



Meeting Minutes

DATE: Monday, January 25, 2021

TIME: 4 – 6 p.m.

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- vacant, Dist. 6
- ✓ Greg Anderson, Dist. 7

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Erin Daly, Dist. 3
- ✓ Hokan, Dist. 4
- ✓ Dave Gepner, Dist. 5
- ✓ Lou Miranda, Dist. 6
- ✓ Ron Uglow, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works

Guests:

- ✓ Alexander Kado, Minneapolis
- ✓ Nathan Koster, Minneapolis
- ✓ Ciara Schlitling, Toole Design
- ✓ Arman Rajaeian, Metro Transit
- ✓ Mackenzie Turner Bargaen, MnDOT
- ✓ Eric Bauer, University of Minnesota

Excused Absence:

None

- **Approval of the December 2020 minutes** **4:04 – 4:07**
The December 2020 minutes were unanimously approved.
- **I-494 Corridor Pedestrian and Bicycle Mobility** **4:07 – 4:35**
 - Project recap following December BAC meeting, BAC resolution discussion

The conversation from December BAC meeting continued. Jordan, Greg and Judy discussed after the meeting potential improvements to a process for BAC resolutions.

Idea 1: Similar to Minneapolis BAC, a subcommittee would discuss issues and draft resolutions for consideration by the full BAC. A subcommittee could review agenda items likely to result in a resolution. Membership might include two or three or more members.





Hennepin County
Bicycle Advisory Committee

Idea 2: Say there's a project in some district that seems likely to result in a resolution. The chair, vice chair and members from that district could meet ahead of time to pre-evaluate agenda items and draft a potential resolution.

Idea 3: In email with agenda, Jordan could highlight items with potential for a resolution so people have a chance to get ready for it.

Idea 4: This one would be combined with other options; when we have items with potential for a resolution we would have fewer items but with maybe 45 minutes each.

Gilbert Odonkor: I generally agreed with the proposals.

Judy Jones: We're not trying to rubber-stamp any agenda items. This is our committee, if we see something that needs to be called out it's our responsibility to call it out. We need to have it recorded in the minutes and a resolution. I want everyone to have the ability say what they want to say. The documents we generate are public and if someone is looking at them, I want them to be able to see why something was or wasn't raised.

Hokan: With the Minneapolis BAC structure, they have the main committee and two subcommittees, one for engineering, which sees all of them, and the 5E's committee (education, encouragement, equity, engagement, evaluation) then to the main group. Having that filter helps a lot. It makes the discussion briefer and the questions from the main committee likely were discussed in subcommittee and can be answered pretty quickly.

Dave Carlson: Some of the projects that have had important resolutions were those with comment letters. The person in that district should get an early shot working on that because they're more likely to be more familiar with it. I think it's handy that we're doing more resolutions because they're taken more seriously.

Jay Eidsness: The member in each district should be the one's to take a first crack at it. I like having it in a Google project so everyone can edit with agency rather than dictating to others.

Lou Miranda: Of those options, certainly some are pretty time intensive. For me, calling out that a resolution will be considered in the email or agenda would be sufficient.

Gilbert Odonkor: It would be helpful to use Google docs. There are some projects some won't know as well as others, and being able to coordinate and see what others are adding would be helpful.

Judy Jones: I like having whoever's in the district having early feedback. They're typically going to be most familiar with the project.

Jordan Kocak: As the person who facilitates this, giving members from the project district a heads-up to work on a resolution and adding it to the Google docs would be pretty easy, and that's what I've heard the most of. I'm happy to start implementing those.





Hennepin County
Bicycle Advisory Committee

Judy Jones: OK, I think we can start doing that if no one objects and we'll see how it goes and adjust if needed.

Judy Jones: Now the 494 resolution itself from December's meeting. Is it feasible to add the Lyndale bridge even though it's not part of the project? Or is that at the city level? Jordan: My instinct is because it's not in the scope we should keep the focus on where there's a real chance to influence the design. But if you and the committee feel strongly you could of course add that Lyndale or other crossings need study at some point outside this project. Judy: I think I would like to add that sentence.

Dave Gepner: Have we seen this resolution before or is this the first time? Judy: Jordan sent an email with the document attached shortly after December's meeting. Dave: We can't overemphasize the barriers 494 creates for people walking and biking. I see it's mentioned in the resolution, but if there's a way to reinforce that I'd like to see that. I did see the email about the response from staff and our suggestions. I was pleased to see we had an effect and got a response. It helps us understand other perspectives and the whole situation. It's useful to let our feelings and thoughts and voices be known. It can make a difference, and if before a project it makes a bigger difference. Judy: I thought Josh's memo did a really good job addressing our comments. He did a good job with that.

Dave Carlson: It's a matter of semantics, wherein the fourth whereas it talks about fully separating bicycling, walking and where we talk about there isn't an interchange we talk about dedicated facilities. It concerns me that there could be something like a two-way bike lane on only one side making you go from a bike lane on one side to the other to return again on the other side of the bridge. It worries me a little. Jordan: The two big interchanges discussed, Portland and 82nd, Portland and Nicollet are looking at more than just the bridge, tying into existing facilities. All the agencies agree you can't look at just the bridge, you have to close the gaps. With Portland you would go off-street from American to 77th and transition back. Both are being talked about as one-way and not a two-way as you described. Dave Carlson: If they're one-way cycle track that transition nicely that's fine, but if you're somehow forcing people to cross twice that's not OK even though it's a completely separated facility rather than a dedicated facility. So something that makes that more clear, even though it may be just semantics. Jordan: The thinking was that interchanges are more stressful and having a dedicated facility probably would work better for most people. We can, of course, change it. Dave Carlson: I lean toward changing it to be consistent, and it wouldn't preclude use from doing something. It worries me a bit that it opens us up to have a two-way trail.

Lou Miranda moves, Tammy McLemore seconds to adopt the resolution as edited and shown. Resolution is adopted with seven yeas and one abstention.

- **BAC charter update**

4:35 – 4:55

- Review of edits to the BAC charter concerning walking and rolling

Jordan Kocak: At our November meeting there was a request to add climate change and equity to the points for evaluation. I changed equity to "disparity reduction" to better align with how the county talks about it.





Hennepin County
Bicycle Advisory Committee

Lou Miranda: Thank you Jordan for putting those in, they're two great additions and I really like them.

Dave Carlson: Those are good, I would add ensuring that plans to be consistent.

Judy Jones: With "disparity reduction," does that talk about racial, health, equity and other disparities, does it encompass all of it? Jordan: Yes. The county as identified the realms of employment, education, income, justice, housing, health and transportation as core areas to reduce disparities.

Jordan Kocak: For next steps; it sounds like everyone's generally on board with this and the changes. Eventually we want the county board to adopt the BAC charter, and there's a whole process there that I will facilitate.

Tammy McLemore: I agree with how you've specified what the disparities mean. Who are they supervisor's you'll take it to and what is that structure? Jordan: Chad Ellos is my direct supervisor in Transportation Planning, then his supervisor is County Engineer Carla Stueve, then above her is Public Works Director Lisa Cerney. They give the green light to go to the County Board and do some calculation on when a good time to take it to the board. A resolution helps me move that process forward with internal buy-in.

Hokan: I assumed this would be a formal request coming from the BAC, so this definitely works for me.

Judy Jones: When do you think you would take it to the Board? Jordan: I was targeting sometime around May. There's lead time and a whole process for people to review it and approve it. Sooner is better so it can get into that queue. Judy: Would it work if you put it in a Google doc and a little cleaned up for us to review and vote on in February? Jordan: Yes, that would work.

Dave Carlson: I see in the comments folks would like to just move forward. I'm fine with the main content but I was to wordsmith it a bit. So, I'll move that we pass a resolution supporting the main ideas and we can change the little word things later. Erin Daly seconded.

Billy Binder: I would like to have more time to look at this and see if we can't get it more specific with more progressive things like what Minneapolis is doing to move the county forward.

Jordan Kocak: This has been available for more than three months on Google docs so there has been plenty of time to review and comment on specific items.

Dave Carlson: I could withdraw the motion. But I'm kind of with Jordan, we have had time. I don't think there's anything in here that would take away from any goal we have. It adds walking and rolling, climate change and equity. This document would still give us power to move forward. Jordan: The document is meant to be higher level: Changing the name to Active Transportation Committee, changing the composition to be 14 full members, and changing the mission and guiding principles. It doesn't get into design or anything like that. The safety,





network connectivity and network continuity. Billy: We still don't have connections from Northeast to downtown. I don't think we have enough detail here to connect vast areas of the city. I'd like to say something about 4-3 conversion on Central Avenue. Jordan: That's not the role of a charter to call out specific projects. Billy: I mean the concept of connecting the city. Jordan: I just showed that, network connectivity. Billy: Could we say "like Central Avenue" as an example? Jordan: I don't think that's the purpose of this document. Judy: I agree, that's not the purpose of this document. Central Avenue could be connected while the document continues to live. Billy: Where the rubber meets the road, there aren't any specifics. We could pass something general, but we need to be specific to move things forward. Lou Miranda: This should be a general document. The idea is, say we're creating a resolution, we need to have something in this document we can cite as a reason for what we want. Say for Central, you point to network connectivity and equity or what have you. They're reasons for specific items we want done. This should state what our goals and aims are.

