

PHASE 1 ENGAGEMENT SUMMARY

N 2nd St Bikeway - Dowling Ave. to Plymouth Ave.

Project Overview

PHASE 1 ENGAGEMENT OVERVIEW

Phase I of Engagement, Introduction, and Collaboration for the North 2nd Street Bikeway project occurred from June to September 2024. During this phase, four strategies were used to introduce the project to the public and learn about existing street conditions with residents and local businesses. The project is currently in the conceptual design phase, which will detail alternative concept layouts for the corridor to the public.

By the Numbers: Events & Participants



Online mapping activity



124 business and property owners reached through door knocking



One community bike ride



Three online surveys



Three block group meetings



Community members and project staff went on a bike tour of the corridor to look for ways to make it better for people who bike. During the tour, participants shared their thoughts on the biking facilities and how comfortable they felt biking along N 2nd St and through important intersections.

What we heard

63 comments or responses from the online and in-person surveys and engagement events were analyzed and categorized based on the following themes:

Industrial & Recreational Balance

Feedback reflected a tension between maintaining access for commercial and industrial vehicles while improving the street for walking, biking, and rolling.

Maintenance

Several responses indicated a desire for better lighting to reduce dumping, and regular street cleaning to remove glass and garbage along the corridor.

Greening & Beautification

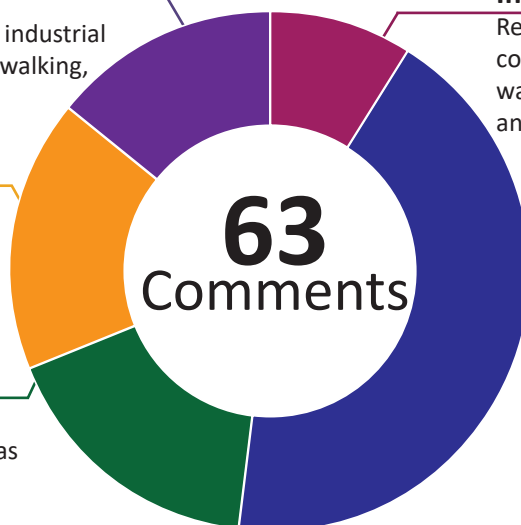
Support for adding more greenery, landscaping, and art installations such as murals to improve the aesthetic of the corridor.

Improved Connections

Respondents are eager for the improved connections and suggest improving wayfinding for nearby amenities, businesses, and existing trails or paths.

Safety & Accessibility

Responses emphasized a desire for safe and accessible paths for people who walk, bike, and roll with protected bike lanes, sidewalks, and lighting.



Online Survey

Three surveys were created and shared online to collect feedback from business owners and residents in the community. Surveys were distributed via yard signs, postcards and mailers, and direct outreach through door knocking and at in-person engagement events. The survey focused on understanding people’s experiences using N 2nd St, perceptions about the quality of the public realm and amenities offered, and aspirations for the future street design.

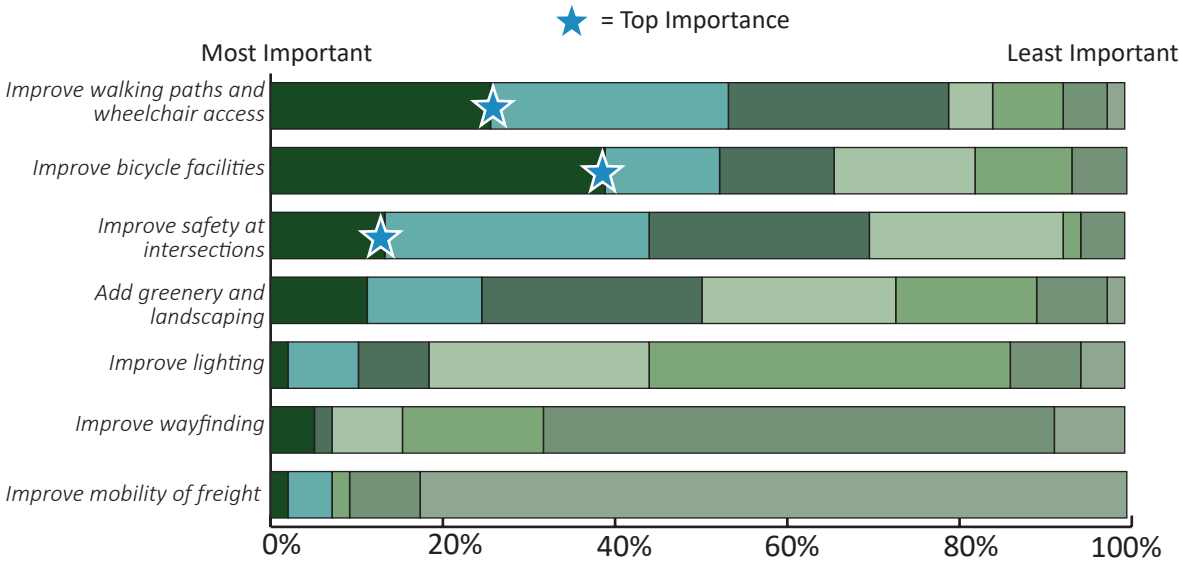
90 Responses received

53% Respondents who live nearby

60% Travel on N 2nd St by walking or rolling

Survey: project priorities question

Respondents were asked to rank project priorities from most important to least important. Improving bicycle facilities was ranked as the most important priority by some, however, improving walking paths and wheelchair access, and improving safety at intersections was strongly prioritized. Participants prioritized improving wayfinding and mobility of freight as least important.



Next Steps

The project team will take the input received in Phase 1 to develop a draft vision and concept layout, which will be brought back to the community for feedback in Phase 2 of engagement.



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



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

Sign up for project email updates on the project website.

Transportation Action Plan

This project is aligned with the Transportation Action Plan, the city’s vision for safer, greener and more modern streets that serve all people and all the ways they want to get around.

Contact us

Menno Schukking, Transportation Planner - Public Works
 ☎ 612-673-3642 ✉ Menno.Schukking@minneapolismn.gov

For reasonable accommodations or alternative formats please contact [add your information here including your department, the contact name, their phone and email]. 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.

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Phase I Engagement Summary

Phase I of Engagement, Introduction, and Collaboration for the North 2nd Street Bikeway project occurred between June to September 2024. During this phase, four strategies were used to introduce the project to the public and learn about existing street conditions with residents and local businesses. The project is currently in concept layout phase.

1	Project website (Click here to view) The project website conveyed project process, goals, and scheduling. It was shared on social media and detailed for the public through postcards.		
2	Business engagement Meetings with business owners and project staff were held to learn about the needs of local businesses. A separate online survey was available for business owners to share information about their needs. <table><tr><td>Block Group Meetings August 20, 21, 22, 2024 <i>Six attendees</i></td><td>Door Knocking August 7, 8, 2024 <i>Approximately 124 businesses door knocked</i></td></tr></table>	Block Group Meetings August 20, 21, 22, 2024 <i>Six attendees</i>	Door Knocking August 7, 8, 2024 <i>Approximately 124 businesses door knocked</i>
Block Group Meetings August 20, 21, 22, 2024 <i>Six attendees</i>	Door Knocking August 7, 8, 2024 <i>Approximately 124 businesses door knocked</i>		
3	Online surveys Three online surveys were available to the public during the summer of 2024 and received 90 responses in total.		
4	Community bike ride A community bike ride was held to provide the public with an opportunity to learn more about the project, traffic safety, and bike facility improvements along the project corridor. Seven participants were given a paper survey to evaluate their level of comfort biking along N 2 nd Street and their feedback about bike facilities.		

In addition to the public engagement activities, the project team met with the following neighborhood groups and advisory committees. At each meeting, the project team presented information about the project and upcoming engagement opportunities.

- Minneapolis Bike and Pedestrian Advisory Committees | *January 3, 2024*
- Hennepin County Active Transportation Committee | *February 26, 2024*
- Northside Residents Redevelopment Council Presentation | *May 13, 2024*
- Hawthorne Neighborhood – Northside Urban Coalition Presentation | *August 9, 2024*

Attendees of the block group meetings discussed their comments, questions, and concerns with project staff which included representatives from the City of Minneapolis and the consultant team.

What did we hear?

