

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, May 20, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT
- ✓ John Mark Lucas, U of M

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Suzy Scotty, MnDOT
- ✓ Ben Klismith, MnDOT
- ✓ Joshua Colas, SRF
- ✓ Peter Bennett, city of Minneapolis
- ✓ Dany Maloney, HDR
- ✓ Kristine Stehly, HC Public Works

Notes

- **Approval of the April 2024 minutes** **4:01 – 4:05**
 - Dave Carlson moved to approve the April 2024 minutes; Tammy McLemore seconded. The minutes were approved by voice vote.

- **Park and Portland roadway improvements** **4:05 – 4:23**
 - Dany Maloney from HDR, project manager on the design team, introduced herself. Olagoke Afolabi from Hennepin County Transportation Design introduced himself. Peter Bennett with the city of Minneapolis introduced himself.
 - Dany introduced the project at the zero percent concept phase.
 - Full project corridor is on Park and Portland from I-94 to 46th Street (CSAH 46). It's broken into four segments for funding and phasing.
 - Segment 1: 94 to the Greenway is funded.



- Segment 2: Greenway to 38th Street not yet funded; awaiting word on regional solicitation funding.
- Segment 3: 38th to 42nd fully funded.
- Segment 4: 42nd to 46th not funded. Highway Safety Improvement Program application submitted.
- Issues to address
 - Signals are past service life
 - Long pedestrian crossings
 - High speeds, average 44 mph for passenger cars, 41 for trucks and buses
 - Americans with Disabilities Act non-compliant pedestrian ramps
- Project aims to
 - Include enhanced crossings for walking, rolling, biking
 - Create safe and comfortable spaces
 - Calm traffic speeds
 - Install curb-protected bikeway
- Not included
 - Full reconstruct
 - Reconstructed sidewalk
 - Will not convert to two-way
- Other projects in the corridor we're coordinating with
 - 18th to Washington Ave restriping (county)
 - Franklin Ave reconstruction (county)
 - Phillips traffic safety (Minneapolis)
 - Park/Portland at 26th (Highway Safety Improvement Program application by Minneapolis)
 - Park and Portland at 28th (Highway Safety Improvement Program application by Minneapolis)
 - 34th Green Central (Safe Routes to School by Minneapolis)
 - 35th 26th reconstruction (Minneapolis)
 - Park/Portland at 42nd (Minneapolis applied for Highway Safety Improvement Program)
 - 42nd pedestrian project (Minneapolis lead)
- Project schedule
 - Preliminary design in March 2024 through March 2025
 - Final design through 2026
 - Fed authorization expected November 2026
 - December 2026 bid
 - Construct March 2027 to November 2028
- Luke Van Santen: Is there a chance to reduce the number of signals, going away from signalized, more like a roundabout? Olagoke Afolabi: Not in the scope of this project. This is a retrofit project, not a reconstruction, so our scope is quite limited.
- Billy Binder: Are we creating a gap between 46th and the Chain of Lakes, Minnehaha Parkway, Grand Rounds. Why end at 46th and not to the Parkway? Olagoke Afolabi: A lot of this has to do with how it's funded, we only have funded for the areas presented. That gap isn't yet funded. We do anticipate applying for that. Billy: Is it going to be an awkward gap that's hard to navigate? Peter Bennett: Portland from 46th south is a county

road, Park south of 46th is a city road. We striped bike lanes on Park last year, so those exist today (but not buffered). This is a cobbled together project and Dany's scope is just for these projects. You can look for a future project from the city or county to make that connection.