Erin Daly: I would agree if folks are comfortable with that, let's get the ball rolling on your end Jordan.

Hokan: The present resolution, I think, is saying Jordan and the committee will produce a clean document to present in his bureaucratic process. Is that right? Jordan: I think that's right, plus that the committee supports the concepts and changes to mission, vision, composition and name. Hokan: Let's vote. Judy: OK, let's call a vote.

Motion carries with nine yeas and one abstention.

- **Upper Harbor Terminal**

4:55 – 5:52

- Nathan Koster and Alexander Kado, City of Minneapolis and Ciara Schliting — Project overview, discussion of plan view layout

Alexander Kado: We've been working on Upper Harbor Terminal for over a year, myself, Nathan Koster and Ciera Schliting from Toole Design are here tonight. The site is about 50 acres with many connections, including Dowling, Lyndale, 94 and others. This group is working on the public realm infrastructure – the roadway network and utilities. There's maybe a mile of infrastructure we're developing. The first phase is Dowling that will connect to a north-south parkway, which also will connect to 33rd. It will come pretty quickly, in 2023.

Alexander: At the city we prioritize the safety of people walking and biking as our most vulnerable users. We're also looking to prioritize views and experience of the river.

Alexander: We plan to come back in March with 30 percent concepts at a more refined level for what we're thinking for stormwater. We're doing a variety of strategies to capture, treat and convey stormwater to the river. With this site there's a huge opportunity to do green infrastructure, such as tree canopy. I don't have much to share today, but in March we'll have more.





Hennepin County
Bicycle Advisory Committee

Alexander: The first phase, called Upper Dowling. As you're on Dowling and Lyndale looking toward the river, you're looking down. The concept showed a sidewalk, two general lanes, a turn lane and a multiuse path with some boulevard. Today's sidewalk is back of curb, bikeway is in the street. Biking on a busy street like this — 15,000 vehicles a day — is not very comfortable. It's a constrained right of way, and we're not acquiring any land, so we're working within existing right of way.

Ciara Schliting: Most places are working to get bikes away from cars. We're showing a two-way multiuse trail that separates people biking and creates space to put snow in the boulevard.

Billy Binder: Kristel Porter and I are all about getting more people on the north side to ride bikes. If we're going with a two-way bikeway on one side of the street, we'd have to transition people. Elsewhere it's on opposite sides of the street. Could it be possible to have consistent protected bike lanes on Dowling all the way to Xerxes on the west? Would the city want to put in pylons?

Alexander: This will start in 2023, I believe in 2025 in our capital improvement program we're reconstructing from Lyndale to Thomas, so we could continue this treatment to Thomas. We haven't really started planning that out, but we would be likely to consider continuing that west. As for the pylons or bollards, we don't have capacity to put on-street treatments and off-street and boulevards. Billy: I'm delighted that you're considering separated bikeway all the way to Thomas. Thank you. Kristel: I like to hear that. I like that you compartmented it to 26th. When projects go in piece by piece, there's confusion. I like that people could get used to having a behind-curb biking experience.

Lou Miranda: Billy asked what I was going to ask, but the two-way bikeway on the bridge, even though there's more space there, is it forced there because of the right of way? Alexander: What we're considering on Dowling is similar to 26th N. On Dowling over I-94 we would have a separated bikeway on the south side at a minimum with bollards, maybe more if the bridge can handle added weight. Ciara: The decision to have the two-way bikeway on the south side is all about connectivity to the Upper Harbor Terminal site.

Dave Carlson: My concern is about having a shared used facility that will have a lot of pedestrian traffic. The only way to get to Upper Harbor is Dowling over 94, so a lot of people will walk there and bikers and walkers will need to navigate each other. I understand there are constraints, but it would be nice to have some separation. Just having bollards, when you have two-way traffic you have car traffic just a few feet away from you and headlights at night coming right at you makes it hard to see. Alexander: It is a challenging space to balance all the demands. The concert venue has a 10,000-seat capacity. They're working on a traffic management plan and that might include a different plan for high volume events. Dave Carlson: I can't support asking people biking to dismount. You wouldn't expect people driving to get out of their mode of transportation.

Jay Eidsness: Hearing everything about pinch points, if constructed as proposed it will bring a lot of people together in the same space at the same time. That leads to more stress, and I look forward to more conversation about that as this progresses.





Hennepin County
Bicycle Advisory Committee

Gilbert Odonkor: What are the parking facilities? That dictates what happens on the north side? Can they absorb some of the demand there. Alexander: The coordinated plan talks about the land use, and any parking would go through the city's process as it would for any development. We are encouraging people to walk, bike and take transit and providing the systems that are much more effective at moving people especially in congested areas.

Nathan Koster: We do separate modes from the bridge to the site, but much of the high traffic will be more on the site. I want to be sure we have enough time to get through the rest of the presentation. Alexander: At Upper Dowling the facilities are shared, but past that at Lower Dowling there is true separation continuing to the site.

Ciara: Folks familiar with the area might have been stuck at that light. The proposal to have the bikeway on the south side is so we can have more separation between modes, we have more land there. There are bikeways on Washington now, and we are trying to use a flexible design for what's there now and in the future.

Alexander: The bikeway on the south side of Dowling extends into the site across a raised intersection. The parkway will have separate bikeway north-south. There is a little bit of parking on the parkway, maybe a dozen or so spaces. It's minimal and prioritizing park space, biking and walking. Ciara: Even though phase I of the parkway shows two culs-de-sac, the trail would continue even at phase I. In Phase II the parkway would continue with separate facilities. Nathan Koster: The bikeway would be 10-12 feet and the pedestrian way 8-10 feet. Alexander: We're trying to maintain a lot of green space, especially to work with the stormwater. The design also prioritizes the pedestrian experience with views of the river.

Dave Carlson: There does not seem to be direct connections along the river from the south end to the Lowry Bridge, or from the north end to Camden Bridge. Is this because private property will still exist at both ends of the site? Ciara: Correct, there is private property there. But we are working on 33rd that gets us closer to connecting to Lowry.

Judy Jones: Will both paths be maintained in winter? And does this area see a lot of flooding that would affect one or both trails? Nathan Koster: I imagine the Park Board would do their standard maintenance practice of clearing only one trail. As far as flooding, it is a very flat site with old warehousing and barge terminal. We haven't heard of flooding here, and we are working with the Department of Natural Resources as we consider stormwater management. Kristel Porter: As someone who uses the site, I can say there is some elevation fairly high above the river.

Hokan: The question of parking came up and was answered as far as car parking, but what about bike parking? Alexander: We're still working through those specific questions. The consolidated plan calls for a mobility hub with almost indoor possibilities. I imagine there will be a variety of parking in the park. We are still working on the roadway and haven't moved to bike parking yet, but we will. Nathan Koster: To the extent that we have budget, Public Works would include bike parking. Development that comes in would go through the





Planning Commission and the city's requirements for bike parking. The event plan will include robust bike parking as the utmost importance.

Tammy McLemore: Is there consideration talking to Metropolitan Council to get transit closer to the site? Alexander: We've had a few meetings with Metro Transit. We're designing the parkway in a way that would not preclude transit. It would allow enough space for buses to turn around, for example. Nathan Koster: That's an important theme we've heard in engaging people so far.

Alexander: 33rd Avenue today is just a plain street in not-great shape. This would rebuild the street, add pedestrian and bike facilities and add a roundabout. The corridor includes three rail crossings and we would design the crossings to be safe for people walking and biking.

Alexander: We're moving pretty quickly and plan to seek council approval in September.

Lou Miranda: I'm comparing this mentally, on Upper Dowling, it sounds like there are bike lanes on either side of the street. The county redid 66th Street in Richfield and took the space to separate uses. I think it behooves the agencies involved to get the space needed. Nathan Koster: There is possibility that west of Lyndale could be separate depending on surveys. We will not be condemning or taking any property; it will not be on the table. As we look at the available space and are trying to prioritize a safe, comfortable environment within the space we have. Lou: There's space for car turn lanes, but there isn't enough space for biking. There are other ways to get space.

Dave Carlson: Is most of what you present today, are those fairly immune from controversy of redevelopment or will those likely have to change because of that. Nathan Koster: For those following this in the media, most of the concerns are around land use development and the venue. I don't want to speak more broadly for everyone involved or downplay one factor or another. There is still support for some elements. Dave Carlson: Where is the amphitheater? Alexander: South of the bend in the parkway, and the trail would be on the river side of the parkway and venue.

- **Updated member contact list**

5:52 – 5:57

- What information to share with the committee and how to share it
 - Judy Jones: I want to get a feel for what information people want shared.
 - Lou Miranda: Email is fine with me and if someone needs a phone number they can email for it.
 - Dave Gepner: More is better for me, as we can get to know each other a little better.
 - Hokan: I am OK with all the information.
 - Dave Carlson: I'm fine with email, for phone number I could go either way. Maybe you don't need the full home address, but maybe just the city for context.
 - Billy Binder: Address, email and phone would be good for me.
 - Judy Jones: I don't know about address, but certainly the city.