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

Phase I Engagement Strategies

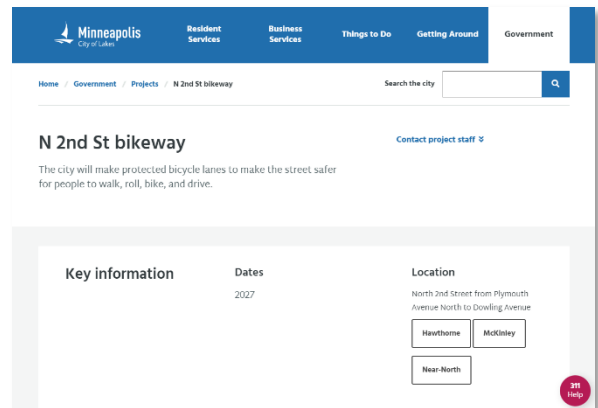
During this phase we introduced the project purpose and scope, and heard feedback about current issues and needs of the corridor. The public was able to help shape the project goals and vision for the bikeway project.

Strategies

Phase I of engagement included door knocking, block group meetings, and an online presence.

Website

The North 2nd Street Bikeway website conveyed the project process, goals, and engagement opportunities. It was posted on the city website and shared via postcard to reach residents and community members. The project team also shared this information with business during the business door knocking engagements.



Door Knocking

Staff conducted door knocking for the approximately 124 businesses and residences along the corridor to understand existing conditions and access needs for the community. While door knocking, business owners were provided a paper-copy of the business survey as well as information to complete the survey online and share information about business operations with project staff.

Block Group Meetings

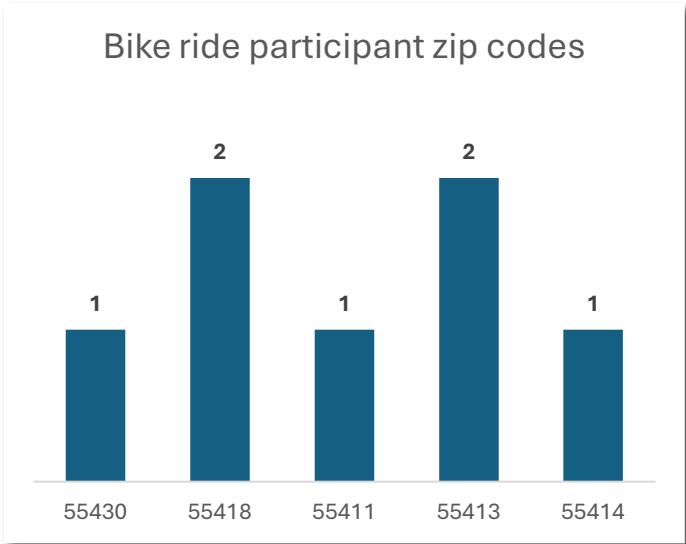
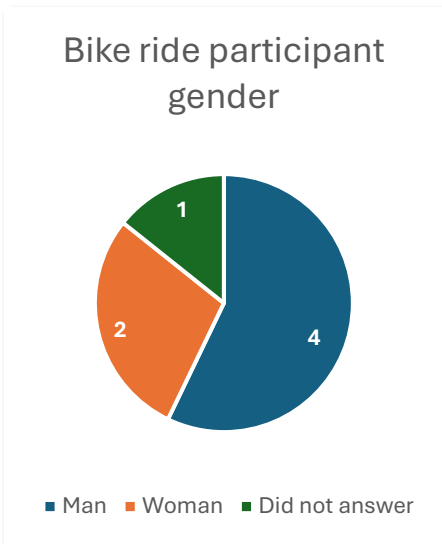
Three block group meetings were held on August 20th, 21st, and 22nd from 6:00 – 7:00 pm at Dame Errant Clay, Pryes Brewing Company, and Farview Recreation Center. Few community members attended the engagement events, along with key project staff. Primary goals of this event were to introduce the project, review existing conditions and gather feedback. To achieve this, the team

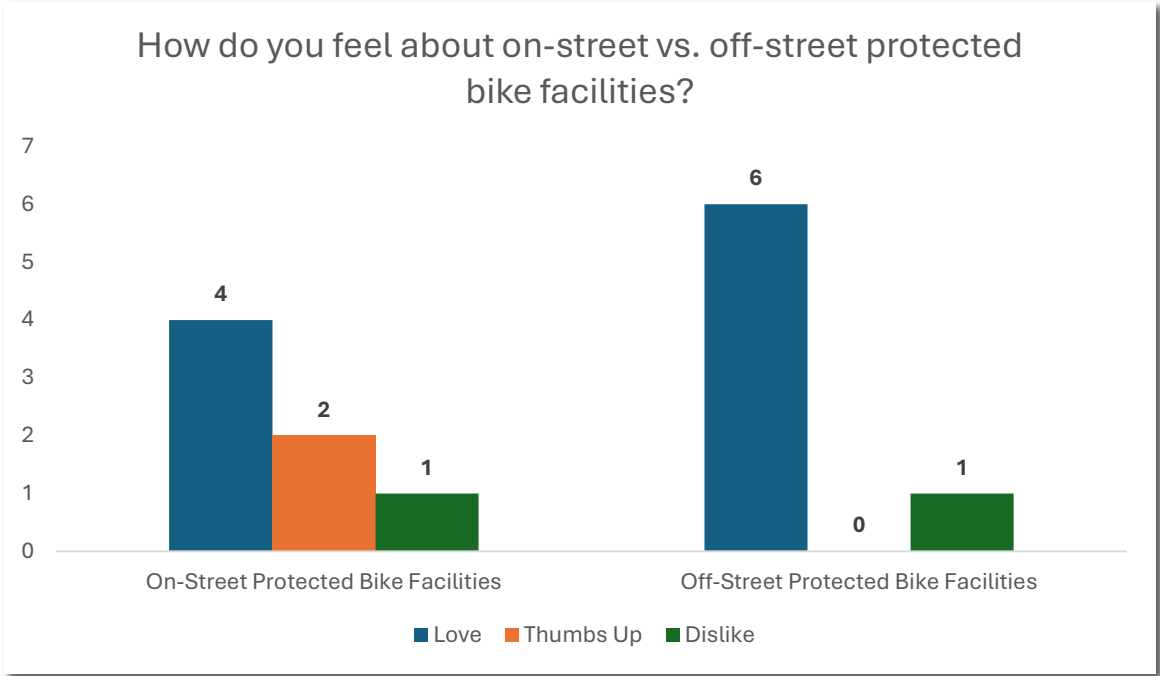
utilized large format layouts of the corridor for attendees to place comments on, and comment cards to provide feedback in written form.



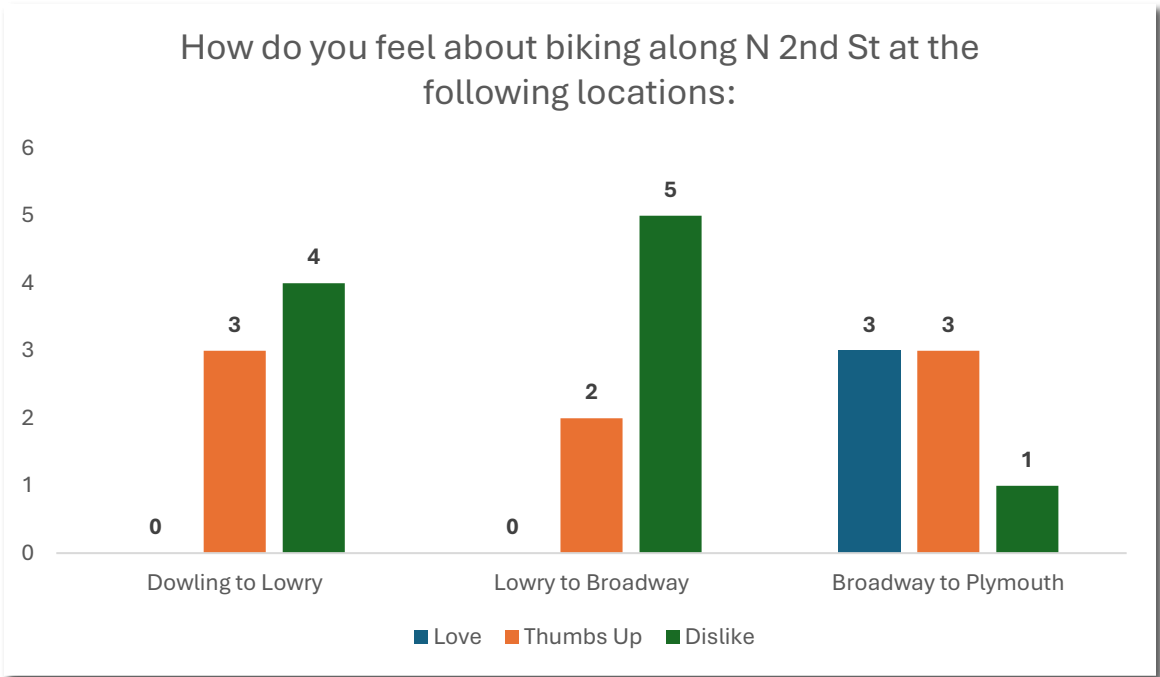
Community Bike Ride

A community bike ride was held on October 19th, 2024 from 10:00 – 11:30 am; the 5-mile bike ride went along the project corridor, river, and through key intersections. Participants were asked to complete a brief survey about bike facilities and level of comfort biking along N 2nd Street and through key intersections along the corridor. A brief summary of the information collected during the bike ride is provided below, with full comments provided in the Appendix.





