

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, February 24, 2025

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Nicole Armstrong, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Seth Stattmiller, Dist. 2
- ✓ Ethan Kleinbaum, 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
- ✓ Anne Vogel, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT
- ✓ Ray Eliot, Metro Transit

Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Dany Maloney, HDR
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Hannah Pritchard, MnDOT
- ✓ Menno Schukking, city of Minneapolis
- ✓ Christina Perfetti, MnDOT
- ✓ Nikki Farrington, SEH

Notes

- **Approval of the January 2025 minutes** **4:02-4:04**
 - Billy Binder made a motion to approve the January 2025 minutes. Luke Van Santen seconded the motion. The minutes were approved by voice vote.
- **AASHTO Guide for the Development of Bicycle Facilities** **4:04 – 4:33**
 - Hannah Pritchard from MnDOT, who is chair of the American Association of State Highway and Transportation Officials Technical Committee on Non-Motorized Transportation that updated the guide, introduced herself.

- We went back into the history of our previous design guides to get an understanding of where standards had come from. We found edition zero, the guide for bicycle routes from 1974. It had parking protected bike lanes, protected intersections other infrastructure that separated bikes from cars. We did, in fact, know what we were doing.
- Then, John Forester in 1975 released Effective Cycling. This popularized vehicular cycling and thought bicyclists do best when they behave as vehicles.
- In 1981 AASHTO released guide for development of new bicycle facilities, including the 14-foot outside lane that was meant to be shared between a motor vehicle and a bike.
- Now we know that the experienced and confident cyclist is the minority, maybe 7 percent. Those interested but concerned about biking are more like 51-60 percent. So we were designing facilities for a relatively small number of users.
- We released the bike guide in late 2024, and we no longer have the wide outside lane.
- The guide is generally organized from most separated to least separated bicycle facility.
- The guide went from 7 chapters in 2012's 4th edition to 16.
- It went from 201 pages to 627, 75 figures to 256 figures, 60 references to 293 references, 19 tables to 50 tables.
- There was a lot of progress on bike research since then, but still way behind the research on cars. But we have proved to be true some of the things we intuitively know.
- Chapter 1
 - We introduced the concept of practical minimum, minimum range, recommended range, maximum range, practical maximum. A lot of engineers want to know what is the minimum, but the answer is "it depends." Having the range in values reflects this.
 - Minimum range: Better than nothing.
 - Recommended value range, increases mobility, safety, comfort for people biking and driving.
 - Maximum range: E.g. if a bike lane is too wide, drivers will assume they're car lanes.
- Chapter 2: Bicycle operation and safety.
 - 80 citations, mostly safety-related
 - Research has shown significant relationship between how safe a facility is and how comfortable people feel biking. It turns out people do actually know what safety feels like. This influences whether and how often they bike.
 - Their preferences for facility types should influence provision of those facilities.
 - Crashes and near-crashes influence perceived safety and comfort.
- Chapter 3: Bicycle planning. We don't go into a whole lot of detail in this chapter.
- Chapter 4: Choosing bikeway type. New section with a lot of options in the on-road section and the line between on-road and off-road is different.
 - Identifies preferred bikeway type with Interested but concerned. Analysis is focused on Level of Traffic Stress.
- Chapter 5: Elements of Design. Sort of the AASHTO Green Book for bikes.
 - We looked at intersection sight distance for biking and driving and recommended approach clear space based on speed and vehicle turning radius. This was the first time really exploring sight distance with vehicles moving in the same direction.