- Jenny Ackerson: I see this is about three miles on each road, four segments, so we could expect to see a uniform concept across these three miles even though different right of way widths? What kind of uniformity can we expect? Especially with the intersecting projects. Olagoke Afolabi: We do have four segments, our project goals especially for the bike facilities to be consistent. Part of the project will be to create physical separation between bicyclists and motor vehicles. It'll be consistent. We don't have a one-size-fits-all. We'll see what treatment will fit each intersection. Goal is to have some similar treatments at intersections based on what's needed. Jenny: Does that mean this project will pick up intersections not addressed with other projects? Olagoke: Yes. We'll coordinate with the other projects and any not touched, we'll look to address them.
- Haley Foydel: I live on Park Ave at 40th. I have an extremely vested interest in this. I saw on the slides you're measuring average speeds, which is very important to me. We've had three crashes on my intersection in the past three years with cars totaled or flipped. There are so many blind spots, at 41st and 39th, too. To what extent will traffic calming factor in? Narrowing the lanes at all? Looking at Park, no light 42nd to 38th, people will get up to 50 or 60 miles an hour. And there aren't ped crossings except the one at 39th that no one pays attention to. How much is speeding a priority and what approaches are you looking at? Olagoke Afolabi: Priority is to implement elements to calm traffic. We're working with consultant and city to evaluate traffic calming measures. As we work toward a layout, you can expect to see some measures. Those should include: Lane width; intersections that today have three lanes, plan to drop to two; evaluating whether turn lanes there today are needed; medians; bumpouts. Reducing vehicle speeds is one of our top priorities. Peter Bennett: When you said medians and bumpouts, we're very early on and haven't shown anything, but we've talked about some medians between lanes. You'll see these as the project progresses. Haley: Will you be doing any community meetings, surveys, outreach? Olagoke: Yes. Dany: We have a three-phase approach during preliminary design. We're working with community organizations to understand existing conditions and issues. Informing them of project goals, learning of key areas where we need to be mindful of. Following that, in the fall when we have an alternative prepared, we'll go out with an open house and pop-ups. When alternative selected we'll go out again, probably in winter.
- Greg Anderson: One of the things I've grown to like is solar-powered speed limit signs. They let you know you're speeding. Is that something you might consider? Olagoke Afolabi: Yes, we can take that into consideration.
- Henrik Kowalkowski: It'll be great to get some physical protection for bikes in addition to narrowing the roadway because it is so wide and straight right now

- **Lowry Avenue NE Phase II reconstruction**

4:23 – 5:04

- Kelly Agosto from Hennepin County Transportation Design introduced herself and the Livable Lowry project.
- Web site: <https://www.hennepin.us/lowry-avenue>

- It's a reconstruction project from Marshall to Washington Streets. Phase I Washington to Johnson already started construction, expected to be complete at the end of 2025.
- Goal is to make it safer and more comfortable for those walking, rolling, biking, taking transit and driving to the many different community and businesses along the corridor
- Phase II in design, expected to be complete in 2027. Anticipate municipal approval of the layout this fall. We'll be looking for a resolution the next time we present to the ATC.
- Upcoming engagement:
 - Neighborhood association meetings
 - Open house this Thursday at Bottineau Recreation Center 5 to 7 p.m.
 - Looking to re-engage public on the conceptual design for Phase II and listen to feedback.
 - Goals is to ensure public awareness of the conceptual design and the scope of its elements such as: the safety conversion, bikeway, lane configuration and improved public health.
- Kelly pulled up a typical section for Phase II:
 - Generally three lane roadway, today it's four-lane undivided.
 - Outer lanes will be 10 lanes with 2-foot gutter
 - 10-foot shared use path on north side, 6-foot sidewalk on south, 8.5-foot boulevards on both sides. 10-foot center turn lane.
 - Starting at Marshall Street: That intersection will be reconstructed. There is a project the county is working on on Marshall that goes south from these project limits to about 3rd.
 - Looking at signal warrants at a few intersections, including Grant. Signal today, evaluating whether it makes sense to put a signal back in or another treatment.
 - Local transit service will be stopping in-lane.
 - Other design elements we're looking at: Bumpouts on city sideroads to shorten crossing distances.
 - On shared use path side of road, we're looking at possibility of raised crossings of city side streets.
 - In areas would add medians.
 - Railroad between California and 1st, looking at adding a median. Looking at whole crossing surface and gate system with Burlington Northern Santa Fe railroad. Those conversations already have started.
 - At 2nd, looking at signal warrant. Currently signalized. We're looking at whether a signal or other traffic control makes sense.
 - Jordan Kocak: At 2nd, there's a new multifamily building, in the past year there could be a lot more traffic going through there. Kelly Agosto: We're working on updating the aerial imagery. There is the Lake on the northeast quadrant, which changes the traffic pattern. There's redevelopment on northeast and southwest corner, it seems there's something new happening at a new corner. There will be more to come on that for sure.
 - Kelly Agosto: Previously when looking at Lowry, we were including intersection with University but in coordination with MnDOT, they have a project on University and it made more sense to include it in their project. We'll tie into that about a block on either side of University. The rest will be reconstructed by MnDOT. We'll working closely with MnDOT and the city on that. Peter Bennett:

I've also joined MnDOT's project. They're just kicking off, will have a public meeting on June 11.

www.dot.state.mn.us/metro/projects/universityavempls/index.html

- At 5th, looking at adding a median, which would change the traffic pattern, so vehicles could turn right in and right out but not make left turns. It would include cutouts for people walking and biking to cross.
- At 6th, bumpouts on the city side road. The median on the railroad overpass today narrows to a little less than two lanes; we're looking to delineate that a bit better to show there's only one lane on either side of the bridge pier to reduce confusion and be somewhat of a traffic calming element. Extending median through 7th Street to make it a right-in, right-out.
- Joins with Phase I currently under construction on Washington Street NE.
- Luke Van Santen: I'm very much loving all those raised crossings.
- Luke Van Santen: It looked like at the grade crossing with the railroad, does it go up to 12 feet rather than 10 like elsewhere? If so, why? Kelly Agosto: Our operations staff, people who do plowing and things like that, require 15 feet between median and curb for maintenance. This is designed with snowplow operations in mind. Luke: Does that mean that would occur anywhere with a median? Kelly: Correct. Luke: So the lane widths will be bouncing back and forth? Kelly: Yes, but I don't think it will be that apparent to people driving and the median should help calm traffic. Luke: Definitely like the medians.
- Luke Van Santen: Could you take 2 feet from the shared use path and put it on the south side and have two shared use paths for two-way traffic rather than all bike traffic on one side. Kelly Agosto: It's tying into the same configuration we have in Phase I, but we could look at that. Peter Bennett: I think you found a block or two where that would work, but elsewhere it goes to 8 feet and everything's at a minimum, so it wouldn't work. The trail on the north side is what users are going to be expecting for the corridor. A few blocks of shared use path wouldn't get us the network effects we would want. Kelly: East of 2nd we're at 60 feet and west of there is closer to 70 feet. That's where we went up to 10 feet. Potentially that's the area that would be easier to shift dimensions around. Luke: Peter was right, I only looked at one section.
- Luke Van Santen: You mentioned there might be other treatments than a signal at Grand. What might those be? Kelly Agosto: The next option would be a two-way stop control, so Grand would come to a stop sign and Lowry would have no traffic control unless there were some kind of pedestrian crossing treatment such as a rectangular rapid flashing beacon (RRFB). Luke: I was hoping to hear roundabout. Kelly: We don't have the space for a roundabout, but it would be a nice alternative if we could. Henrik Kowalkowski: I love roundabouts, too.
- Billy Binder: When we first talked to you we tried to impress upon you the importance of having the full 10 feet of space on the shared use path on the north side from Central to the River; we think that's essential for bike and pedestrian traffic on this corridor. We saw that you didn't include the University Avenue block, we're wondering if the full 10 feet will be maintained on that block that you didn't show. We talked about taking some from the south side turning radius to maintain the 10 feet. Is it maintained at 10 the full distance, Central to

the River? Kelly Agosto: It's not. The way we have it planned, east of 2nd is 8 feet wide to Central. East of Central it widens out again. We're balancing a lot here and trying to find dedicated space for all modes. It's on the All Ages and Abilities network and there are flooding issues here as well, we're trying to get boulevard space for stormwater and buffer. We have an 8 foot shared use path with a clear zone. It's what we could fit balancing all those things. Billy: We'll have to sharpen our pencils, won't we? Lou Miranda: I agree with Billy. We can't sacrifice the shared use path.