Participants favored off-street protected bike facilities slightly more than on-street protected bike facilities.



Generally, participants do not like or feel uncomfortable biking along N 2nd Street between Dowling to Lowry, Lowry to Broadway, and Broadway to Plymouth. Participants felt the least comfortable from Lowry to Broadway, and most comfortable biking between Broadway and Plymouth.

The community bike ride participants provided feedback through the survey and discussions with project staff. The feedback emphasized the need for better protected bike lanes and safety measures to ensure the safety of bike riders in areas with fast traffic. Respondents highlighted the importance of equitable infrastructure investments particularly in North Minneapolis. Adding trees and stormwater management improvements were also mentioned.

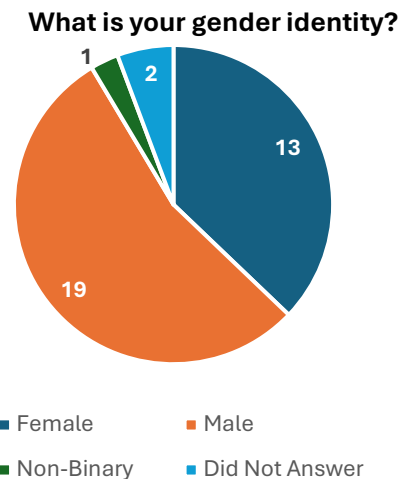
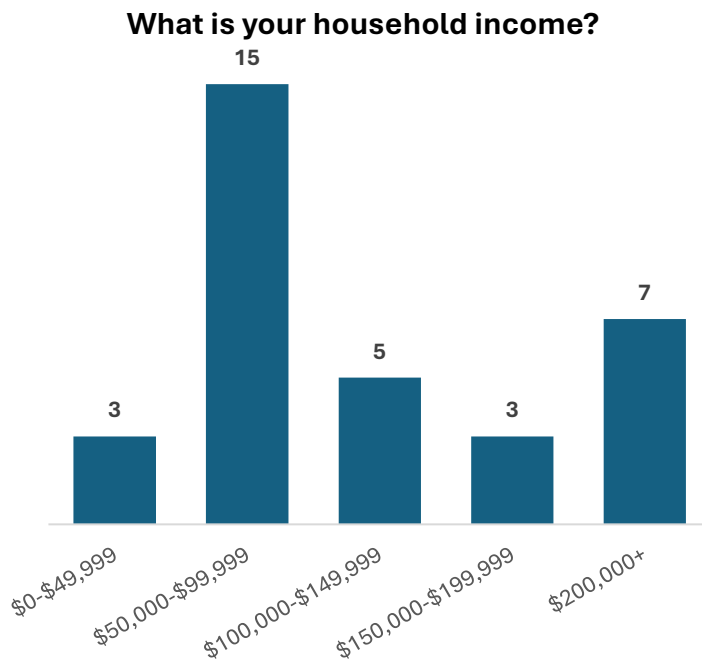
Online Surveys

Three surveys were created and shared online to collect feedback from business owners and residents in the community. The business owner survey was shared with businesses via door hangers and door knocking, and via postcard. The public survey was made available on the project website which was also shared via yard signs placed along the corridor. A publicly available mapping activity was also made available through the project website.

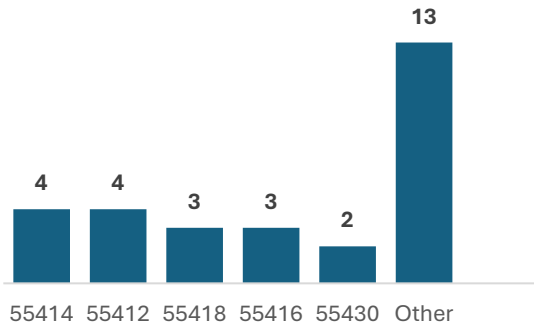
Public Survey	Business Survey	Wikimap Activity
45 online responses	15 online and paper survey responses	30 comments

A summary of each survey is provided on the following pages, with detailed comments available in the Appendix.

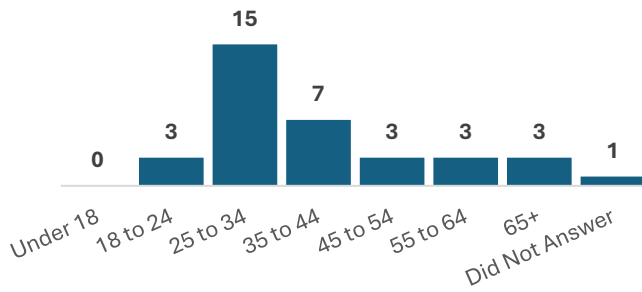
Public Survey (n=45)



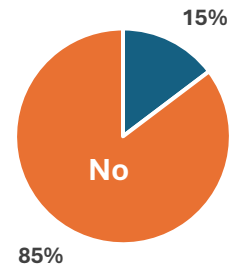
What is your zip code?



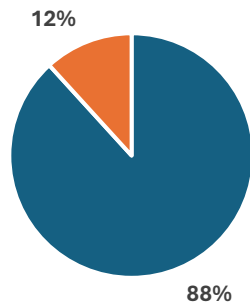
What is your age?



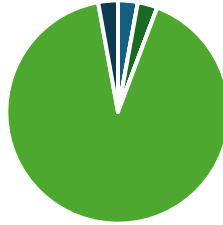
Do you identify as someone with a disability?



Does your household have access to a vehicle?



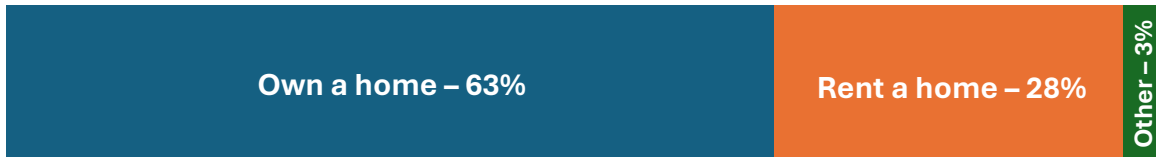
What race/ethnicity do you identify as?



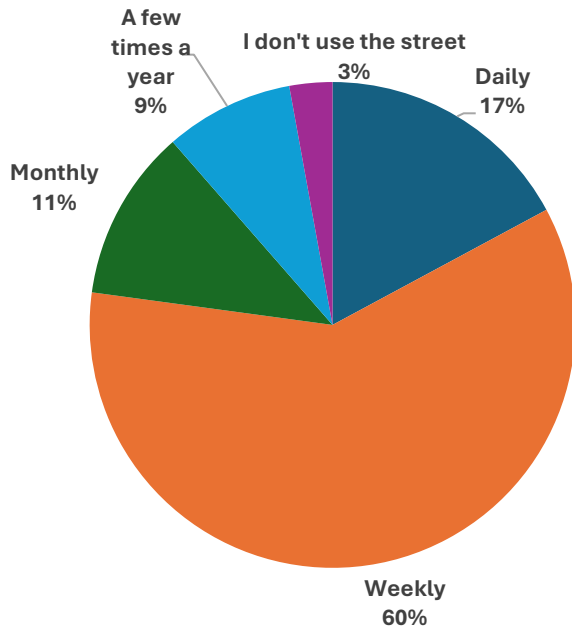
- African American; Black; and/or of African descent or the African diaspora
- Native American; Alaskan Native; Native Hawaiian; and/or Indigenous to North America
- Asian/Pacific American/Pacific Islander (API); and/or of API descent or the API diaspora
- Latino/a/x; Hispanic; and/or Indigenous to Central or South America
- Middle Eastern/North African (MENA); and/or of MENA descent or the MENA diaspora
- White; and/or of European descent
- Prefer not to say

A majority of online survey respondents self-identified as White; and/or of European descent.