Hennepin County
Bicycle Advisory Committee

Jay Eidsness: I'm fine with email and phone.
Tammy McLemore: I am OK with all communications.
Gilbert Odonkor: Email, phone number and city would be good.
Kristel: I'm OK with all that, email, phone and city.

- **Member Announcements**

5:57 – 6:03

- Erin Daly: I have to resign from the BAC because I've accepted a job in Seattle and already have moved there. If you know anyone in District 3, let them know it will be open. It's been an honor serving with you. Thank you. Lots of members congratulated Erin and wished her luck.
- Gilbert Odonkor: About the changes in commissioners. What does that mean for those appointed by the previous commissioner? Jordan: The way it has worked is, they're three-year terms. If a commissioner really wanted to they could appoint someone else but I've never seen that. They just let them serve out their terms and then of course you can re-apply for appointment. You are more than welcome to reach out to new commissioners – or commissioners who aren't new – and introducing yourself and what you're about. Tammy McLemore: The commissioner used to be mayor of Brooklyn Park. Maybe we can send a joint letter introducing ourselves.
- Billy Binder: I've been talking to McKenzie about getting us in touch with an engineer at MnDOT about the original proposal to connect the bikeway at the 35W bridge over the Minnesota River without going down to the boat launch and why it wasn't done. Hopefully we can find a way to connect that without having to go all the way down to the water level and all the way back up. I haven't heard back yet but I will let you know when I do.

Next meeting:

Monday, February 22, 2021 (fourth week due to Presidents Day)

4 – 6 p.m.

Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, February 22, 2021

TIME: 4:00 – 6:00 PM

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- Vacant, Dist. 6
- ✓ Greg Anderson, Dist. 7

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
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- ✓ Lou Dzierzak, Dist. 5
- ✓ Lou Miranda, Dist. 6
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Emily Kettell, HC Public Works

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Dave Gepner, former BAC member
- ✓ Ron Uglow, former BAC member
- ✓ Arman, Rajaeian, Metro Transit
- ✓ Forrest Hardy, City of Minneapolis

Excused Absence:

None

- **Approval of the January 2021 minutes** **4:00 – 4:05**
The January 2021 minutes were unanimously approved.

- **Welcome new members** **4:05 – 4:15**
Welcome new members Lou Dzierzak (District 5) and Lee Newman (District 7)! Each BAC member introduced themselves to the committee.
Thank you to outgoing committee members Dave Gepner and Ron Uglow for all of your work on the Hennepin County Bicycle Advisory Committee!

- **Lowry Ave NE Reconstruction Project** **4:15 – 5:00**
 - Kelly Agosto, Hennepin County - Introduction of project scope, process and timeline





Hennepin County Bicycle Advisory Committee

Kelly provided an update about the reconstruction plans for Lowry Ave NE. This presentation focuses on the segment between Washington St NE to Johnson St NE. Lowry Ave NE is currently a four-lane undivided roadway.

- This project will include upgrades to traffic signals, pavement, curb and gutter, and storm sewer infrastructure.
- Improvements will include sidewalk improvements, streetscape, upgraded ADA accommodations, and streetscaping.
- A study was completed in 2015 (for the entire corridor from Marshall St NE to Johnson St NE). As part of this study, there was extensive public engagement and the study was eventually adopted by the Minneapolis City Council and Hennepin County Board of Commissioners.
- The 2015 study recommendations differ east and west of Central Avenue. The 2015 study recommended that the segment east of Central Avenue include a dedicated bike facility. A three-lane roadway with boulevard space and a wider sidewalk space was recommended west of Central Avenue (no bike facility).
- The project was awarded funding in 2018 through Regional Solicitation (federal funds). Preliminary design work has begun and will finish later in 2021. Construction is scheduled for 2023 and 2024.
- Additional community engagement will begin soon. Currently, engagement efforts include coordination with Our Streets Minneapolis and neighborhood association meetings along the corridor.
- Dave Carlson noted that he was in favor of the design east of Central Ave. He asked about the lane widths for the corridor west of Central Avenue. Can bike facilities be added here? Kelly noted that the lane widths will likely be 11 ft, but this will be determined later in the design phase.
- Judy reiterated the need for a dedicated bike facility west of Central Avenue. She asked how much space will be allocated to the boulevard space. Kelly noted that the available right-of-way is narrow and it will be difficult to fit a bike facility, wider sidewalks and boulevard space. These recommendations stem from the 2015 study.
- Kelly noted that there is a parallel bike facility on 22nd St NE. Originally, when the study was released, there was a discussion of another parallel route on 27th St NE as well.
- Billy asked how a bike lane could be accommodated into the design. He also asked about the right-of-way width. He noted that it is essential to have a dedicated bike facility along the entire corridor in order to connect the county's bike network. Kelly noted that the right-of-way is about 60 ft. Kelly noted that the team is reviewing different layout options, and can share updates at a future meeting.
- Hokan commented that under the current configuration, pedestrians are in need of additional space. He noted his involvement in the study and that it was discussed to prioritize pedestrians and snow storage along the route.
- Dave Carlson asked if the right-of-way is the same width east and west of Central Avenue. He also asked if the area west of Central Ave is in need of a center turn lane. Without the center turn lanes, bike lanes could be incorporated. Kelly noted that this initial recommendation stems from the 2015 study. As the consultant updates the traffic modeling and analysis, the project team can review the need for a center turn lane.
- Tammy asked if the upcoming community engagement will include additional neighborhood associations? Kelly noted that additional neighborhood associations will be included.
- Lee asked where parallel routes are located. Kelly noted that 22nd is a couple of blocks from Lowry Ave. Lee asked if that distance warrants a bike lane on Lowry Ave.





Hennepin County
Bicycle Advisory Committee

- Billy noted that a bike facility could be accommodated if the sidewalk were 7 ft and there were to be a 6 ft bike lane behind the curb along with three travel lanes.
- Greg asked about snow maintenance and if snow could be hauled away in lieu of boulevard space. Kelly was unsure at this time and noted that the project team will review the question.
- Lee asked if there were other local examples with limited right-of-way. Jordan noted that 46th Street in south Minneapolis or Minnehaha Ave are similar examples; however, these examples are 4-lane to 3-lane restriping projects rather than reconstruction projects. Kelly noted that the Lowry Ave project team will coordinate with the city's Johnson St NE reconstruction project.
- Dave Carlson noted that it is important for the corridor to be consistent for people biking.
- Lou Miranda noted that it would be good to understand how this project fits into the larger county bike network.

- **BAC charter update recap**

5:00 – 5:15

Jordan provided an update about the BAC charter. The revised document updates the guiding principles to incorporate walking and rolling. The committee will also be renamed to the Active Transportation Committee to reflect the new guiding principles. Additionally, the revised charter outlines the change to add two voting members within each district.

If there are additional edits from BAC members, send comments to Jordan ASAP. Jordan will update the group as more information is available.

- **Member Announcements**

5:15 – 5:20 Judy

and the group thanked Dave Gepner for all of his work with the Hennepin County BAC and larger advocacy work around biking in Richfield. We appreciate his work with the BAC since the group's beginning, including his longstanding position as chair of the BAC!

Billy provided an update about the MnDOT proposal to connect the bikeway across the Minnesota River bridge.

Next meeting:

Monday, March 15th 2021
4 – 6pm,
Microsoft Teams Meeting





Meeting Minutes

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- ✓ Josh Potter, HC Public Works
- ✓ Nariman Vanaki, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ John Hagen, Maple Grove
- ✓ Arman Rajaeian, Metro Transit
- ✓ Risa, Guest
- ✓ Alex Burns, Guest
- ✓ Kristy Janigo, HC Policy Aide for Commissioner Anderson

- **Approval of the February 2021 minutes** **4:00 – 4:05**
The February 2021 minutes were unanimously approved.

- **Welcome new members** **4:05 – 4:15**
Welcome to our two new members Sarah Maaske (District 3) and Bob Byers (District 6)!

- **Highway 610 Extension Project** **4:15 – 5:00**
 - Josh Potter, Hennepin County and John Hagen, City of Maple Grove - Introduction of project scope, process, timeline and multimodal elements

 - This project is located in the City of Maple Grove and will connect County Road 30, I-94 and Highway 610. John Hagen shared that funding for this project was secured via the Metropolitan Council's Regional Solicitation in 2018 (federal funding) and through state bonding in 2020. The total project cost is about \$53 million.