- Greg Anderson: Shrinking the Boulevard, you talked about snow storage and signage. Any possibility of shaving some there for better outcomes for pedestrians? Kelly Agosto: We're looking at using some of the space for stormwater treatment and storage and tree planting, which also would provide some traffic calming. If we take more space for a paved area, it takes away space for those other elements. Peter Bennett: Anecdotally, I might be able to cite this number, but Minneapolis Park and Recreation Board has said they won't plant a tree in less than 5 feet. We're at 3.75 feet in some areas. Kelly: It's very tight.
- Lou Miranda: It seems we have standards for cars and we'll never take from the 10 feet of a car lane, but we'll take space from a bike or a shared use path. When push comes to shove the width of the path takes precedence over trees. If we can't have trees for a couple of blocks... You'd never take two feet from a car. Kelly Agosto: We did look at reducing the lanes as much as we could, down to 10 feet and reduced from 4 lanes to 3. Bus widths are 10.5 feet mirror to mirror. We're pretty narrow, with local bus routes here and future bus rapid transit. And our maintenance vehicles for snow removal. Lou: I'm saying there's a standard you won't go beneath, not that you should reduce the lanes further, but there isn't such a standard for bikes. If you have a choice between the width of a buffer or a bike lane I think it's more important to reduce the width of the buffer. Kelly: I hear what you're saying. We've looked at the dimensions for all the things we want to put in the buffer, even if we did a 10-foot shared use path you'd still need a 2-foot buffer and no space for other elements such as lighting without property acquisition. Lou: These are difficult problems, but we need to stop saying it's easy to just take from the bikeway. Peter Bennet provided a link to the city's Street Design Guide: <https://sdg.minneapolismn.gov/design-guidance/bikeways/shared-use-paths>
- Luke Van Santen: Lou, I think there is a standard that I similarly dislike for bikeway widths, where the standard is 10 but it's OK to go down to 8, so we end up with 8 as the standard. Lou: Right, but the county jumps too quickly to 8 feet. Maybe we should recommend changing the standard to 10 feet minimum. Why do we accept 8 feet? A two-way 8-foot shared use path is only 3 feet wider than a sidewalk. That's insane. If the county has a goal to reduce vehicle miles traveled (and we do), 8-foot shared use paths will not make that happen. Luke: 8-foot widths almost guarantee future conflict between people walking and people bicycling/rolling. I agree the preferred width should be 12 feet with a minimum of 10 feet.
- Luke Van Santen: In the area where you mentioned existing flooding, will an additional 2 feet of boulevard provide adequate or even much infiltration or is

there some other mechanism you're planning to use that two feet for? Could there be voluntary raingardens on the non-road side (I know, that means people's property)? Kelly Agosto: The width we're showing does show space for infiltration and tree planting; it all adds up. We can do a lot that's not necessarily right at the intersection where the network is a whole with a new sewer system. It's nice when people look to use their property for things like raingardens, but we can't technically count things outside our right of way. Luke: Is that a watershed requirement? Kelly: The county has municipal separate storm sewer system (MS4) requirements.

- Luke Van Santen: I completely agree that "yes, yes, more trees, please." Any way to include those on the non-road side, maybe with an easement? Kelly Agosto: Trees are owned by Minneapolis Park and Recreation Board after construction. Peter Bennett: I'm not sure of any programs to plant them on the private side, typically they only manage the boulevard trees. Luke: It'd be nice if you could explore outside the box more and see what you can do and have special agreements with people on the block. Though it's easy for me to say that because I wouldn't have to do it.
- Jenny Ackerson: I understand the MnDOT project will lead intersection treatment at University and almost the whole block on either side and the timing is a little opaque, so it could be one or several years with a gap. Can you shed light on when? Kelly Agosto: I've heard 2027, so our project could be overlapping slightly with their timing. Jenny: That's better than I expected.
- Jenny Ackerson: At Marshall and the shared use path being two-way for bikes and peds but the path over the bridge is intended to be one way. Have you thought about where you might direct people to the appropriate side to cross the bridge? Kelly Agosto: There're definitely things in detail design for wayfinding and pavement markings, but we will have to find a way to direct people biking. Project on Marshall for bike and ped facilities, too. Jordan Kocak: On west side of bridge, city has a project on 2nd in the future it should be fairly easy to get from one side of Lowry to the other as those are built. Luke Van Santen: Great question, Jenny! Having a two-way on one side of the road kind of forces one direction to have to cross Lowry.
- Jenny: I encourage the rabbithole thought of where can we strip out center turn lanes and say right-in-right-out only to make up shared use path width, where is it OK to not allow turns in every possible place? Being aggressive vis-à-vis removing the turn lanes and removing left turns in more places may be a vehicular compromise this group's discussion was hinting at. Henrik Kowalkowski: Great idea on removing center lanes.
- Billy Binder: Background on how important this corridor: Goes all the way across the city from west to east, the Lowry Ave Bridge, development going like crazy, and these are people who bike — Jordan included. We're shorting our 10-foot shared use path by 2 feet doesn't make sense for the future. We're already sharing this path with peds and bikes. We need to do everything we can to get the full 10 the length of the roadway. I need to sit with you engineers and look over your drawings. I agree with Luke we shouldn't be shorting the shared use path on a corridor that connects everything. We really have to work on this one.