Do you rent or own your home?

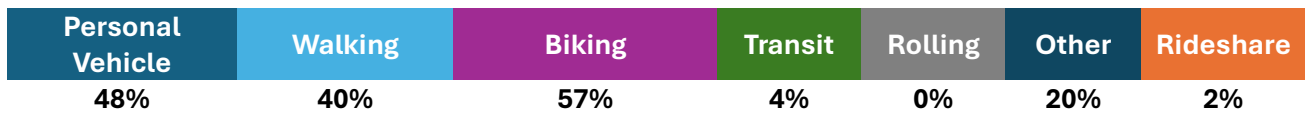


How often do you travel along N 2nd St?



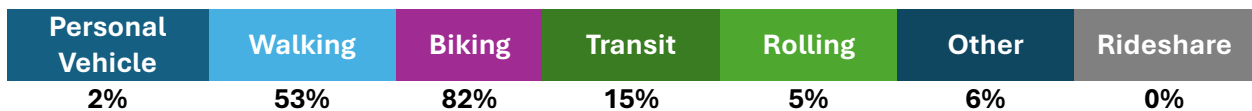
What travel methods do you typically use to travel along North 2nd St? (Figure 1)

Figure 1



Are there travel modes you would like to use more along North 2nd Street? (Figure 2)

Figure 2



Respondents that selected other specified:

- Running
- Work vehicle
- Commercial delivery vans and trucks

Respondents indicated they want to travel along North 2nd Street by walking, transit, biking, and rolling significantly more than they currently do.

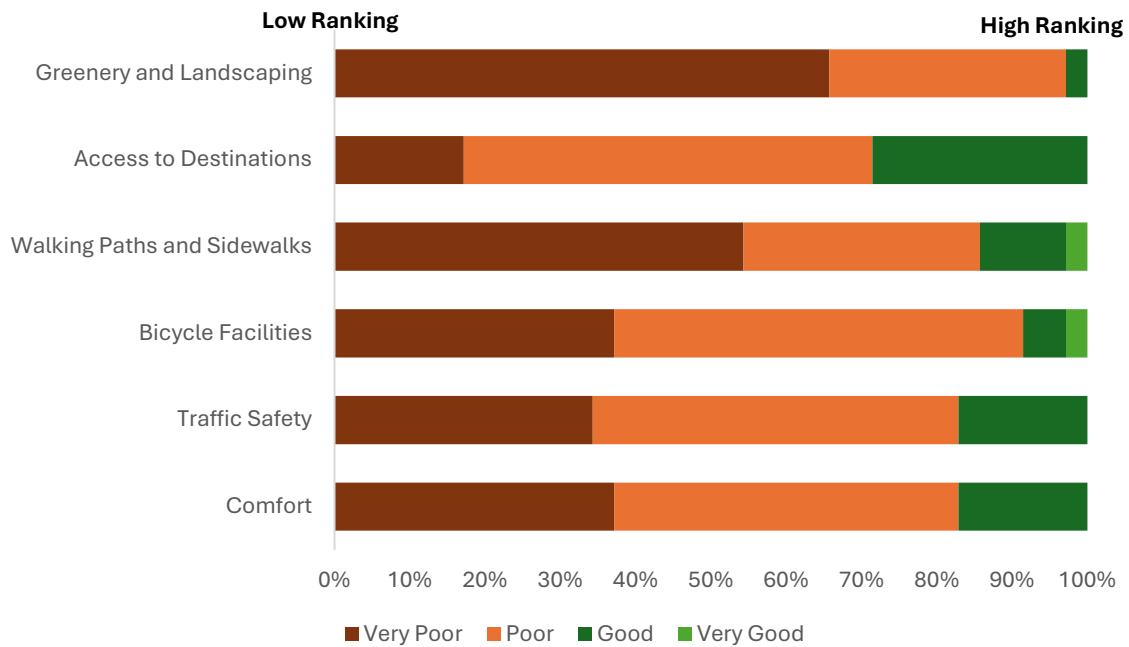
Why do you travel along the corridor?



Respondents that selected other mentioned:

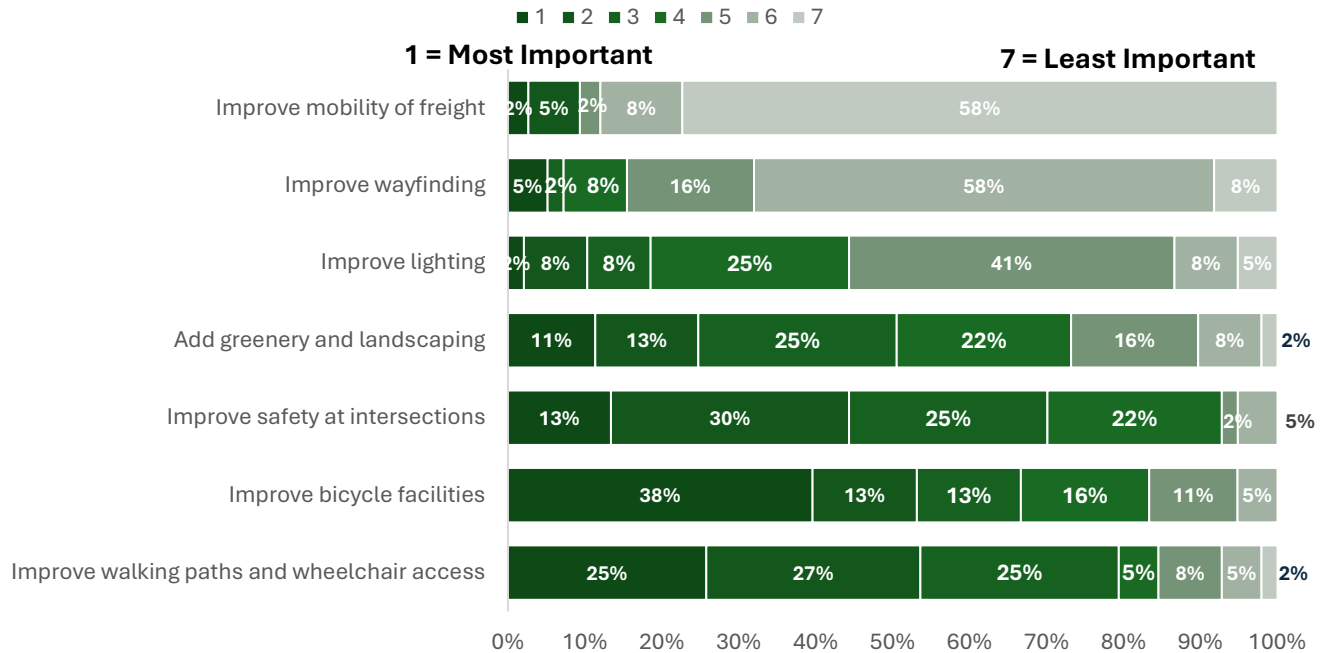
- Running
- Exercise

On North 2nd Street today, how would you rank the following categories?



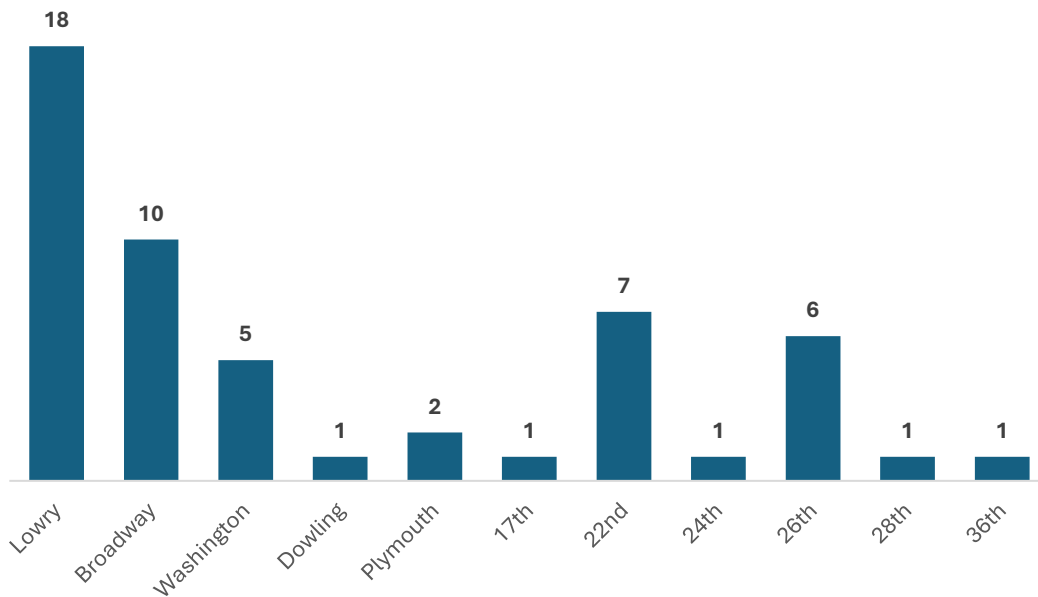
A majority of respondents indicated that across all categories the conditions on N 2nd Street are poor to very poor.