- Chapter 6: Shared use paths. Largely the same as 2012 guide. Shared use paths on independent alignments were pretty good.
- Chapter 7: The big shiny thing. Separated bike lanes and side paths.
 - It lays out general design considerations with common language for the different pieces of a cross-section.
 - It looks at separated bikeway widths, establishes where to measure from, shy distance knowing people don't like to ride with their pedal right next to a Jersey barrier. I'll give an example of a practical minimum. A lot of people working on the guide work on the East Coast where there is not nearly as much space. They have a lot of experience really trying to cram things in there. But as a Minnesotan I don't want to tell them the minimum width of a bike lane is 4 feet. The practical minimum allows for something to be crammed in without encouraging it.
 - Separated bike lane and side path intersection design. Minimizing exposure, reducing speeds and conflict points.
 - Mixing zones: every inch approaching an intersection are very valuable. This gives guidance on how to prioritize that space.
- Chapter 8: Bike boulevard planning and design. You can't just slap a sharrow in the middle of the road and call it a bike boulevard. AASHTO is the American Association of *State Highway* and Transportation Officials, and there really aren't places states would do bike boulevards. We did get it in with the argument that a local jurisdiction might do something parallel a state route to handle bike traffic that would have been on the state route or they might have a bike boulevard at an intersection with a state route.
- Chapter 9: Largely on-street facilities from 2012 but significantly enhanced. Separated side paths are largely preferred, but there are instances where we have to do bike lanes.
- Limited effectiveness of wide outside lane. No longer recommended.
 - Bike lane widths: 24 different widths depending on situation.
- Chapter 10: Traffic signals and pedestrian hybrid beacons
- Chapter 11: Bike facility design at interchanges, alternative intersections and roundabouts.
 - At MnDOT, very interested in this. We have a lot of onramps interacting with bike lanes or trails.
 - Merging and weaving areas, how can we improve that for the interested but concerned.
- Chapter 12: Rural roadways. Design user here is confident cyclist and the analysis is bicycle level of service, a type of analysis more focused on vehicular cyclists. The thinking is that if someone is out biking 20 on a rural shoulder, they probably are more of an experienced and confident cyclist.
 - Shoulder widths. Minnesota's really into rumble strips compared with other states. Some places were OK with two-foot shoulders, but here that's just enough space for the rumble strip.
- Chapter 13: Structures
- Chapter 14: Wayfinding systems for bicyclists
 - The Manual on Uniform Traffic Control Devices didn't really want us wading into wayfinding. They tell you a little about how to make a sign, but bike wayfinding is different from car wayfinding and so we got it in there.
- Chapter 15: Maintenance and operations. Very short chapter. Maintenance still a big issue. It's pretty basic, "You should have a maintenance plan."

- Chapter 16: Bike parking, bike share siting and end of trip facilities. Definitely the only AASHTO document that talks about showers.
- Luke Van Santen: Is there an online copy? Hannah Pritchard: No, but Hennepin County probably would buy a copy. It is expensive
- Luke Van Santen: 🗨️ for John Forrester. Hannah Pritchard: Strongly agree.
- Luke Van Santen: Is there any work under way to make speed limits lower (<35) so we can maybe consider some on-street bikeways? Hannah Pritchard: The Minnesota Legislature gave more flexibility to local jurisdictions a couple of years ago. The relationship between design and speed isn't totally clear. Engineers say lowering speed just changes a number on a sign. It's a big challenge.
- Luke Van Santen Point 10.6 — Detection for Bicycles — there's a couple (or more) installations that do this REALLY well in St. Louis Park! Hannah Pritchard: Chapter 10 is interesting, how to make signals built for cars work for bikes and detection is a big part of that.
- Dave Carlson: Nice overview, Hannah, thanks! Is there anything specific to 90-degree right-angle turns (sometimes at intersections or crossings)? These sharp turn designs are inconvenient and problematic for bikes pulling trailers or for two-way oncoming bike traffic trying to get by each other. Hannah Pritchard: Chapter 5 has the bike turning radii conversation. As we dug in to the forces at play, unlike bike acceleration based on John Forester studying himself, there's not a ton. Lean angle and the like. MnDOT and the University of Minnesota will be getting into some of those characteristics in the coming years. For sure prior work was based on an adult on a road bike, not cargo, not trailer, not kids.
- Seth Statmiller: Where is a good place for specific feedback on the manual? Hannah Pritchard: You can send it to me, though it probably won't get into an update until 2035. My email address is hannah.pritchard@state.mn.us.
- Seth Statmiller: Just want to say that I find shared use paths (bikes/peds) to be less practical for transportation. Even the "separated" path on Hennepin Avenue in downtown Minneapolis, pedestrians wander into the path of bikes frequently. This creates unsafe situations that are not comfortable. These paths are fine as recreation. Luke Van Santen: Completely agree! Hannah Pritchard: You are not alone in this opinion! Constrained conditions like Hennepin Avenue make getting these designs implemented really challenging.
- Anne Vogel: I just looked it up — \$548. That's a lot. Hannah Pritchard: Yes it is. MnDOT has a copy in the MnDOT Library. It is a hypothetically a public resource. A lot of it was created under the National Cooperative Highway Research Program, which is public money. Then AASHTO takes it and there was a fair amount of work. I will plug the MnDOT manual, which has a lot of the content and we're hoping to update it this year and incorporate more of it. The MnDOT guide is free at <https://www.dot.state.mn.us/bike/bicycle-facility-design-manual.html>.
- Haley Foydel: It's disappointing that it's such an inaccessible resource.