- **University Avenue and Fourth Street project**

5:04 – 5:38

- Ben Klismith and Suzy Scotty from MnDOT and Joshua Colas from SRF introduced the project.
- Have 15 percent design, not quite to 30 percent yet. Have done one round of public engagement and are getting ready for another round.
- Limits and overview
 - Slight change to limits, extended up to Bank Street at NW so we can update intersection at University and Central, need to cross it for it to flow correctly. Bank Street to 35W. Bridges over 35W are planned to be replaced, for the purposes of a consistent system we're designing them together. Jenny Ackerson: Including the bridge makes sense.
 - Pavement has reached end up useful life, one-way pair, been a trunk highway a long time, had rails under it.
 - A protected sidewalk level bikeway will be installed
- Improvements
 - General look: Sidewalk, boulevard, parking, two through lanes, buffer, Bikeway, boulevard, sidewalk (no dimensions yet).
 - At University over 35W: 10-foot walk, 6-foot shoulder, 11-foot left turn and through lane, 11-foot through, 13-foot through, 1.5-foot barrier, 9-foot bikeway, 10-foot sidewalk, 1.5 foot barrier on outsides.
 - At Fourth: Major change on west side narrows the exit on the west leg with a bumpout and trimming it to two lanes. Should make for more predictable movements.
 - At Bank Street: Would restripe west of intersection to reduce the skew and align the lanes.
 - Proposing 6-foot sidewalk on east side of 35W connecting University and 4th. We see quite a bit of foot traffic as is in the grass. Sometimes the organic demand makes us build it.
 - Bus rapid transit route with stopping in lane and 11-foot bus stop. Narrows bike lanes to 5 feet at station areas.
 - It is a truck route with a significant number of semi coming through, but calming where we can and giving as much space as possible to bike, ped and boulevard.
- Timeline
 - Prelim design fall/winter 2024, final design 25-26, construction begins Spring 2027. Might be slightly different for the bridges.
- Lou Miranda: Boulevard between bikeway and sidewalk, where will the snow go? Ben Klismith: The snow will have to be pushed off the bikeway into the boulevard with special equipment by the city. Lou: Why not next to the street? Josh Colas: Based on feedback from agency stakeholders and first round of engagement, we had two other options, one with on-road bikeway with curb protection then another option with the bikeway at the sidewalk level with a boulevard between bikeway and roadway. Through evaluation we landed on this one through consensus with city, county, wider boulevard space and avoids need for tactile strips, avoids removing trees, reduces maintenance on snow removal and storage. Still a boulevard immediately adjacent parking, but it's more of a

separation between the bikeway and the sidewalk. Lou: You've got semis, a bike lane right next to the street seems really dangerous and even if not unsafe, it's very uncomfortable. They only way you can account for snow storage is between bikeway and sidewalk. Suzy: There's definitely a bit of balance happening in this corridor. We have as wide of bike lanes as we could have for one-way traffic at 7 feet and a 2-foot buffer. There's a little bit of space to help account for that. Minneapolis maintenance let us know... there're always downsides, property owners either shovel onto bikeway and then the city has to come through and clear again. Based on our conversations with them, this is a good viable option. Lou: Previous presentation, didn't they say they require a boulevard between bikeway and travel lane, and here it's right next to it? Suzy: There's need for a clear zone, doesn't need to be a boulevard. Given length of corridor, we found separation between walking and biking to be more important. It was a design choice. Lou: I think the safety of people biking is more important. Suzy: There are Americans with Disabilities Act requirements we are legally required to fulfill. The tactile is required in some cases, but for a long corridor it's not a sufficient method for separating bike and ped. Lou: What is the 2.38 foot buffer? Is it paved? Suzy: Yes, with signs in it.