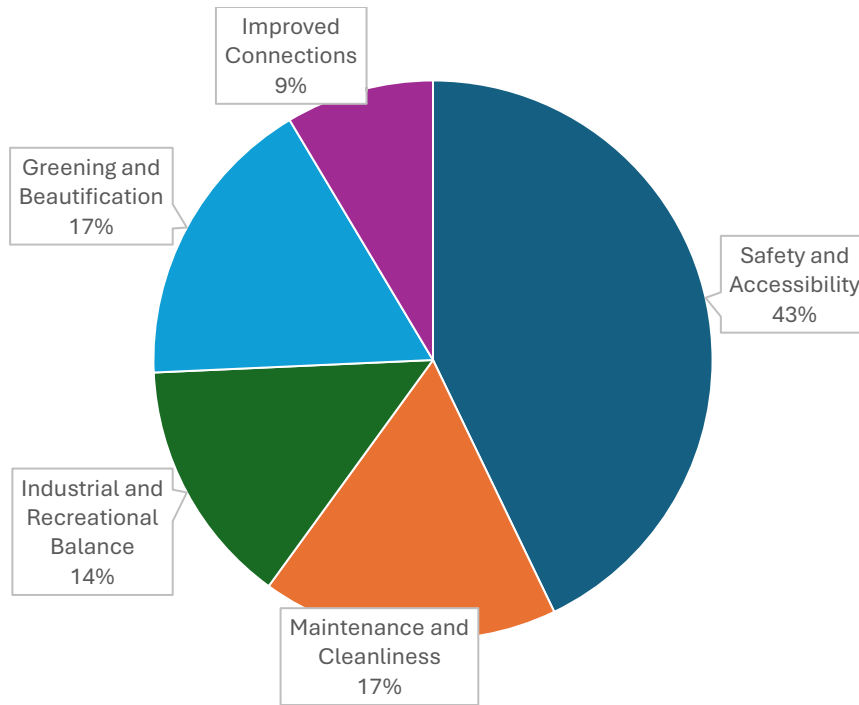
How would you rank the following categories? (1 being most important, 7 being least important)



The top priority for respondents is improving bicycle facilities. Improving walking paths and wheelchair access is also highly prioritized. Intersection safety improvements are ranked second by 30%. Greenery and landscaping improvements are evenly distributed across prioritization rankings. Wayfinding and freight mobility are lower priorities, with 58% ranking them as least important.

Which intersections should we prioritize for traffic safety improvements?





33 responses were analyzed and categorized based on the following themes.

Safety and Accessibility (43%): Responses emphasized the need for safe and accessible paths for people who bike, walk, and roll with protected bike lanes and lighting.

Maintenance and Cleanliness (17%): Several responses indicated the need for better lighting to reduce dumping, cleaning broken glass and garbage along the corridor.

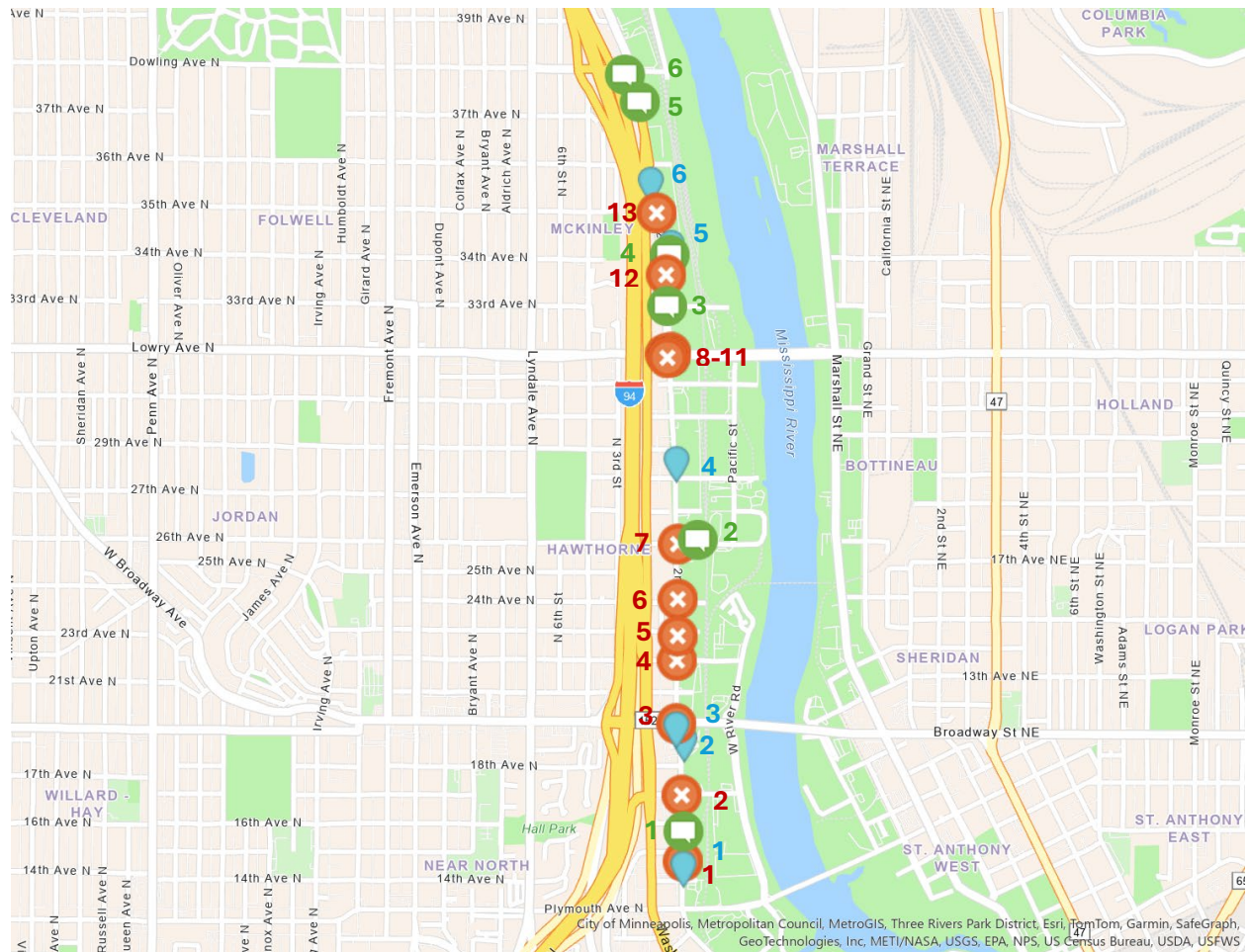
Industrial and Recreational Balance (14%): Responses reflected a tension between maintaining access for commercial and industrial vehicles while improving the street for biking, walking, and rolling.

Greening and Beautification (17%): Many responses support adding more greenery, landscaping, and art installations like murals to improve the aesthetic of the corridor.

Improved Connections (9%): Responses are eager for improved connections between existing trails and paths, and suggest improved wayfinding for nearby amenities and routes.

Wikimap Activity

Community members were asked to identify areas of issue, opportunity, or leave general comments on an interactive online map. 30 responses were collected and are provided below:



General Comment (7 comments)

1. As someone who bikes to work at an industrial company on this road, I very much welcome this better bike infrastructure and improvements on the corridor overall. That said, I also would recommend leaving wider than average gaps in the protected bikeway where it intersects with driveways and gate entrances, as a large percentage of vehicles are construction vehicles with trailers, often needing to back in. Making the opening to the driveway too narrow will make navigating these large vehicles difficult, and will increase the time the road and bikeway are blocked as drivers have to line up to drive or back into these yards.
2. Adding some greenery would be much appreciated as this area is otherwise quite miserable to travel through (2nd St between Broadway and 18th)
3. Any loss of street parking or the addition of meters would negatively impact the individuals who work here and the Northside families that they work with.