Hennepin County
Bicycle Advisory Committee

- This project will include a trail connection over I-94, including 10 ft trails along the project corridor. The multi-use trail is expected to be built on the south side of the bridge over I-94 before connecting with local bike routes at the Minnesota Health Village.
- A new intersection will be created where the 610 extension and County Road 30 meet. Currently, a traffic signal is planned, but a roundabout may be considered.
- Construction is tentatively scheduled for 2022.
- Judy asked if the trail will be added on both sides of the 610 extension. John answered that between Lawndale and County Road 30, the trail will be constructed on both sides. He also noted that the trail would transition to the south side to the east of these intersections. The city and county are evaluating future trail connections on both sides of the extension, including a future underpass. Judy asked if the new intersection will include bike-specific signals. John noted that there will be pedestrian signals and ADA compliant ramps at intersections. Judy also asked if the pedestrian phasing will be prioritized. John noted that the city is working toward that goal.
- Bob asked about the current speed as cars exit Hwy 610 and if the project team has started evaluating design cues for traffic calming. Josh noted that the team has discussed design speed given the local context.
- Lee Newman asked how the exit ramp will impact the trail. John noted that traveling from I-94 to eastbound 610 will not be a movement accommodated through the proposed improvements nor within the scope of this project; therefore, there will not be an impact to the multi-use trail at the exit ramp this time.
- Dave Carlson noted that there are currently 8 ft shoulders on Lawndale Lane and appreciated the proposed 10 ft trails. He recommends 10 ft trails on Lawndale Ave to accommodate future demand for people biking.
- Josh noted that it would be helpful to have a resolution from the BAC to formalize the group's comments. Josh noted that the resolution can be finalized at a later date and noted that the project is heading to 30% design. Jordan stated that the group will revisit this project at the April meeting in order to discuss the resolution in more detail.
- John will share his presentation with Jordan to distribute the materials to committee members.

- **Lyndale Avenue median project**

5:00 – 5:45

- Nariman Vanaki and Jason Staebell, Hennepin County – Project overview and concept review
- This project is located along Lyndale Ave S in Minneapolis at 25th and 27th avenues.
- In 2020, temporary delineators were installed to restrict left turn and through movements and to create temporary bumpouts to improve visibility along the corridor.
- Jason shared the interim safety improvements that Hennepin County plans to install later this year in order to replace the delineators that were installed last year. These improvements may include a raised concrete median, Rectangular Rapid Flashing Beacon (RRFB), intersection street lighting, and pedestrian ramps.
- At 25th St, the county is proposing a 12 ft wide median to prohibit left turn movements. There will still be a cut through for people walking across the median, RRFBs, marked crosswalks, and advanced stop bars. These proposed improvements can be implemented rather quickly and would not preclude future improvements along Lyndale Avenue.





Hennepin County
Bicycle Advisory Committee

- The improvements at 27th mirror those at 25th Street.
- Nariman shared that Lyndale Avenue is currently listed as a provisional project in the 2021 Transportation Capital Improvement Program (CIP) as the county works toward a fully funded improvement. In order to make additional safety improvements and changes, a full reconstruct is the most suitable option.
- Additionally, the county is currently evaluating the feasibility to implement a pilot project to convert the roadway from four lanes to three lanes ahead of a full reconstruct.
- Judy asked if the raised median will prohibit emergency vehicles. Jason has been working with Minneapolis Fire Department to develop a design that would allow flexibility for emergency vehicles.
- Alex Burns noted the urgency of making safety improvements along Lyndale Ave. He noted that the temporary fixes have not been successful because vehicles are still able to move around the delineators. He asked if the county has studied the speeds along Lyndale Avenue. He believes that vehicles do not go slower than 30 mph. He is concerned that with the interim improvements, there will be safety hazards between the speeding vehicles and people crossing at the proposed medians. He also asked about the timing for a pilot project. Nariman noted that the county understands that speed is the issue. Nariman noted that the best way to fix the roadway completely is to reconstruct it. In the meantime, the county hopes that the interim improvements will begin to address the safety concerns. In regard to the pilot three-lane conversion, the analysis is underway but no specific timing has been identified, though it likely would not be 2021 (2022 would likely be the earliest timeframe for the pilot). Alex reiterated his concerns about people crossing at the proposed median next to speeding vehicles.
- Risa asked if the county could share the cost and staff time needed to implement the proposed interim upgrades versus the three-lane pilot. Nariman noted that the interim improvements and pilot lane conversion are not exclusive of the other.
- Bob agreed that the incremental improvements will remove some of the cross-traffic conflicts that exist today. He noted that he is in favor of piloting improvements along Lyndale Ave.
- Lou asked if by removing cross traffic and conflicts, the interim improvements will actually make Lyndale Ave easier for people driving to speed. Jason acknowledged the statement but noted the median will help remove conflict points. Lou also noted his concern with RRFBs, particularly because this design does not remove the multiple threat crash scenario. Jason noted that the RRFBs will be placed in the median and quadrants to highlight the crossing. He noted that the stop bar will be placed further back so that vehicles will stop in advance of the crossing.
- Alex Burns asked why a four-three lane study was not launched in 2019. Nariman noted that the county has been working toward these different projects (temporary improvements, interim improvements, pilot project and reconstruction).
- Jay asked about the yellow striping shown on either side of the median in the exhibits that Jason presented. Jason noted that the plan is to not include delineators and that yellow striping would taper to the median north and south of it. Jay reiterated the importance of making safety improvements along Lyndale.
- Risa asked why changes along Lyndale were not addressed sooner. Specifically, she's wondering why the lane conversion pilot can't occur this year. Nariman noted that the interim improvements and potential four-to-three lane pilot will complement each other, but it is necessary to complete an analysis ensure the proposed improvements are feasible and will improve safety.





Hennepin County
Bicycle Advisory Committee

- Lou Dzierzak asked if there's been any studies about the impact of the buses at 25th and 27th. He asked if the bus stop and median combination could cause additional safety issues. Arman will follow-up about frequency of the buses at this location. The predominant route at this location is route 4, scheduled for every 30 minutes. He noted that Metro Transit preferred the near side stops in their discussion with the county. He added that the advanced stop bars could mitigate conflicts at the crosswalks.
- Lou Miranda asked about the design speed (30 mph). Jason added that the design speed/posted speed for Lyndale is 30 mph. Lou asked if the primary goal was to reduce car crashes or improve pedestrian safety. Jason noted that the primary goal of the project is related pedestrian safety.
- Alex asked if the county would consider striping across 25th and 27th and also if the county is reviewing Lyndale and 29th near the Greenway. Jason noted that he will follow-up with the city regarding striping on 25th and 27th since those two streets are not within the county's jurisdiction. Nariman noted that based on the input from the community, the county chose to focus on 25th and 27th at this time.
- Nariman noted that these interim improvements are within 30-60% design. Jordan added that a resolution can be discussed at a future meeting.

- **Member Announcements**

5:45 – 5:50

- Upcoming webinar for MUTCD updates: <https://mutcd.fhwa.dot.gov/>
 - The webinars will also be recorded on the same site.
 - A representative from MnDOT will also provide an update at the April meeting.
- Dave Carlson shared an update about the trails in St.Louis Park in relation to the Southwest Light Rail. He noted that the bike trail opening is delayed and asked if members from the Southwest Light Rail project team can provide an update to the group. Jordan will follow-up with the project team to provide an update at a future meeting.
- Tammy and Gilbert virtually met with Commissioner Lunde last week.

Next meeting:

Monday, April 19th 2021
4 – 6pm,
Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, April 19th 2021

TIME: 4:00 – 6:00 PM

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- Judy Jones, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Greg Anderson, Dist. 7

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
- Billy Binder, Dist. 2
- ✓ Sara Maaske, Dist. 3
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Lou Miranda, Dist. 6 Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Eric Bauer, U of M

Guests:

- ✓ Colin Harris, Alta Planning
- ✓ Matthew Dyrdaahl, City of Minneapolis
- ✓ Cody Christianson, Bolton & Menk
- ✓ Josh Potter, HC Public Works
- ✓ Olagoke Afolabi, HC
- ✓ Hannah Pritchard, MnDOT
- ✓ Scott McBride, Bolton & Menk

- **Approval of the March 2021 minutes** **4:00 – 4:10**
The March 2021 minutes were unanimously approved.

- **Highway 610 and Lyndale Ave Medians** **4:10 – 4:30**
 - Recap from March meeting with discussion of resolutions for each of these projects
 - Greg Anderson read Hwy 610 Extension resolution
 - Dave proposed to add language to add paved shoulder to improve safety for bicyclists in the interim, and eventually to add a 10' trail connection under the Highway 610 bridge
 - Discussion whether to add wording including signage regarding wayfinding
 - Hokan made a motion to approve
 - Tammy seconded the motion
 - Motion approved for Hwy 610 resolution
 - Dave read the Lyndale Ave Median resolution to extend median
 - Dave made a motion to approve
 - Bob seconded the motion
 - Discussion regarding whether 25 mph speed limit is permissible
 - Possibly request BAR to allow county to lower speed limit on county roads





Hennepin County
Bicycle Advisory Committee

- Motion approved for Lyndale Ave median extension

- **MUTCD 2021 document updates**

4:30 – 5:00

- Hannah Pritchard, MnDOT – what is new for 2021 document update concerning walking and biking
- Hannah provided overview MUTCD, Manual on Uniform Traffic Control Devices, update and highlighted sections that pertain to bicycling and pedestrian activity. Topics included signals and signage, safe routes to schools, and pavement markings.
- Hannah encouraged BAC review and provide comments as a group on the MUTCD update – deadline May 14th
- Hannah will share her PowerPoint with the group
- Jordan shared upcoming USDOT webinar regarding MUTCD on April, 22
- Hannah explained that following the passage of the MUTCD, the state then has approximately two years to update their manual