- o Billy Binder: This isn't exactly Fernando's district, but it does serve a lot of people. University and 4th serves 550 bikes a day, which makes it by far the largest on-street bike lane in Minnesota, connecting the University and downtown, the two biggest bike generators in Minnesota. We put out a resolution asking you to come back with alternatives different from one-way routing to connect to our innovative two-way bikeway son University. Has anyone come back asking for two-way from Oak to Central? Are you considering two-way bikeways. Josh Colas: On our team we have bike and pedestrian experts that are consulted and have assessed the area and worked on the University project mentioned. Differences include that the one-way is a little more intuitive for bicyclists, in general. On campus there's a concentration of destinations on the south side of University Avenue. There were fewer intersection conflicts east of 35 and no freeway crossing. Here, on our project, you do have to cross the freeway. There are three other options: 2nd, 4th, 5th to get to Central. Would need protected signal phasing at the bridges. Potential for bike safety and mobility issues, delay and wait times at the light. The geometrics, widening it out and still remaining within standard for other elements, there are right of way impacts with bus rapid transit stations, retaining walls, grading, utilities, that could present challenges. We do hear your thoughts — and others' — on a two-way. We've done our evaluation and research with documentation on how the locations are different. Billy: Today we get five to 10 percent of bike riders riding the wrong way because it's the closest direction to the dorms, to the south side of University and downtown. They don't jog over a block to 4th to ride eight blocks down 4th to jog over again at Central. It doesn't make sense. 5 to 10 percent is a significant number with 550 riders a day, so 25 to 50 a day going the wrong way. I don't see why we don't yield to them and design accordingly. We should design it for what people are actually going to do. It's a great opportunity to encourage more people to ride. Lou Miranda: Is there a link to that documentation? Josh: We do have some documentation, though not formalized. It's more an assessment on one-way vs. two-way. We can provide that to MnDOT and Jordan and have them share if they feel that's appropriate for public consumption.
- o Jenny Ackerson: On slide 7 (University bridge), sometimes there are painted crosswalks, but not on all legs. Does that mean crossings will not be painted? On the eastern side it

seems that intersection is still signalized, but it looks like free rights. Ben Klismith: The phasing hasn't been worked out, but I don't think that would be a free right. I assume we'll want a red light for people walking and biking. Jenny: So it's not intended as a refuge? Ben: It is a refuge, that is the idea so you have to look at only one or two lanes at a time. It's hard to see four lanes moving at different velocities. Suzy Scotty: This will definitely be signalized. We're looking at ways to make it as safe as possible. We're looking at no right on red black-out signs. Josh Colas: Striping will be added at more locations on the layout. Suzy: It would be fair to anticipate crossing on the outside three legs. Luke Van Santen: Add raised crossings, too!

- Jenny: Typical section: Minneapolis Park and Recreation Board would only plant trees with 5-foot boulevard, would that mean trees only on the 6-foot boulevard and not the 4-foot? Ben Klismith: One reason for the boulevard where they are is to try to save trees there today. If there are segments where we can use more right of way and everything still functions, we could maybe add space for more plantings. We're trying to show basically a base case for the corridor.
- Lou Miranda: University Avenue bridge: It looks like a free right. Is there any possibility of hardening up that turning radius so it's not so rounded? At TH 100 and Excelsior there's something very much like that with a no turn on red sign but everyone blows through it because it's easy because it's so rounded. Ben Klismith: It's a possibility. We definitely accept that comment. Lou: Safety includes bike and ped safety.
- Luke Van Santen: In addition to tightening that radius, examples in previous presentation, include raised crossings to convince people to take that intersection at more of a safe speed. Ben Klismith: Raised crossings for MnDOT generally are a hard sell. We can ask. University and 4th eventually will be turned back to Hennepin County. We're using state aid highway standards to help make it a successful turnback.

- **Member announcements**

5:39 – 5:43

- Luke Van Santen: In District 6, Access Hopkins group at Tonka Cycle and Ski ebike demo June 2. Larissa Lavrov: As a new e-bike user, they're amazing.
- Luke Van Santen: Jordan, once upon there was a presentation about the intersection of Minnetonka Boulevard and 169 with some geometric changes. Have you heard anything more about that? Jordan Kocak: I don't know the status, I think it was driven by MnDOT. Luke: I think because the signals were getting old and they needed to replace them. Suzy Scotty: I don't know much about that, but if you'd like more info I'm happy to pass it on. Luke: I remember there being a pending county project a little beyond and maybe some synergy there. I asked about a roundabout, too. Jordan: Maybe email me and Suzy and we'll track down more information.

- **Adjournment**

5:43

- The meeting was adjourned at 5:43 p.m.

Next meeting:

June 17 | 4 – 6 p.m.

Remote via Microsoft Teams