- a. (Response) As someone who works on this road as well, I'd say that while removing all or tons of the parking on this road might be a problem, there is always huge amounts of open parking on this road and cross streets overall, so some loss of parking should not be a problem in the slightest.
- 4. If the street gutter pan is part of the bikeway, it should be covered and a smooth rolling surface to allow use of the full bike lane width.
- 5. This is a trash dumping area (2nd St, north of 34th Ave).
- 6. This is a trash dumping area (2nd St, south of 36th Ave).

Opportunities (6 comments)

- 1. Years of buildings and fences getting tagged with graffiti has led to a patchwork of mismatched painted areas covering said graffiti. It being an industrial area, the look of the streetscape also has not been prioritized. This might be a good opportunity for the city to provide incentives for property owners to give things a fresh uniform coat, or even better, maybe get a few murals up to liven up this area overall for people passing through. The industrial area of Bushwick in NYC now being covered in murals comes to mind.
- 2. Improve wayfinding along and to intersecting bikeways (where and how far they go and what is along the way) at Dowling, Lowry, 26th, (new Blue Line), and Plymouth (2nd and 26th).
- 3. Looking forward to accessing the Upper Harbor Terminal bikeway from 33rd. Help inform bikers of the riverfront access using 33rd.
- 4. There's an opportunity for a small park/green space here (34th and 2nd St).
- 5. Opportunity to realign and improve wayfinding for the Mississippi River Trail, US Bicycle Route 45 (2nd and Dowling)
- 6. LOVE the new bike path on Dowling- there is construction on 2nd street right now to build a new bike path and I already see people using it even though its not done- the community wants to bike!

Issues (17 comments)

- 1. The width of the street in combination with sparse traffic and few stops signs/lights invites a lot of motorcycles and cars to use this street like a drag strip. While working in a building on this road, I constantly hear and see vehicles revving their engine and taking off very quickly reach speeds far over the limit.
- 2. Very high rate of vehicles running these stops signs from the East and West. Seems like almost everyone who goes through here regularly treats this is a yield sign at best, assuming they can go through until stopping last minute when they see a vehicle or bike, or sometimes flooring it instead since they've already committed into the intersection (2nd and 17th).
- 3. The crosswalk at the intersection of N 2nd St and W Broadway is dangerous especially when it is dark. A push-button crosswalk (similar to those found throughout South Minneapolis, like along Lyndale Ave S) added at N 2nd St & 19th Ave N would allow people to cross safely.
- 4. This is a favorite stop sign to run by motorists in a hurry to get on I-94 northbound. Bikes and pedestrians be damned (22nd and 2nd).
 - a. (Response) I agree with the initial comment - It is dangerous here

5. The width of the street in combination with sparse traffic and few stops signs/lights invites a lot of motorcycles and cars to use this street like a drag strip (2nd and 23rd Ave). While working in a building on this road, I constantly hear and see vehicles revving their engine and taking off very quickly reach speeds far over the limit.
6. Sidewalk is in desperate need of repair- this area is also very difficult to navigate when it is snowing out as it is never plowed (24th and 2nd).
7. Improve the 26th Ave and Washington Ave intersections for safer and more comfortable crossings for North Mpls pedestrians and cyclists to access the River and new trail connection.
 - a. (Response) With the new trail coming soon to connect from Ole Olson to 26th I hope more cyclists and pedestrians will use this access - right now it is tough to see and navigate especially with all the cement trucks
8. The 4-lane design here (Lowry and 2nd St.) makes turning very dangerous at this intersection both in a vehicle or on a bike. Vehicles are moving very fast, and vehicles in the center lanes trying to turn make it hard to see vehicles in the outside lane going straight. Driving you just have to floor it to make it across, biking I just have to wait for a cycle in each direction to use the crosswalks (which vehicles don't respect much either)
9. Crossing this intersection (SE corner of Lowry and 2nd St. intersection) on foot or bike from the bridge in either direction can be dicey due to the speed of traffic. I ride on the elevated bridge deck/sidewalk instead of the bike lanes on the lower bridge deck, because the traffic on the bridge does not respect the cyclist lanes. Also, in the fall and winter they spray de-icer in the bike lanes which makes it slippery as riding on fresh motor oil. I've crashed twice while riding along in a straight line, then suddenly I'm on the pavement.
 - a. (Response) Going north on 2nd - It is very difficult to see to turn onto the bridge
10. Vehicles traveling east on Lowry go downhill and are often moving fast. It is extremely uncomfortable and unsafe for cyclists and pedestrians to cross this intersection going east, north or south.
11. Crossing this intersection (NE corner of Lowry and 2nd St. intersection) on foot or bike from the bridge in either direction can be dicey due to the speed of traffic. I ride on the elevated bridge deck/sidewalk instead of the bike lanes on the lower bridge deck, because the traffic on the bridge does not respect the cyclist lanes. Also, in the fall and winter they spray de-icer in the bike lanes which makes it slippery as riding on fresh motor oil. I've crashed twice while riding along in a straight line, then suddenly I'm on the pavement. The corner has also been piled with trash/old building materials for the past 9 months.
12. The lack of sidewalk here (34th and 2nd St) makes walking, biking or any other foot activity feel very unsafe
13. N. 2nd is a racetrack from at least Dowling to Lowry, sometimes literally with cars or motorcycles lining up to drag race. From our loading dock we've seen vehicles traveling at 80-100 mph many times. This stretch of road will never be safe for any type of traffic without some sort of policing.
 - a. (Response) Biking north is uphill and requires focus. Biking south, this is just south of where Washington Ave splits and that is a tricky intersection.

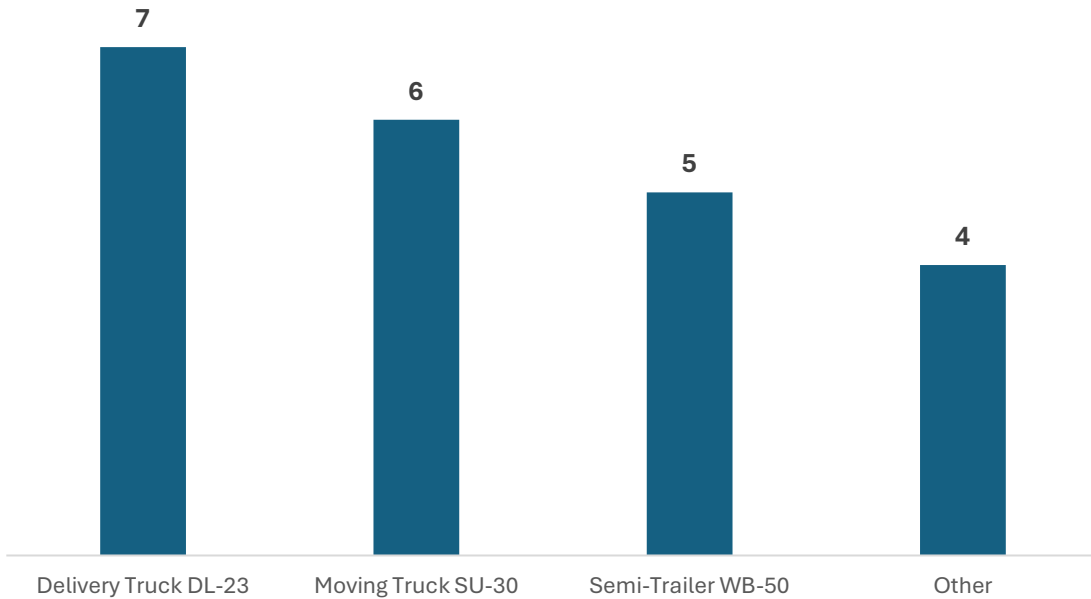
Business Survey (n=15)

Type of Business



- Manufacturing
- Retail
- Commercial
- Government
- Construction
- Trade
- Arts, Entertainment
- Transportation/Warehousing
- Other

Delivery Vehicles Used on N 2nd Street



Open-ended responses were analyzed and four themes were recorded below:

Truck Traffic: Many responses highlighted issues related to heavy truck traffic in the area and cite the safety concern trucks pose for other vehicles and people walking or biking due to their size and blind spots. Some responses mention difficulty maneuvering with congestion or on steep roads. Access during construction is another common concern.

Traffic Safety: Responses express concerns about the lack of adherence to stop signs and traffic lights along the corridor; there are additional concerns with vehicles speeding and ignoring traffic signals at intersections. Respondents suggest enhancing visibility of stop signs and traffic signals, adding more lighting, and adding crosswalks at intersections.