- **42nd Street Pedestrian Safety Improvements**

5:00 – 5:25

- Olagoke Afolabi, Hennepin County – Highway Safety Improvement Project (HSIP) overview and concept review
- The projects were anticipated for 2022, however construction is now slated for 2023 to coordinate with Metro Transit B Line project
- Alternatives are scheduled to be completed in June 2021, then Design will occur from June to March 2022
- Olagoke walked through the layouts that were refined through public engagements: CSAH 3 & CSAH 152, CSAH 42 & CSAH 152, CSAH 42 & 21st Ave and CSAH 42 & 26th Ave, CSAH 42 & Nokomis Ave
- CSAH 3 & CSAH 152 intersection, existing bump outs on most of the legs of the intersection, will be adding a bump out in the southwest corner of the intersection. APS and ped ramps updates/additions are included.
- Bike bend out added at CSAH 42 & CSAH 152 intersection. In addition, left turns are proposed to all legs, due to no existing left turn lanes. APS and ped ramps updates/additions are included.
- 21st and 26th Ave intersections were both identified in the Safe Routes to School Plan. Proposing closed median with RiRO at 21st & 26th intersections
- The CSAH 42 and Nokomis intersection is similar to the 21st and 26th intersection. The intersection is close to the Roosevelt school. Median remain open at Nokomis
- Discussion regarding bike bend out at CSAH 42 and CSAH 152
 - Possible improvements may include: Shortens crossing distance, Improves visibility for bicyclists and pedestrians, Slows vehicle turning movements, Mitigates bike/vehicle conflict
 - Dave indicated that the design may decrease bicyclist's visibility, increase conflict between ped and bicyclists, consider extend pavement markings through intersection
 - Tammy inquired whether plastic bollards were considered during engagement
 - Lou inquired whether the taper entering the bend out would result in issues for cyclists, Olagoke explained that the taper is there for ADA compliance as well as drainage





- **Hennepin and 1st Ave NE Bikeway Project** **5:25 – 5:55**
 - Josh Potter, Hennepin County – Project update with concept review and discussion of bikeway facility type
 - Josh, Scott, Cody and Colin provided an overview of the Hennepin & 1st Ave NE project (construction set for 2023), discussion of one-way vs. two-way bikeway alternatives for the project
 - If two-way alternative is selected, bikeway would only be constructed on Hennepin Ave, 1st Ave would remain a gap in the network
 - Next steps include open houses, neighborhood meetings, additional feedback from BAC (May-July)
 - BAC supports one-way alternative
 - Sara inquired whether the engagement included bicyclists who frequently cycle in the area. Scott explained that engagement has been predominately been virtual, accommodating residents within the surrounding project area, youths and senior citizens. There is also a virtual walking/biking/driving tour on the project website
 - There was additional discussion regarding virtual engagement compared to in-person engagement. The BAC would support outdoor in-person engagement surrounding the project area

- **Member Announcements** **5:55 – 6:00**
 - No member announcements

Lou moved to adjourn
Tammy seconded
Meeting adjourned at 6 pm

Next meeting:

Monday, May 17th 2021
4 – 6pm,
Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, May 17th 2021

TIME: 4:00 – 6:00 PM

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Greg Anderson, Dist. 7

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
- Billy Binder, Dist. 2
- ✓ Sara Maaske, Dist. 3
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Lou Miranda, Dist. 6
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Eric Bauer, U of M
- ✓ Danny McCullough, Three Rivers Park District

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Olagoke Afolabi, HC
- ✓ April Crockett, MnDOT
- ✓ Christian Hoberg, MnDOT
- ✓ Mackenzie Turner Bargaen, MnDOT
- ✓ Steve Weser, Alliant Engineering

- **Approval of the April 2021 minutes**

4:00 – 4:05

Lee Newman made a motion to approve the minutes; Sara seconded the motion. The April 2021 minutes were unanimously approved.

- **Highway 252/ I-94 corridor study**

4:05 – 4:40

- Jason Staebell introduced Hwy 252/I-94 corridor study. The study was initially led by Hennepin County and is now to be led by MnDOT. Christian Hoberg of MnDOT provided an update of the project.
- The project was initially slated as an Environmental Assessment (EA), now the project is an Environmental Impact Statement, (EIS). This is a multi-year project where the Purpose and Need has been drafted and is currently available for comments. The project Scoping Decision Document is currently being drafted
 - Purpose “...to improve the safe and reliable movement of people and goods across multiple modes on and across Highway 252 and I-94...”
- Hwy 252 multimodal related improvements include local street crossings with 10 ft minimum shared use path on both sides as well as ped & bike bridges on intersection on Hwy 252 that do not have a grade separated crossing.





Hennepin County
Bicycle Advisory Committee

- In addition, there is an identified need to fill the West Mississippi River Regional Trail bike gap along Willow St between Hwy 694 to 66th Ave
 - I-94 multimodal related improvements include new ped & bike bridge at 34th Ave (14th ft) and to improve pedestrian walkways and separated bikeways at Dowling Ave.
 - Bob discussed that local partnership buy-in is critical to the success of these larger projects
 - Dave mentioned to continuing the Mississippi River trail is important, good crossing connections are key. In addition, paved shoulders/narrow bikeway on the roadway could be considered in addition to accommodate people who feel comfortable biking in the roadway
 - Danny mentioned that Three Rivers Park District is participating in this process and has identified the Willow St gap within the Mississippi River Regional Trail previously. Three Rivers is a partner in this process and will work with MnDOT to fill the gap within this project.
 - Lee Newman asked for clarification if the project will include a bikeway, Christian clarified that at point these are recommendations from the Purpose and Need.
 - Gilbert inquired about the EIS, specifically what sort of community engagement will occur. Christian explained that to date, public engagement has been virtual. The project team has started the engagement process, including faith-based entities. Jason encouraged Gilbert to follow up with him or Chris with specific agencies for engagement
-
- **University and Fourth roadway improvements project** **4:40 – 5:20**
 - Kelly introduced the project with Steve, and walked through the details of the project, including design decisions and bikeway concepts. The Project focusing on a partial reconstruction of University and 4th between 35-W and Oak St. Currently the project team is reviewing alternatives for a two-way bike option on University, one-way bike option on both University and 4th, as well as considering lane-reduction on parts of the corridor. To date, there are two alternatives to consider that will ultimately go to greater public engagement
 - Layout A would include a 2-way separated bikeway on University between 10th Ave to Oak Street. There would be a one-way buffered bike lane on 4th St. Proposed conditions include a raised curb on University in between bikeway and roadway, 4th St would utilize delineators. Project includes bike signal phasing, similar to Jackson St in Saint Paul, including no right turns on red lights and 4-second LPI, FYA following for left turning movements.
 - Layout B would include one-way bike facilities on both University and 4th St. The one-way, buffered bikeway with raised curb with partial construction focusing on one side of both roadways.
 - There was some discussion that raised curb would limit passing movements and that the project may include protected intersections, not available at all intersections
 - Next steps for the project will include presenting the two layouts at a virtual open house in June and additional stakeholder outreach to select preferred layout before August 2021
 - There was some discussion regarding the two alternatives. The following represents feedback:
 - Judy was opposed to the two-way alternative; it can be confusing for cyclists. Also mentioned that cyclists in the area use sidewalk as well, has there been any review of this in the area? Steve mentioned that enhanced bikeways may allow cyclists to feel safer and shift away from sidewalk riders





Hennepin County
Bicycle Advisory Committee

- Lee agreed that two-way bikeway on one-way bikeway is not user friendly. Inquired about planned 10' bikeway and if there has been any stakeholder input from other universities around the country
 - Jay agreed about two-way bikeway on one-way bikeway is not user friendly, use at intersections is particularly confusing
 - Sara asked if in-person engagement (outdoor, along the corridor) would occur soon and encouraged to explore it safely
 - Kristel supported accommodating and preserving tree blvds and greenspace along the corridor
 - Bob is supportive of looking at national examples of two-way bikeways on one-way roadways. Discussed how the University is different than most corridors in the Twin Cities, and likely has the highest bike volumes in the metro. Bob said there could be benefits/feasibility to a 2-way bikeway on a one-way roadway
 - Dave also stated that a 2-way may be confusing on 1-way
 - Lou M discussed that bicyclists do not ride like vehicles, they're more likely pedestrians. And is therefore more supportive of 2-way on University.
 - Lou further inquired where there are VMT reduction efforts, Kelly said that would be included with modelling efforts
 - There was some discussion regarding why there was variation in the roadway lanes. Steve explained that variation is due to the need for reaction width to curb for left lane and transit accommodations for the right lane
 - The group determined that the BAC should form a consensus on layout. Kelly requested that the BAC provide feedback by mid-June. There was an informal, split vote among the group. Jordan recommended the BAC reaching out to District 4 commissioners to get additional feedback before the next BAC meeting. Jordan will include this on the agenda to finalize the choice at the next meeting
 - Sara requested a walk-through of the project area. Jordan will work on scheduling a field visit to the University and 4th corridor.
- **I-494: Airport to Highway 169 project** **5:20 – 5:55**
 - Josh Potter provided an overview of the project. Josh explained that the project will include adding MnPass lanes, improvements between Hwy 100 and 12th Ave (2023-2025). Josh described the multimodal impacts to I-494 and county and local road interchanges, including France Ave, Penn Ave, Lyndale Ave, Nicollet, Portland Ave, Chicago Ave and 12th Ave
 - Bob inquired whether local cities of Bloomington and Richfield are able to also participate to complete the bikeway network. Bob asked whether the county has any availability in providing funds to cities for non-county roadways to complete the bikeway network. Jordan explained that the county is currently moving away from providing these types of funds
 - Dave proposed wider frontage roads throughout, advised at least 10' trail on south side
 - Danny inquired about the separated trail on 12th Ave. Josh explained that a barrier has been proposed in between the trail and bike lane. Judy asked whether the trail would be moved to the west. To date, there has been no discussion of this, however, there has been discussion of adding bike lanes to both sides of the roadway
- **Member Announcements** **5:55 – 6:00**





