocking
- Three block group meetings
- Community bike ride
- NRRC and Hawthorne neighborhood organizations
- Summary is available on the project website

Traffic safety and comfort were ranked as “very poor” or “poor”, and overall desire is for safer facilities	Walking and biking is desired, but currently feels unsafe
Improving safety and reducing vehicle speeds was significant in future visioning	Preserving access for businesses, residences, and deliveries is important
Desire for safe bike and pedestrian connections to local and regional paths	Add greenery, lighting, and wayfinding with intersection and project area improvements

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Phase I Engagement Summary



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Community Bike Ride



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Phase II Engagement

- Extensive business outreach and door knocking
 - Driveway access needs, shared use paths
- Online comment map for layouts
- **Virtual open house: March 12, 2025**
- Neighborhood organization update
- Minneapolis Bike and Pedestrian advisory committees
- Hennepin County Active Transportation Committee

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Concepts

- Base
 - Signalized intersections, curb protected bikeway along east side, ADA ramps
- Enhanced
 - Shared use paths, greening, transit stops, enhanced unsignalized intersections
- Prioritize elements/intersections, budget feasibility
- Blue Line LRT Coordination
 - Plymouth Ave
 - 21st Ave

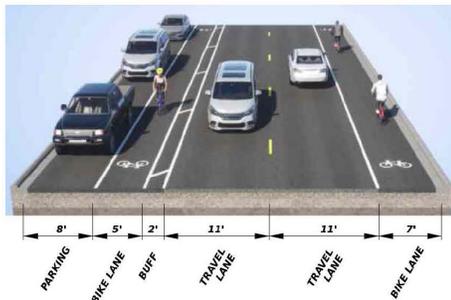
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Cross Sections – North (Dowling to 26th Ave)

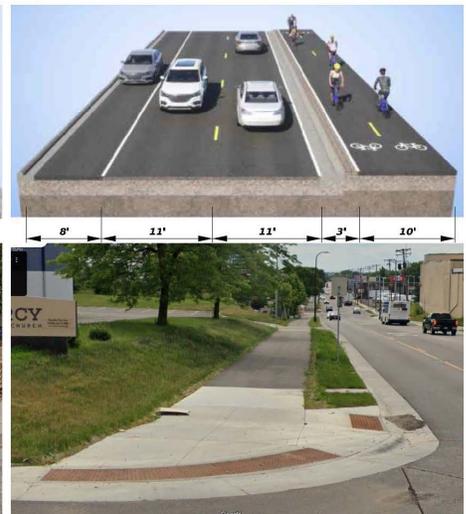
Existing



Bikeway



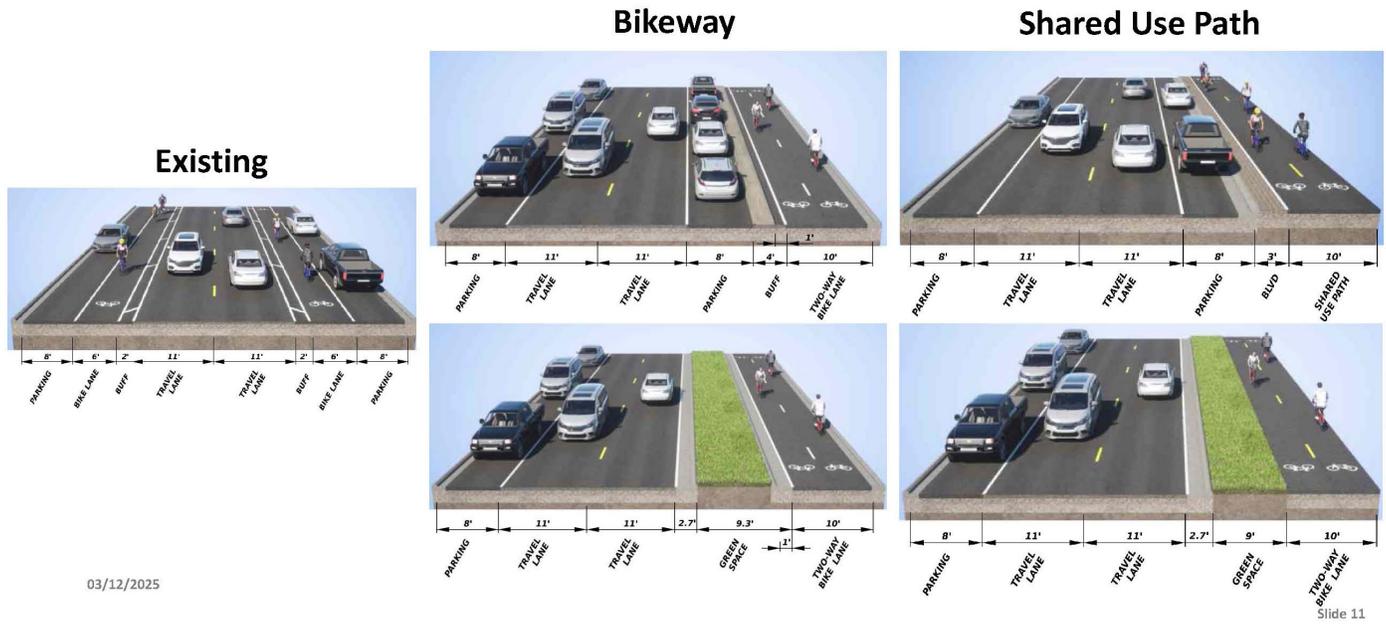
Shared Use Path



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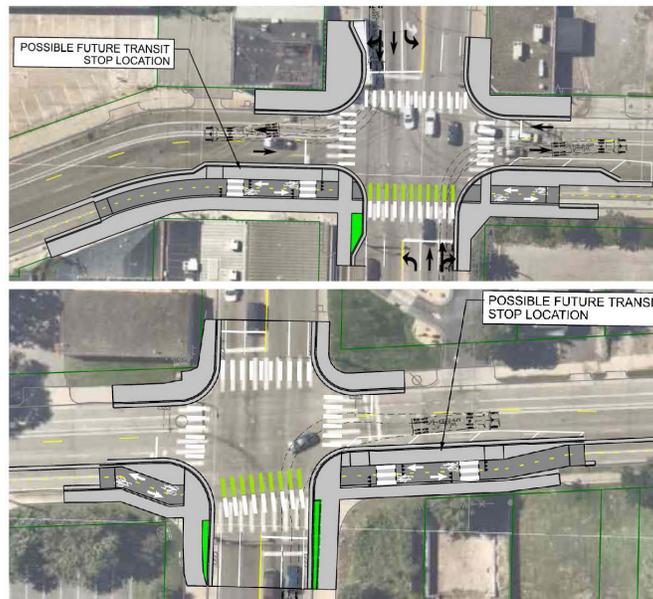
Cross Sections – South (26th Ave to Plymouth)



Signalized Intersections

Broadway

Lowry



ADA Transition Plan for Public Works

Figure 3-10: Accessible Pedestrian Signal (APS)



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VIRTUAL OPEN HOUSE PRESENTATION

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Design Options



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Design Options 2



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VIRTUAL OPEN HOUSE PRESENTATION

North 2nd Street Bikeway

Next Steps

- Incorporate public comments into recommended layout
- Share recommended layout
- Start final design

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