Maintenance and Security: Some responses focus on issues related to unhoused individuals, theft of property, and access control after business hours. Respondents suggest stricter parking and access controls.

Parking and Access: Parking is a key concern for businesses. Limited parking during peak business hours is a challenge for some, while other responses are in favor of removing parking.

Appendix

Community Bike Ride Survey Comments

Protected bike lanes are essential to transportation safety. Street level lanes make riders more visible to drivers.

Inclusion of more trees?

Raised bikeway at intersection helps keep cars of our 2-way bikeways. Lowry/Broadway is wide/fast/unsafe. 4:3 bikeway west on Lowry? Stormwater management please?

River ride yes. Wayfinding and encroachment

More money should be raised to do this project equitably. The same, if not better, improvements that we see in other zipcodes nearby should be in North Minneapolis. The main streets are unsafe . We need concrete barriers and traffic slowing improvements. Access to river not just riding by it. Please host and publicize more bike tours! I had a good time and learned A LOT!

Looking forward to improved bike lanes and safety measures.

Public Survey Responses

An opportunity to give the north side a pleasant street along the river

It's an uncomfortable street to walk and bike on. The bikeway connects to significant east/west routes, the River and North Mississippi Regional Park. Make it easier for cyclists to understand where they are going and how far it is to destinations along the way and to end points.

A street that is safe and accessible to pedestrians and cyclists while maintaining automobile access, all with effective public transit options.

Many businesses and residences rely on street parking, so it must remain. A protected bike lane would be nice, but not at the expense of street parking. Half the time they would be filled with the garbage that so many people feel it's okay to dump along 2nd anyway. Improved lighting would really help north of Lowry - this is where most of the illegal dumping takes place too.

Great

I want to enjoy traveling along the street, and not dread biking or walking down the street when I have to use 2nd street.

More bikes and more walking

To be redone with bike paths, walking and wheel chair access, landscaping, and much better lighting

Clean and safe for everyone.

There's no reason North 2nd Street shouldn't eventually look like a Parisian boulevard along the Seine. It's a complete waste of taxable real estate to have corporations and industry when there could be multi-unit housing, parks, schools, and shops all along the Mississippi.

A good start is a bike boulevard. Just start with the best versions of the Twin Cities Boulevard or the 6th Street vision from Open Streets MN and make the street versions of that. Then deal with the building upgrades later.

North 2nd Street is in an industrial roadway and provides a corridor for many commercial trucks and delivery vans for the many companies in the area who pay the property taxes to be located here and use these streets including North 2nd Street. It is not a good idea to make changes to create larger bikeways thereby making it more difficult for commercial vehicles to navigate on North 2nd Street because their roadway will be narrower. Washington Ave is already overcrowded and North 2nd Street is used by commercial vehicles which outnumbers bicyclists and pedestrians 10 to 1. Pacific Ave is an alternative roadway which is much safer for bikers and pedestrians due to lower traffic.

Traffic goes more slowly; safer for pedestrians; bike lanes, more greenery. There is often a lot of glass as well on the streets so incentives for businesses to keep sidewalks and road free of glass so tired of cars and bikes do not get punctured.

A place that people don't dread passing through on foot or bike

Better running path

A clean, safe and scenic road on the way from the river to Lowry bridge

Connected to the surrounding trail infrastructure

Prettier and smoother paths

I want north 2nd street to feel like an extension of the existing river bike / walking paths, for both an extended recreational loop and better access to businesses along that street. Adding greenery would go a long way making the whole area feel more inviting as well!

A safer throughways for pedestrians through a not horrendous looking concrete section of the city by the river.

Would love for it to feel less "industrial back alley " and more integrated in the rest of the city

It needs to be much more ped and bike friendly. The area between Broadway and Lowry feels unsafe in the best conditions. Lighting, protected bike and pedestrian lanes are needed

Safe lane for pedestrians and bikes, with good lighting, making communiting and traveling the length of the river safe!

more runner/walker friendly

Better bike/running paths. Clean up the streets, parking is bad, businesses parking there cars on the street.

Multiuse path separated from the road to reduce the chance of getting hit by a car would be nice.

Use physical restrictions to slow down traffic on the street and at intersections and use the additional space created for green/paths

Focus on pedestrian and bike traffic, reduce car and freight traffic. Make it safe to walk/run without fear of being hit by a motor vehicle.

Better non-car infrastructure

protected from traffic while on bike

A greener, more pleasant place to walk/run and popular bike thoroughfare.

N 2nd St has the opportunity to be a very cool promenade extending out from North Loop connecting UHT. As opportunities to develop housing to the south become more scarce, this stretch seems to be a next frontier. It's a long stretch and actively used by many industrial companies now and likely into the future though, so it seems like it will be a mix of industrial, retail, and housing for quite a while. It's imperative to create a space where these small businesses can still operate fully, but while ensuring safety to others living and visiting the area.

This should involve still allowing ample space for larger vehicles to move through the area and be able to enter the many industrial yards, but keeping vulnerable road users safe and physically

separated. The visual aspects of area needs to significantly be improved through greening and things like art and murals.

Bike , ped, wheelchair friendly

A safe corridor for biking, walking, and local vehicle movements.

I'm very excited for the addition of bicycle safety features. Thanks!

Make it a bike lane like on bryant street or 4th street S

Top priority is safety for people walking and on bikes.

Pedestrian and bike friendly opportunity to connect with the mighty nature of the Mississippi!

I use it as a quick route to Downtown, so I'd like to see separated bike lanes to protect bikes from drivers and illegal parkers (so many), and I'd like to see walking infrastructure as well so folks can be safe Fyi I can't figure out how to change the order of more than one thing on the "prioritize" question above (I'm on my mobile phone), so you may need to check the quality of your data on that question. My top is bike infra but second is walking.

Bike path!!!

I envision a similar road format to what we see in Downtown where all modes of transit/transport are accounted for and accommodated to. There are so many ways to get around Minneapolis, particularly the Northside, that I think it's important to make sure that the roads reflect that.

More bikes and room for buses please

Safe to bike

Like Bryant Ave on the south side.

it needs to be beautified. Existing businesses use street parking as a parking lot for their businesses. Poor walk connectivity. No walk/bike wayfinding to across 94 to Northside neighborhoods and the River as well as the endpoints of 2nd St. Need better facilities than what is currently planned for the Blue Line Extension.

North 2nd Street Bikeway Project



Demographic questions

Optional demographic questions

By understanding who we are reaching through engagement, we can better adjust our approach to reach a broader audience.

<p>How would you describe your race and/or ethnicity?</p> <p><input type="radio"/> American Indian; Native American</p> <p><input type="radio"/> African-American; African; Black, and/or African descent or the African diaspora</p> <p><input type="radio"/> White/Caucasian</p> <p><input type="radio"/> Alaskan Native; Native Hawaiian</p> <p><input type="radio"/> Asian/Pacific American; Asian/Pacific Islander (API)</p> <p><input type="radio"/> Latino/a/x/Hispanic</p> <p><input type="radio"/> More than one or not listed here</p>	<p>What is your gender identity?</p> <p><input type="radio"/> Male</p> <p><input type="radio"/> Non-binary</p> <p><input type="radio"/> Female</p> <p><input type="radio"/> Prefer to self-describe</p>	<p>What is your relationship to North 2nd Street?</p> <p><input type="radio"/> Live on or close by</p> <p><input type="radio"/> Work on or close by</p> <p><input type="radio"/> I come for recreation, entertainment, or cultural gatherings</p> <p><input type="radio"/> I come to the area for shopping, goods or services</p> <p><input type="radio"/> I come to the area but do not live or work there</p> <p><input type="radio"/> I frequently travel through this area along this corridor</p>
<p>What is your zip code?</p> <p><input type="radio"/> 55401</p> <p><input type="radio"/> 55411</p> <p><input type="radio"/> 55412</p> <p><input type="radio"/> OTHER</p>		

North 2nd Street Bikeway Project



The Minneapolis Public Works Department plans to create a safe bike path on 2nd Street N, between Plymouth Ave N and Dowling Ave N. The new bike path will be separate from the road to keep people who bike safe, and pedestrian and bicycle safety improvements will also be made at intersections with traffic lights. This project is not just about safety; it's also about making it easier for people who walk and bike in this area. We want to make it simple to get around and connect with other bike and walking paths in the city. Our project will connect to a new bike path at Dowling and 2nd Street N, and it will also connect to the upcoming Upper Harbor Regional Park. It will connect to other protected bike paths along 26th Ave N and Lowry Ave N.