Hennepin County
Bicycle Advisory Committee

- Jordan will be looking into sharing future communications on a website instead of via email in the future.
 - Dave asked whether a Met Council staffer could attend a BAC meeting to discuss the SWLRT trail. Jordan has staff tentatively scheduled to attend the June meeting
 - Dave further requested that Jordan resend the meeting materials the day of the meeting to make it easier to join the call the day of the meeting
- Lee Newman made a motion to adjourn the meeting, seconded by Tammy.

Next meeting:

Monday, June 21st 2021

4 – 6pm,

Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, June 21, 2021

TIME: 4 – 6 p.m.

LOCATION: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Greg Anderson, Dist. 7

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Sara Maaske, Dist. 3
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Lou Miranda, Dist. 6
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Eric Bauer, U of M

Guests:

- ✓ Elissa Schufman, Minneapolis BAC
- ✓ David Davies, Metro Transit
- ✓ Jason Staebell, HC Public Works
- ✓ Derek Sunstrom, HC Public Works
- ✓ Sandy Cullen, U of M
- ✓ Matt Christensen, TKDA
- ✓ Mackenzie Turner Bargen, MnDOT
- ✓ Denetrick Powers, NEOO Partners

- **Approval of the May 2021 minutes** **4:01 – 4:05**
Lee Newman made a motion to approve the minutes; Sara Maaske seconded the motion. The May 2021 minutes were unanimously approved.

- **University and Fourth roadway improvements project resolution discussion** **4:05 – 4:20**
 - Hokan gave an overview of a resolution supporting one-way bike lanes over two-way bike lanes because one-way bike lanes tend to be safer. For example, the author of “Copenhagenize” book, Mikael Colville-Andersen, writes that in Denmark the on-street two-way facility was removed from standard practice more than two decades ago. In part because roadway users do not expect traffic to come from the “wrong” way. NACTO suggests a two-way bikeway may work on a roadway with few conflicts, but University has several conflicts.
 - Jordan summarized the previous month’s discussion, where several members generally supported two-way while others supported one-way.
 - Billy Binder: I strongly favor the two-way bike lane. It has the highest bike volumes in the city, county, probably the whole state. It’s estimated between 1,000 bikes and 1,500 bikes per day. There is a lot of wrong-way riding, about 50 per day, on University and most of the destinations





Hennepin County
Bicycle Advisory Committee

are on the south side of University. We should accept that people are going to bike the wrong way and engineer that in. This is historically a street where we've done innovative things.

- Dave Carlson: Generally I oppose two-way bike facilities because of driveway crossings and street crossings and people not expecting the contraflow. It's dark at 4 p.m. in winter and people would be riding just a few feet from cars right into their headlights. However, there are a lot of dorms and students and people already are using it as a two-way. If we went two-way and kept it one-way on Fourth? Would that be feasible? Maybe a two-way up to 10th and then a one-way on University? The conflict seems to be between 10th and 15th.
- Lee Newman: At the last meeting I suggested the possibility of researching that other Big Ten schools, maybe Madison, Ann Arbor, Iowa City, Columbus – all these campuses have at least the same student populations. Has anyone looked at how these schools handle their traffic? Jordan: I think the project team did, but that's a good idea and we'll look into it more.
- Lou Miranda: Generally I'm against two-way bike lanes. But, if you look at Copenhagen, they don't have the three-lane one-way streets like the U.S. does. There is a need for people to go both directions without having to go a block away and then back. I think it's a special case with the three-lane street and enormous destination in the U. I think a two-way makes sense here.
- Billy Binder: I agree with Dave Carlson's idea, maybe ending the two-way at 10th.
- Dave Carlson: Could we get additional right of way for a trail? What might be the additional cost? Jordan: The two-way bike lane proposal would move the curb to get about 10 feet. If it stays as a one-way, the curb would not move.
- Bob Byers: Four or five years ago this was looked at all the trade-offs in depth. It doesn't necessarily come down to one answer. It might be helpful to track down the analysis from back then to weigh those trade-offs. Jordan: That's a good point, we'll look for that.
- BAC members were polled on whether they supported moving forward with the one-way resolution or whether they would need more discussion (three favored moving forward with one-way; five favored more discussion). Discussion will continue at the end of the meeting if time allows or at the next meeting.
- The county's project page is at <https://www.hennepin.us/universityandfourth>.

- **Minneapolis Bicycle Advisory Committee coordination**

4:20 – 4:30

- Elissa Schufman, Minneapolis BAC chair: I just wanted to say hello and open lines of communication between our committees. We're also currently reviewing University and Fourth, for example. The Minneapolis BAC has been around in its current form for about 10 years, and in other forms long before that. We push the city to adopt visionary policy. Now we're wrestling with how we change Minneapolis Public Works culture to align with these visionary policies. We're pushing the city to have more systems-wide thinking rather than focusing on individual projects.
- Judy Jones: I wanted to have a chat about some of the similarities and differences between our groups. We're adding walking to our mission and am curious about how you handle that. Elissa: We also have a pedestrian advisory committee, and we let them be the pedestrian experts but we do try to think about pedestrians, too.
- Billy Binder: What did the Minneapolis BAC do with University and Fourth? Elissa: We haven't taken action on the most recent presentation yet. Broadly speaking we're in favor of designing





Hennepin County
Bicycle Advisory Committee

for things that are going to happen anyway. So broadly speaking we generally would support two-way. We have subcommittees, including engineering and infrastructure, which has reviewed it.

- Jordan Kocak: Just like the Hennepin County BAC, Minneapolis BAC meetings are open to the public. The one on Wednesday might be a good one to attend if you're interested in following their Hennepin and Fourth discussion. Where can people find a link? Elissa: <https://lms.minneapolismn.gov/Boards/bac> and our meetings are recorded and posted on YouTube after a slight lag. Folks also can email me at schufman@gmail.com

- **Southwest LRT project update**

4:30 – 5:00

- David Davies: Earlier this year I reported that we have encountered some challenges. It's quite unlikely we'll meet our goal of opening in 2023. The two main reasons among others are focused in Minneapolis, with the tunnel and excavation with the Cedar Isles condos, and inclusion of a corridor protection barrier in Bryn Mawr going into downtown. They are focused impacts but they have broader impacts for the contractor as they rephase their construction across the entire 14.5-mile corridor. We don't yet have updated schedule information as we're working it out with the contractor. There will be some cost changes, too, and more to come. We hope to have a more clear schedule later this year.
- Gilbert Odonkor: There is a part of the community interested just in the trail opening, when that might be done. Could we get just a schedule for that? David Davies: We still plan to open the whole thing at once. I'm not aware of any plan to open in phases. When I'm talking schedule I mean overall construction schedule. In 2019, we said Cedar Lake was supposed to open in 2021 and Kenilworth in 2022. We're not on target to meet those goals. Around the tunnel, to get Kenilworth back in operation, we're pouring massive amounts of concrete, basically what anchors the tunnel down. We're pouring 1,000 cubic yards at a go for each of 31 cells and it takes four weeks between those cells. So that's one example of what it's taking. For Cedar Lake Trail, we're not on target for 2021. There are a couple of elements Dave Carlson brought up in his letter that we discussed with Three Rivers Park District. It's still early to give estimates of segments might be open in 2021, but we're hoping to open Wooddale to Beltline and around Hopkins Depot west to 11th. Work is progressing there to a point we think we'll be able to safely open the trails without construction activity continually interrupting it. Caveat on Wooddale to Beltline: The trail bridge will not be ready to use if it opens this year, nor would the underpass, so the trail operations would be at grade and coordinated within the construction site. Dave also mentioned Wooddale to Louisiana. It's still very tight here with other work going on, even though the trail looks like it's in an advanced stage. We hear loud and clear everyone wants these trails open as soon as possible, but we have to do it safely. As for reopening followed by intermittent closures, we feel like it would be frustrating and unsafe if people are expecting a trip only to find a detour.
- Lee Newman: In the original SWLRT corridor design, I presume that the 31 cells in the tunnel and X among of concrete poured and how long that would take, those dates were known very early on. There was a timeline made based on known construction elements. What changed to delay that? David Davies: There was a lot of work from the design team estimating timeline based on strategies they thought the contractor would take. It's a means and methods based contract. In some places we've prescribed certain things, but in most places they can use what means and methods they seem best. You might have seen in recent articles issues with soil settlement that





have made us reexamine how it is being constructed. We had to pause before it became potentially unsafe knowing we were approaching a sensitive area at the Cedar Isles condos, and that had to be reworked. We also have to take an additional step before we excavate that includes grouting where steel sheets come together to ensure no soil is going through those sheets. That was somewhat unforeseen circumstance that out of an abundance of caution we are addressing. Lee: I understand, but I'm also frustrated. I would submit that in the early planning stages, the time estimates should have been left open until the contractor was consulted. It seems these time estimates were put together without reliable information or with information that was certainly subject to change. If there are unknowns that cannot be known, the timeline for opening the trails should have been moved out, say five years. And in a best-case scenario we're open it in three years or whatever and it's a surprise in a good way.