- **Park and Portland roadway improvements**

4:33 – 5:08

- Olagoke Afolabi from Hennepin County Transportation Design introduced himself, Dany Maloney from HDR and the project.

- The project Web site is <https://www.hennepin.us/en/residents/transportation/park-portland>.
- We were here last year to introduce the project; we're now at 15 percent with a draft concept.
- The project will go on CSAHs 33 and 35, Park and Portland avenues, from 94 to 46th Street with multiple overlapping coordinated county and city projects. Lake, 24th, Franklin, 26th, 28th intersections.
- Purpose: Improve safety on Park and Portland. Enhance crossing for walking, rolling, biking.
- It will be a protected bikeway.
- Engagement to date
 - 11 neighborhood meetings
 - Seven pop-ups
 - Two public meetings
 - Survey and conversations
- We've heard
 - Improve safety
 - Reduce speeding
 - Improve visibility for people crossing
 - Add separation for biking
 - Intersection improvements
 - Narrow the road
 - Maintain parking
 - Improve lighting
 - Green it
- Preliminary design timeline
 - Summer 2024 we gathered input on current conditions, in the fall we collected feedback on needs and opportunities
 - Develop design options
 - Feb. 13 we had an open house to introduce draft concept. Got a lot of feedback.
 - We plan to take a final layout out in spring.
- Corridor usage and crash summary
 - 200-1,000 people walking or rolling crossing the corridors throughout the day, especially at Lake Street
 - Average bikes per day exceeds 200 north of Lake Street.
 - Average motor vehicle daily traffic is 6,600 in the south to 11,800 at 38th
 - 809 total crashes reported from 2019 to 2023
 - 75 percent at intersections
 - 29 involved walking
 - 20 involved biking
 - 1 fatal crash
 - 23 life-changing injury crashes
- Enhanced on-street bikeway options investigated
 - Parking protected
 - Delineator separated
 - Concrete curb protected

- Based on community feedback and usage, we recommend curb-protected bikeway with buffers, too.
- Considered two-way protected, but that has more conflict points and less room for greening.
- Proposed draft concept
 - Sidewalk and boulevard
 - On-street parking
 - Narrower vehicle lanes
 - Relocated parking lane
 - Protected bike lanes
 - Added boulevard
 - Existing sidewalk and boulevard
- Intersection treatment options
 - Curb extensions
 - Parking lane medians
 - Center median
 - They all reduce speed, enhance visibility, reduce crossing distance, create separation for biking, create space for greening.
- Parking lane median potentially at Park and 44th
- Potentially a closed center median at 22nd and Portland.
- Intersection treatment selection
 - Each intersection analyzed to determine appropriate safety improvements based on:
 - Numbers of drivers, cyclists, pedestrians
 - Whether there is a traffic signal
 - Proximity to activity centers
 - Crash history
 - Connection to existing bike network
 - Transportation disadvantage
 - Community priorities
 - Engineering judgment
- Winter 2025: share draft design for public review, online survey
- Summer 2025: Share proposed final design and next steps.
- Henrik Kowalkowski: The protected bike lane looks great. The parking buffer is good.
- Luke Van Santen: Does narrower lanes mean 11 feet? 10 feet? Olagoke Afolabi: Going to 11 feet. Today the lanes are 11.5 to 12 feet. It reduces those lanes together by a foot.
- Henrik Kowalkowski: I ride the existing format a lot and it makes the road feel so wide. Cars would naturally drive faster. Parking lane medians even outside intersections would help a lot with making the road feel tighter even when there are not a lot of cars parked and hopefully result in driving speeds that are closer to the limit. Luke Van Santen: Parking lane medians make it seem less easy for cars to drive in the bike lane. Olagoke Afolabi: They are wide roads today, leaving parking adds vertical visual constraints to slow speeds.
- Ethan Kleinbaum: As pedestrian, I'm not a fan of this central island geometry. Pedestrians would stand in the bike lane while looking for traffic while crossing Park/Portland.