Project design goals



Better pathways for walking



Safety for everyone



Improved routes for biking



Efficient freight corridors

Project schedule

Construction is anticipated to begin in 2027 and end within the year. Public Works is currently determining the scope of safety improvements and will update the neighborhood and businesses once treatments are determined.

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

Existing conditions

During this phase of the project, existing conditions will be analyzed to evaluate potential street and intersection improvements, while collaborating with the community and corridor stakeholders.

Crash history

Between 2019-2024, 163 crashes were reported along North 2nd St. The majority of intersection crashes were right angle (41%) or rear end (23%) type crashes. Of the 22 crashes that occurred outside of an intersection, a majority were single vehicle (45%) or rear end (23%) type crashes. Approximately 7/10 single vehicle crashes were with parked cars. In Figure 1, crashes causing property damage only were filtered out from the total data.

Traffic volume

Traffic counts were taken along North 2nd St from 2017 to 2023. In general, fewer vehicles are traveling along North 2nd Street closer to downtown.

- Intersection Crashes
- N 2nd St Corridor
- Fatal Crash
- Severe Injury
- Pedestrian/Bicycle Crash

Figure 1 Crash history

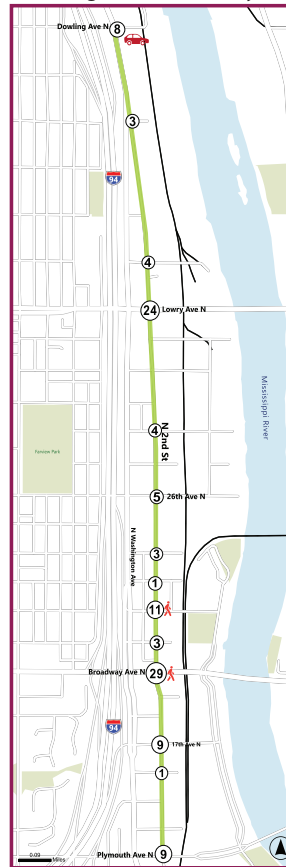
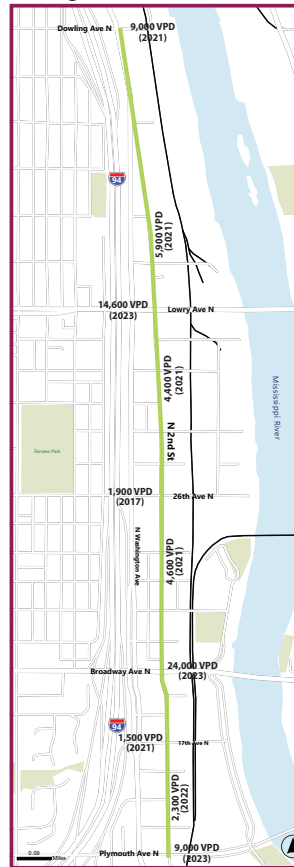
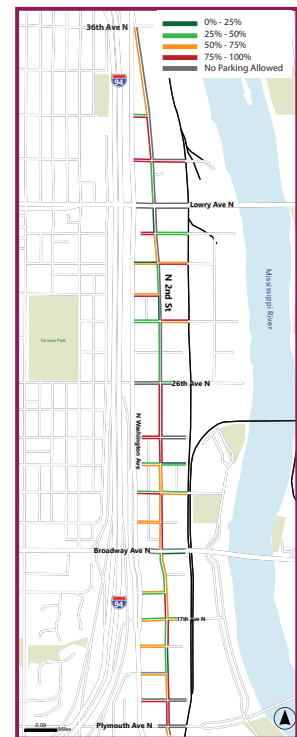


Figure 2 Traffic volumes



Parking utilization

The parking usage trends on North 2nd Street are shown below. This helps pinpoint areas where parking is in high demand or underutilized.



Existing conditions - traffic stress & comfort

Level of Traffic Stress (LTS) is a practical and useful tool to assess how comfortable a roadway feels for a person biking or walking, based on interaction with other modes of travel (people walking, biking, or driving), traffic controls (stop signs, signals, etc), and the geographic features of the area.

Figure 4 Pedestrian level of stress

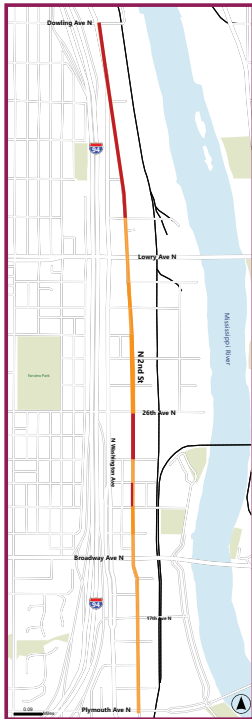
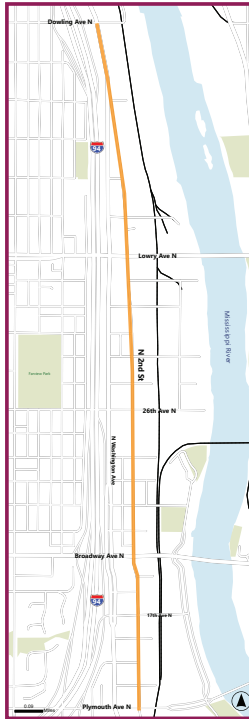


Figure 5 Bicycle level of stress



LTS 1

LTS 1 indicates an ideal “pedestrian-friendly” or “bike-friendly” environment that is easily navigable for people of all ages and abilities.

LTS 2

Generally comfortable for many pedestrians and bicyclists. These streets may be part of an otherwise “pedestrian-friendly” or “bike-friendly” environment, intersecting with a more auto-oriented roadway or other environmental constraints.

LTS 3

Walking and biking is uncomfortable but possible, barriers make the experience uninviting and uncomfortable. Sidewalk or bicycle facilities may be present, but are inadequate for providing comfort.

LTS 4

Walking and biking is a barrier and is very uncomfortable or even impossible. Crossings and segments have limited or no accommodation for pedestrians and bicyclists.

All ages and abilities bicycle network



To make bicycling, in all its new forms, a real option for more people, the City of Minneapolis has established an **All Ages and Abilities Network** to be constructed over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways.



Learn more about the All Ages and Abilities Network online at: [go.minneapolismn.gov/final-plan/bicycling](https://www.minneapolismn.gov/final-plan/bicycling)

What's next?

The project team will continue to hold engagement events with the community. Throughout the fall and winter there will be additional opportunities to provide feedback on the project.

Summer/Fall 2024

Phase 1 of engagement will end and a summary of community feedback will be shared. Phase 2 will begin and focus on creating initial designs for the corridor and gathering community input on their preferences.

Fall/Winter 2024

The project team will hold more engagement events during Phase 2. These will include additional meetings with businesses, attending neighborhood meetings, a community bike ride along the corridor, and an open house event.

Spring/Summer 2025

A summary of the feedback from Phase 2 will be published. This feedback will help shape the final recommended design concept, which will then be shared with the community for more input during Phase 3.

Interested in joining our community bike ride?

Come ride with project staff and learn about traffic safety and bike facility improvements. The bike ride will be 3-4 miles along the river and North 2nd Street. No one will be left behind because of speed. You will need to bring your own bike.

Scan the QR code or visit <https://arcg.is/1Cn08C1> to RSVP!



Contact us

Menno Schukking- Public Works

612-673-3642

Menno.Schukking@minneapolismn.gov

Visit the project page for more information: <https://www.minneapolismn.gov/government/projects/n-2nd-st-bikeway/>

Precedent images

For the North 2nd Street Bikeway project, the City of Minneapolis has identified the following facilities as potential safety enhancements that could be added to N 2nd street to make travel safer for people of all ages and abilities.

Bike lanes

Bike lanes can be located on- or off- street and are intended to provide a safe space for people of all ages and abilities to bike. Bike lanes may have one direction of traffic or two lanes. The bike lane on N 2nd Street will most likely have two-lanes of traffic.



On- street curb protected



Off-street



On- street planter protected

Add a dot sticker to the images of bike lanes or intersection enhancements you would like to see for N 2nd St

Please add sticky notes with comments

Intersection enhancements

Intersection enhancements can be located on- or off- street and are intended to make traveling along and across the corridor safer for people of all ages and abilities walking, biking, rolling and driving.



Pedestrian refuge



Curb extension



Marked crossing



Raised crossing



Rectangular rapid flashing beacons



(Midblock) Green Stormwater Infrastructure



Accessible pedestrian signals

North 2nd Street Bikeway Project



OPEN HOUSE THIS WAY