- Dave Carlson: Thank you David for your detailed presentation and explanations. I am glad to hear that you are seriously considering opening up the two sections of trail you mentioned, this will be very important. I do wish there could be that final link between Beltline and France... any possibility of an at grade connection from Beltline if the bridge overpass cannot be used? David Davies: I wish we could. The tunnel area — this is not necessarily due to the work to the east being such a hot area — but the traffic between Beltline and France, we haven't seen a peak in construction traffic yet. We're going to rely on Beltline even more. In order to have that much traffic moving east, it's just not possible to integrate trail traffic in a way that would safely accommodate both uses. As we move to advance stages of tunnel construction, when there's less need to put dozens of trucks on the road at a time, we could consider that, but we need to maintain a safe condition.

- **Vernon Avenue bridge replacement**

5:00 – 5:30

- Jason Staebell: Matt Christensen, our consulting project manager, also is here to answer any technical questions. The Vernon Avenue project is primarily a bridge replacement in Edina. The bridge was built in 1926 and it's time to replace it. We're looking at what should be put back to last another 100 years. We're also looking at the nearest intersections, with Interlachen, and at Highway 100. We're looking at a westbound left turn lane at Interlachen, redesigning the eastbound onramp to 100 to be more of a right turn rather than a big free right and we're looking at what we can do to enhance the pedestrian and bike experience. In the short term it will be more about pedestrians, since there's no bike facility over 100 and nothing to the west. But we want to be future-proof, so this project will allow for a future bikeway. The extra wide sidewalk (12 feet) on the north side can be converted to multiuse trail. The TH 100 bridge is from I think the 1960s and isn't due to be replaced any time soon and so will continue to be a barrier. More information is at <https://www.hennepin.us/vernon-avenue>.
- Hokan: What is the speed limit, can it be lower? Jason: I think it's 35 and it probably can't be reduced as part of this project.
- Judy Jones: Did you say there no bike facilities on Vernon? Jason: South of Eden Avenue there is, between Interlachen and 100 there is not. Judy: It dies out around the commercial area. Your focus is just on this bridge? Jason: Correct, plus a little bit of work on these intersections. We're able to beef up the sidewalks on each side. Judy: Can you add a bike lane? Jason: Based on the bike plan, it crosses Eden to get to 50th. Jordan: The preferred route in our plan doesn't go through here.





Hennepin County
Bicycle Advisory Committee

- Dave Carlson: I'd like to see a few feet for on-street bicyclists, but more importantly there are bike lanes on Interlachen and I would love to have bike lanes right to Vernon. Jason: Interlachen was reconstructed in the past few years, and the decision the city made was to put people biking on the trail on the southwest side. We're not doing a lot on Interlachen.
- Lou Miranda: The removal of the free right onto 100 is great. That was in the Grandview transportation plan. I was on the Edina Transportation Committee when that plan was approved. The wider sidewalks are good, you mentioned it later can be made a trail, what's the difference between the two? Jason: It's what it connects to. Without facilities on either side we're just calling it a sidewalk. If things get connected, it might look the same but get called a bikeway. Lou: The open house talked about separating bikes and peds; do the general lanes get widened? Jason: We're making them narrower than currently. Lou: I'm concerned about the turn lane onto Gus Young, you're taking a two-lane urban street and making it more like a highway where cars can travel faster. It seems contra to making it more bicycle and pedestrian friendly. Is that part of this? Jason: With the left turn lane, right now left-turners stop in the through lane and back up traffic. So the turn lane frees that up. We feel it's a necessary safety and traffic flow Lou: How is this helping to reduce vehicle miles traveled? Jason: The Climate Action Plan sets up that goal. Leadership and the staff level are working on how we get that goal. This project is out ahead of where our guidance is. I don't have an answer for you on how this specifically would do that. The number of through lanes is not changing. Lou: You said it's for traffic flow, which is getting more cars through here, which is contra to the goals. How many roads will you reconstruct between now and 2040? Jason: A fair amount. I know a few in Minneapolis probably going from a four lane to a three lane. I would say not a lot of projects are in the county hopper for expansion. Lou: Suburbs don't have a lot of commercial districts that people nearby walk and bike to; this is one of about a half dozen in the city. Traffic lanes going into this busy area, you'd think you'd do anything possible to reduce the number of cars and increase people walking and biking. I'm skeptical building a wide sidewalk is going to do it.

- **Hennepin County accessibility program**

5:30 – 5:55

- Dan Patterson gave a macro view of the transportation system and how it favors people who drive at the expense of people who don't. Derek Sunstrom then gave an example of accessibility infrastructure: We use truncated domes and ramps so sight-impaired and people with limited mobility can use sidewalks. We try to replace diagonal ramps with directional ramps and we also have intersections that lack ramps. It's not just important to have ramps at one side, we need it on both for people to cross county roads. We also install audible pedestrian signals, which are the ones that talk to you for sight-impaired people. Every traffic signal should have an audible cue, and you'll see more of these as we install them. They often are on separate stanchion and are much larger push buttons with Braille. We also try to remove obstructions, such as median noses in crosswalks or utility poles in sidewalks. Derek showed Street View examples of types of accessibility improvements.
- Sara Maaske: With diagonal ramps, aren't you essentially pointing people straight into traffic? Shouldn't the ramp point in the direction that the crossing is? Derek: Basically, yes. We try to replace them with directional ramps where we can, and it would be the last resort if we were building new.





Hennepin County
Bicycle Advisory Committee

- Sara Maaske: Are there cases where you would be improving ADA first? Derek: If we had more funding available, possibly, but we don't really have the funding. This would really be a shift in prioritization to fund projects to make it safer for people who walk, bike and roll.
- Dave Carlson: At 66th and 35W, there isn't much space in the northwest quadrant right near the push button (<https://goo.gl/maps/2KtHixZC3fRjQkXi7>). Judy: Last week a woman was pushing a baby carriage as I was riding past. Dave: If we want more people biking and walking we need to pay attention at intersections like this.

- **Midtown Greenway access improvement project** **5:55 – 6:00**
 - Denetrick Powers with NEOO Partners introduced the Midtown Greenway access project between Garfield and Harriet Avenue on the north side, next to Soo Line Garden: We kicked off engagement two weeks ago. We had a good turnout with a community meeting last week and a survey coming up. Second round of engagement will be in August and September to get feedback on designs, before a final round of engagement in December. The project will create ADA-compliant access in this portion of the Greenway. We've heard some early concerns about losing green space, pollinator garden, trees and garden space. We also have heard there is a need for ADA access and access to the LynLake business area. I wanted to introduce myself and the project, and once we have designs we'll be back to share those. The county has a project page at <https://www.hennepin.us/midtown-greenway-access>.
 - Dave Carlson: I'm a member of the Midtown Greenway Coalition and they sent out last week a drawing with a wall and long ramps going up; they're find with the ADA ramp but would like more gently sloping ramps and more gardening area. Denetrick Powers: Early in the project they had some drawings of what it could look like, but they aren't being considered now. There will be new designs based on feedback.

- **Member Announcements** **6:00**
 - Greg Anderson: Dave Gepner had a virtual going-away earlier, but 5 p.m. Thursday at the Luce Line Brewery next to the Luce Line Trail in Plymouth <https://lucelinebrewing.com>
 - Jordan Kocak: Last Tuesday the Public Works Committee advanced the charter change to become the Active Transportation Committee and update language to the full Board tomorrow. Thanks for everyone who helped get it to this point. A lot of the Board members were really supportive of the committee, especially the three new commissioners, have been pleased with the members and the committee has been doing.
 - Hokan: There's a League Cycling Instructor seminar scheduled for July 14, if you're interested. The announcement is at bikemn.org under education (<http://www.bikemn.org/education/courses/event/954>).
 - Jordan: I just wanted to revisit University and Fourth and whether people wanted to stick around for extended discussion or table it for next month.

- Judy Jones adjourned the meeting at 6:08 p.m.