Unnecessary conflict point between peds and bikes. Olagoke Afolabi: That's a good point. Thank you. The goal is to serve as traffic calming feature, one option to slow people.

- Seth Statmiller: [via meeting chat] On slide 20: Center medians present me some problems as a rider who uses car lanes. I have to slow down and veer off-path to the pedestrian gap in the median when I cross. Could bollards be practical here to prevent cars from turning while allowing bike traffic to filter through intersections? [via voice] There's one way for bikes/peds to cross a median with whatever gap is provided. I'm often in car traffic lane, so not on sidewalks. I get to a median, e.g. on Lowry, and I have veer into the pedestrian zone to get across, which creates a conflict point and makes it less practical. Bollards could keep traffic from turning and provide some traffic calming but provide a way for bikes to get through. Olagoke Afolabi: Thanks. I'll note that.
- Nicole Armstrong: Additionally, regarding pedestrian, I am not seeing the ped crossing notation on the proposed slide on the roadway surface. Will that be added on the higher risk intersections? Olagoke Afolabi: At signalized intersections we will have crosswalk markings and at areas with higher use.
- Dave Carlson: I hope the separated bike lane is 10 feet wide. I also appreciate incorporating the entry or exit ramps to the bike lane on either side of some of the intersections. Luke Van Santen: I hope it can be made 12 feet side! Fewer conflicts with pedestrians with a wider multiuse path. Olagoke Afolabi: That's good feedback. The bike lanes are wide enough to comfortably ride side by side. But we don't want it too wide where a car would think it's another lane. It also needs to be wide enough to clear snow.
- Haley Foydel: Will there be flashing lights/buttons or crosswalk painting for the pedestrian medians? We do have some RRFBs [rectangular rapid-flashing beacons]. You'll see on the [Web site](#) showing where the RRFBs would be.
- Ethan Kleinbaum: Are there any planned treatments for bus stops at 38th? Olagoke Afolabi: We're coordinating with the city and Metro Transit and how that affects D Line platforms. No decision on that yet.
- Greg Anderson: Have you assessed the safety of cyclists who want to turn left from the bike lane at an intersections? Must they do a two-stage turn? Olagoke Afolabi: Good question. We'll evaluate that as we continue in preliminary design.
- Olagoke Afolabi: Our plan is to present final layout in spring or summer and I'll be back here.

- **MnDOT TH 47 / University Avenue reconstruction**

5:08 – 5:36

- Christina Perfetti from MnDOT introduced herself and Nikki Farrington from consultant SEH.
- The project Web page is <https://www.dot.state.mn.us/metro/projects/universityavempls/>.
- Nikki Farrington: This is our second time here. The project goal is to improve safety for all uses.
- We're building off the PEL [Planning and Environmental Linkages] study from the past couple of years looking at 47 and 65.
- We're looking from Central to 27th.
- We plan to come back with full layout this summer. Construction would be 2027.
- 4-lane to 3-lane, bike lanes added Central to 1st. Median improvements.
 - Summer 2024 got input from 2,105 people.

- Most support 4-3 conversion recognizing safety improvements and reduction in speed.
- Generally support Central to 1st bike lane. Some concerns. Today there's parking during off-peak in existing outside lanes.
- Some wanted parking back in in places; we did do that.
- Most agreed with median changes at intersections.
- Hennepin and University, heard parking was important for business pickup and dropoff. We're showing a parking bay, not the whole length between Hennepin and 1st and another in front of Lunds. Two other locations near 6th and 7th and near 18th. These locations are based on a parking inventory we did.
- Saint Street, removed that median to restore full access. Did reduce lanes to two, there.
- Previous layouts had holes at Broadway and Lowry, which we're looking for feedback today.
- Broadway and University
 - Highest crashes. Skewed intersection with curves into intersection, need for guardrails.
 - Sidewalk right against road with signs and other obstructions.
 - School in Northeast corner emphasizes the need to consider our most vulnerable users.
 - Both are freight corridors, so we do need to accommodate those movements.
 - One option is to add a roundabout to reduce angle-crashes.
 - Pros
 - It would provide short crossings with medians so it's one lane at a time.
 - Reduce angle-crashes
 - Cons
 - Slight delay for drivers
 - Harder for visually impaired
 - Added travel time for peds and bikes
 - Requires land from three of four parcels.
 - Another option is to keep the traffic signal
 - Pros
 - Removes separate right turn in southwest quadrant, removing conflict point for pedestrians
 - Truck pillows that create a mountable curb area for larger trucks while still encouraging tighter turns
 - Less delay for all users
 - Does not impact commercial or residential structures
 - Cons
 - Would not reduce speeds
 - Might not reduce crashes
 - Maintains skew
 - Longer crossing distances for peds
 - Three strips of private property and two access points would be impacted.

- Seth Stattmiller: Looks like a median at 7th (Northeast Farmers Market). This is an important ped crossing. Median would be a big help.
- Henrik Kowalkowski: Is there really more delay? It was my understanding that roundabout reduce speeds but this is offset by increased traffic flow. Nikki Farrington: The roundabout delay isn't the same as sitting at a light, everyone's still moving.
- Luke Van Santen: Does the reduced crash rate for pedestrian and bicyclists equate to increased feeling of safety for those users? Nikki Farrington: I don't know how to answer that. Luke: If it seems if it's going to reduce crashes with bikes and peds, but if it's still not a pleasant place to be, can you really expect that? I don't mean to be confrontational or anything. Nikki: We're basing it on expected crashes. We're still looking at other things besides just geometrics, with raised crosswalks, RRFBs [rectangular rapid flashing beacons] to help stop people. We recognize putting as many tools as we have will help how people feel is our approach. We can't guarantee those crash rates but we're trying to help facilitate that.
- Henrik Kowalkowski: I have used this crossing multiple times and it's really terrible in its current configuration. I hope we're not seriously considering the signalized intersection, a roundabout would be so much safer. As a pedestrian it's so much more clear where cars are coming from, especially with a median. With a school and McDonald's people are walking to, it would be a travesty to have this intersection. Nikki Farrington: Thanks. That's why we're here, to get feedback.
- Nicole Armstrong: Will there be lighting improvements at this intersection as well? Nikki Farrington: Yes, to Minneapolis standards for the whole corridor and in both options.
- Lowry
 - Similar to Broadway, with over four times the crash rate you'd expect with an urban signal. 40 in past 5 years caused significant injuries. Adjacent businesses had some horrible stories of people affected by crashes.
 - Left turn lanes should help.
 - Pedestrian experience
 - No one is being served well today. Pedestrians have to go single-file to get around obstructions. Bollards out there are getting hit.
 - Constrained spaces
 - Freight traffic has difficulty with tight turns interfering with other lanes. We have to accommodate freight. In general we need more space for everyone to be able to use the space
- We have four options
- 1. Roundabout
 - Largest footprint. Impactful to businesses around it.
 - Includes trail on north side of Lowry
 - Accesses impacted
- 2. Reduced number of lanes to one in each direction to investigate no-impact option.
 - A lot of tradeoffs with lots of traffic congestion
- 3. Shift Lowry south for a roundabout
 - Improved safety, more room for rights

- Space for trail on Lowry
 - Direct connections for sidewalk and trail crossings
 - Traffic signal with accessible pedestrian signal
- 4. Shift Lowry north for a roundabout
- Plan to come back out in the summer.
- Seth Stattmiller: Acquiring the land for Stanley's; they've had a social media campaign to prevent that.
- Seth Stattmiller: There's a need to connect the bike infrastructure to 26th and ultimately 27th and St. Anthony Parkway. My bike shop is on Central and Lowry; I never go this way. This area is impassible. Nikki Farrington: You are not alone. Seth: I would love to see a bike connection, especially from North. Nikki: Currently not showing that, but we have heard that. We do maintain 26th to 27th. We'll consider that as we finalize the layout.
- Seth Stattmiller: Does "trail" mean bike path? Nikki Farrington: it is a 10-foot trail, not a bike lane. Seth: Shared use paths are not great transportation options, tons of conflicts and slow conditions. Nikki: We're implementing a trail to match Hennepin County's decision on Lowry. Seth: Please, don't just implement that without examining the options.
- Nikki Farrington: There is an impact on the west side of alley, the body shop at 312 Lowry, that building would be impacted.
- Henrik Koawalkowski: Is it possible to shift the roundabout to the south? Nikki Farrington: Shifting roundabout just shifts which buildings are impacted. Nicole Armstrong: Shifting to the south appears to only impact parking lots and not buildings, correct?
- Billy Binder: I share the position with Seth. We've worked long and hard on Lowry and we're happy to finally get a 10-foot shared use path on north side. I listened with interest that you're working hard to continue that on the north side. It looked to me like the roundabout would be the best way to do it. Does the roundabout, though, accommodate heavy trucks turning both directions? When wrestling with how to continue the trail, our resolution asked to continue the 10-foot shared use path. Would that be the best way to accommodate the trucks and trail? Nikki Farrington: Yes to both. It's not a mini roundabout. We expect they'll be able to make the turns. Trucks turning left will use more of the center, but wouldn't use the internal circle. Also includes 10-foot trail on the north side, but we do have to bring them further north to get them away from the roundabout for safety. Billy: I want to amplify about connection to the trail north of 27th so people can go straight to Lowry and go west to the river or east to Central.
- Luke Van Santen: I want to recognize continuity in trail cross section generally is a good thing, but just because someone is doing something some way doesn't mean we shouldn't do the right thing. If someone's going with 8-foot, we shouldn't just go with that. Nikki Farrington: All our concepts are 10 feet.
- Seth Stattmiller: I'm excited about the roundabout options at both intersections. What is the plan for acquiring the land from businesses that do not want to surrender it? Stanley's is going to resist having their property, their business taken away. They've already started a social media campaign to fight this. Christina Perfetti: We're receiving a lot of comments based on that social media activity last week. At this stage we're presenting options and getting feedback to help make a choice in the planning process. We've talked extensively with property owners and business owners prior to going to community. We have established relationships and how designs would impact them and their initial reactions. For the right of way process, if we acquire, we have a right of way unit that works with property owners to do appraisals and a negotiation to arrive at a fair price. I'm not a right of way expert but I can share a link in the chat:

<https://www.dot.state.mn.us/row/>. I will say as you probably are aware, because there are right of way impacts and capacity changes, we'll seek municipal consent from the city this summer.

- Christina Perfetti: We're finishing up the current round of engagement on this portion of design at the end of this week. It'd be great if you can share it the project [Web site](#) and survey, which closes February 28. We'll be back late spring or early summer.

- **North 2nd Street bikeway**

5:36 – 6:00

- Menno Schukking from MPLS Public Works introduced himself and the project.
- The project Web page is <https://www.minneapolismn.gov/government/projects/n-2nd-st-bikeway/>.
- The project is on North 2nd Street from Dowling Avenue North to Plymouth Avenue in Minneapolis between Interstate 94 and the Mississippi River through very industrial area that's lacking a riverfront trail. It's primarily a city project on a city street, but we do cross Lowry and Broadway. Planned two-way bikeway on northern two blocks
- 2027 project to install retrofit protected bikeway.
- \$5 million construction budget.
- 2.2-mile street retrofit
- 2-way curb protected bikeway
- ADA improvements
- At Lowry, Broadway and Plymouth signals will update signals with protected intersection designs and accessible pedestrian signals.
- We're in Phase II of public engagement. We're working on preliminary design and concept layout. We're doorknocking this week.
- We expect to have a concept design this spring.
- Last summer we had online mapping, survey, doorknocking, block group meetings, community bike ride last fall, neighborhood organization meetings.
- Lots of concern about safety and comfort. Lots of debris in the street. There's a desire for greenery and lighting. Need to maintain business access.
- Phase II engagement
 - Doorknocking this week
 - Online comment map for layouts linked from the project [page](#)
 - Virtual open house 3/12/25
 - Neighborhood organization updates
 - Minneapolis bike and pedestrian advisory committees
- Two concepts, both with bidirectional bikeway on east side. Last time, the Active Transportation Committee asked about bikeway on each side. With a median, that would require removing parking. Concepts tonight retain most of the parking.
 - Base concept with signalized intersection, curb protected bikeway, accessibility ramps
 - Enhanced concept with shared use paths, greening, transit stops enhanced unsignalized intersection
- Metro Transit potentially adding bus service. The Blue Line extension is a block away.
- Prioritize elements and intersections within the budget
- Cross sections north of 26th
 - Existing bike lanes on both sides.

- Concept would move bike lane space to a 10-foot bikeway with concrete barrier. In portions with no sidewalk would be shared with pedestrians.
- 26th to Plymouth
 - Existing bike lane space to east side for concrete barrier protected. Again shared use path in areas without sidewalk.
 - Adding green space for stormwater and creating a more pleasant environment.
 - Broadway signal: Bikeway will rise to sidewalk level. Also showing a future bus stop location at both Broadway and Lowry.
- Challenges with unsignalized: We have to accommodate a lot of large-vehicle movements. That makes it challenging to bring bikeway protection all the way to the intersection. There also are a lot of private driveways, some of which we might be able to close.
- Could at side streets bring the bikeway to sidewalk level to create safer crossing but also accommodate vehicle movements. A slightly more affordable option would be mountable corner islands. We have this at [Blaisdell and 31st](#). Ottawa also has examples with rumble strips outside corner island that push vehicles away from the corner.
- Looking at side street treatments to prevent vehicles entering the bikeway without bollards, which our maintenance department has issues with.
- Other design options: Taller curb. Our barriers are typically 5 to 7 inches. Boulder has 18-inch. We're exploring that idea.
- Collecting feedback on greening bumpouts in the middle of blocks or near intersections.
 - Luke Van Santen: +1 for trees. Menno Schukking: We'll try our best.
- Seth Stattmiller: Again, shared use paths (bikes/peds) are great for recreation and fine as short connectors. They are not very practical transportation as pedestrians simply block the path of riders and get scared (and even freak out) when riders approach from behind. And this is not the best place for a recreational path, especially south of 26th where there is already a rec path about a block away. It is a well-used bike corridor and my feeling is that most of these are commuters. So I would advocate for bike/ped separation. Menno Schukking: The shared use path is 10 feet, looking at possibility of 12 feet. Sidewalk, we can't use project funds for sidewalks because of the funding. North of 33rd looking at shared use path where they don't have sidewalks, but very steep embankment on east side, so it would be harder to add wider path there or a sidewalk.
- Ethan Kleinbaum: Regarding signalized intersections, will there be additional signal buttons for cyclists in the bike lane? Or will cyclists have to shuffle across sidewalk to get to the button? Menno Schukking: We haven't gotten to that point, but that's a very good note.
- Seth Stattmiller: The Blaisdell bollards in the middle of the bikeway have raised bases in a couple of spots. I hit one the first time I rode the Blaisdell bikeway. The blatant obstruction to bikes is not worth it. A single bollard might be fine, but the raised base is a nightmare, especially when visibility is bad. [Link to Streetview of bollard with raised base: <https://maps.app.goo.gl/hVfkDwQhTrhMyfh4A>.] Menno Schukking: It would go in the shaded areas of the illustration. The one on Blaisdell is slightly off, into the bikeway. This would be more of a median and out of the way.

- Seth Stattmiller: I'm a fan of the dotted or dash curb concept between car traffic and bike lanes. This allows riders to enter or exit the protected bike lanes mid-block to access businesses and such.
- Greg Anderson: For a contraflow rider crossing the intersection with a driver wanting to turn. They're turning right, don't see anyone from left, don't see the contraflow rider from their right. If neither sees the other, that's a safety conflict. I have a hard time getting over that; we've had many conversations on the topic. Menno Schukking: We are putting it on the east side with fewer driveways. Most vehicle traffic on 2nd is going to the interstate or Washington Avenue. So there should at least be fewer vehicles.
- Billy Binder: I have to say I'm very pleased to see this project on North 2nd. Over the years north Minneapolis has been historically underserved with bike facilities. This is a big step forward, with a connection to Upper Harbor Terminal and Dowling bikeway to further serve north Minneapolis. I'm very pleased with what you're doing with this project. Thank you. Menno Schukking: We're connecting at Dowling. Last summer worked with county to create ¾-mile bikeway on Washington, this will continue it south. Maybe one day there will be a riverfront trail, but this will connect Upper Harbor Terminal at 26th Ave with its access to the river.

- **Member announcements**

6:00-6:00

- Luke Van Santen: Thursday is BikeMN day at the Capitol.

- **Adjournment**

6:01 p.m.

- Larissa Lavrov moved to adjourn the meeting and Haley Foydel seconded the motion. The meeting adjourned at 6:01 p.m.

Next meeting: March 17 | 4 – 6 p.m.

Microsoft Teams