- **Extra-meeting discussion on University and Fourth:**

- Dave Carlson: I suggested if it is going to be two-way, I was worried it would be shoe-horned in existing curb, but it looks like they can move the curb out to create more space for a two-way. I do know there are a lot of people who go the wrong way there. If it is a two-way between 10th and 15th... Jordan: East of 17th, the project team plans to go from three to two general lanes, so there's a lot more space to work with there. If there is a two-way, going all the way to Oak Street makes some sense, because Oak has a two-way bikeway that's part of a network around the campus.
- Lee Newman: I believe a lot of clarity could be brought to this issue by learning what other universities have done. We're not doing this in isolation.
- Billy Binder: I see the wisdom in keep it 10th to Oak. I'm strongly in favor of two-way. It's our chance to shine and accommodate thousands of people every day. It'd be great to see what other universities are doing, too.
- Dave Carlson: Years ago, I was in Madison and the bike network seemed mostly one way on road bike lanes and general right side traffic lanes for buses, right turns and bikes.
- Jordan: Hokan and Jay made the draft resolution; I wonder if anyone feels they can craft something that's more of a compromise or that better represents the views we heard today.
- Greg Carlson: I'm softening a little, but I have two main concerns. When I've experienced riding two-lanes, especially in urban settings... I was in Seattle and I didn't feel comfortable on one and I later learned there had been a fatality there. In general I'm not for them, and I share Dave's concern with night and facing right into headlights. And will this encourage bad behavior with people continuing westbound toward 35W.
- Dave Carlson: If the two-way ends at 10th, but they are now turning 10th into a two-way bike trail as well. I think it'd be easy to go up a block and get onto Fourth or even Fifth to the new bridge over 35W.

Next meeting:

Monday, July 19, 2021

4 to 6 p.m.

Microsoft Teams meeting



HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, July 19, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
Sara Maaske, Dist. 3
- ✓ Jay Eidsness, Dist. 4
Hokan, Dist. 4
- ✓ Judy Jones, Dist. 5
Lou Dzierzak, Dist. 5
- ✓ Bob Byers, Dist. 6
Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Eric Bauer, U of M

Guests:

- ✓ Jason Staebell, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Dan McCullough
- ✓ Aaron Warford, Bolton & Menk
- ✓ Jesse Thornsen, MnDOT

Notes

- **Approval of the June 2021 minutes** **4:00 – 4:05**
 - Update Member announcements: Greg Carlson – should say Greg Anderson
 - Billy Binder asked for clarification under University and Fourth topic discussion to update AADT reported to 1,000 to 1,500
 - Billy Binder: move to approve the minutes, Judy seconded

- **Minnetonka Boulevard reconstruction** **4:05 – 4:45**
 - Jason Staebell, Hennepin County – project introduction and overview
 - Hwy 100 to France Ave – 2024 full reconstruction
 - Public engagement began June 2021



- Early concepts likely drafted in the fall
 - Jason shared the link for the project website for the public to provide feedback: <https://www.hennepin.us/minnetonka-boulevard>
 - Combination of in-person and virtual engagement to be held
 - Sara Maaske inquired about ROW to determine whether the corridor has room to add a buffer between the sidewalk and vehicular traffic
 - Dave Carlson: 4 to 3 conversion a great start. Favor bike lanes to match Mtka. Blvd. west of Hwy 100. Maybe put utility lines underground and more trees on the corridor.
 - Bob Byers: inquired if the project will include modifications to the CR 25 intersection
 - Greg Anderson: is the project going to redirect vehicular traffic from CR 5 to CR 25
 - Lou Miranda: any discussion of reducing speed limit to 25
 - Jason Staebell explained that based on existing statute, its likely that limit will be posted at 30 mph, but if there is a bicycle facility it is a reasonable request
 - Jason Staebell: will likely return to the ATC in October/November to discuss preliminary concept
- **County Road 101 rehab project** **4:45 – 5:15**
 - Olagoke Afolabi, Hennepin County – project introduction and overview
 - Project is led by the City of Maple Grove
 - 74th Ave to 83rd Ave
 - Converting roadway from rural to suburban
 - 2 lane undivided, stormwater & pavement improvements
 - Left turn lanes at key locations
 - Proposed connections to existing trail to the east
 - Bob Byers: inquired about sidewalks not currently connected to existing network and whether the plan includes ADA improvements
 - Greg Anderson: how will this tie into any other county led efforts
 - Dave Carlson: supportive of wide shoulders as shown in the layout (7 ft)
 - **University and Fourth roadway improvements project resolution 5:15 – 5:45**
 - Committee discussion on proposed project resolution
 - Jordan presented the draft resolution. The resolution was initially discussed with the group during the May ATC meeting. This would be the last opportunity for the committee to provide comments
 - Bob inquired whether there was any national peer review of other cities applying bi-directional bikeways on one-way roadways
 - Bob Byers: inquired if the University of Minnesota has stated a formal stance.
 - There was some discussion that the UMN has not formally provided feedback for this project. But the University has indicated support to a one-way bikeway as of 2017. This may be something the project team can pursue to identify the University's stance.
 - Dave Carlson: supportive of one-way on 4th Street
 - Discussion of whether the committee is supportive to the two-way bikeway on University.
 - The group made modifications to the draft resolution language indicating that the ATC would be supportive of two-way bikeways if there is adequate separation
 - Lou Miranda: include language in the resolution to illustrate the unique circumstances of the site location (including on-campus university location with high housing density) to illustrate that this resolution is not applicable precedent for future projects
 - Billy Binder: shared that the Minneapolis BAC is supportive of the two-way on University Ave

- Additional discussion on the language to be depicted in the resolution, including whether to specify the minimum width of a buffer between the two-way bikeway and vehicular traffic
 - Next steps may include a soft vote to gauge where the committee is at. The ATC would likely prefer to give a clear and firm message.
 - Ayes: Bob Byers, Lou Miranda, Lou Dzierzak, Tammy McLemore, Billy Binder, Dave Carlson, Judy Jones, Jay Eidsness, Sara Maaske, Greg Anderson
 - No: Hokan
 - Based on the majority support from the committee, Lou Miranda made a motion to approve the resolution as written, Bob Byers seconded, motion approved
- **Active Transportation Committee** **5:45 – 5:55**
 - Discussion of new committee name, updates to the committee webpage and communications to the public
 - Jordan provided an overview of the proposed website. The committee is seeking alternative ways to share meeting materials on the public website
 - Dave Carlson: we should clarify and specify what "rolling" means
 - Should specify what all active transportation related terms mean
 - The Bylaws should be rewritten to reflect updates (in the committee background section)
 - Possible subcommittee to redevelop the Bylaws to include ATC language
 - Should remove language pertaining to "alternative"
 - Dave Carlson: remove "secretary" language from website.
 - Sara Maaske: recommended an annual progress report with the Board of Commissioners
 - Jordan, staff has previously developed an annual report for the Board of Commissioners on biking/multimodal topics
 - Committee members can interact with their respective Commissioners as well
 - Discussion among the group regarding public participation. The group agreed that the website should include language to encourage public participation and to reach out to Jordan to attend the meeting
 - Jordan provided an overview of the ATC one-pager
 - Discussion whether the ATC website may be shared with cities to publish on their own websites
- **Member Announcements** **5:55 – 6:00**

Next meeting:

Monday, August 16, 2021

4 – 6 p.m.

Microsoft Teams Meeting

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, August 16, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Sara Maaske, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4
vacant, Dist. 5
- ✓ Lou Dzierzak, Dist. 5
Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works

Guests:

- ✓ Alexander Kado, Minneapolis
- ✓ Chris Bower, Toole Design

Agenda

- **Approval of the July 2021 minutes** **4:03 – 4:05**
 - Tammy McLemore made a correction – Last page under ATC from 5:45- fourth bullet, change board members to commissioners
 - Tammy moved to approve; Lou Dzierzak seconded
 - The July 2021 minutes were approved

- **Chair and Vice Chair election** **4:05 – 4:13**
 - Jordan Kocak said Tammy McLemore and Greg Anderson showed interest in being co-chairs of the committee and introduced them as nominees. Dave Carlson asked whether there were any conflicts with the bylaws. Jordan said he didn't find any issues with it in the bylaws. The



election will be to finish the term started by Judy Jones prior to her leaving the Active Transportation Committee.

- Jordan issued a call for any other nominations
- Nine yeas and zero nays to elect Tammy McLemore and Greg Anderson as co-chairs.

- **Upper Harbor Terminal project update**

4:13 – 4:45

- Alexander Kado, a transportation planner from the city of Minneapolis, is leading infrastructure engagement. He also introduced Chris Bower from Toole Design, who is working on the project.
- Went to Minneapolis Bicycle Advisory Committee last week and Pedestrian Advisory Committee next week.
- Went to Hennepin County Bicycle Advisory Committee earlier in 2021 to share concepts, which have been refined.
- One piece intersects Washington Avenue, a Hennepin County roadway. Alexander showed the project in four pieces.
- Alexander presented 30 percent concepts. Dowling from Lyndale to the site at the river.
- Last open house was in January 2021. Biggest theme was to prioritize pedestrians and cyclists. It's challenging to walk or bike today. We also heard more art to help make it open and inclusive. Concerns about safety along Dowling and the bridge. We also heard about congestion.
- The city's presentation is available at <http://upperharbormpls.com>.
- Concept has shared use 10-foot path on south side of street; street has 10-foot lanes (presentation incorrectly shows 11-foot)
- Adding boulevards with trees. Grass where it's narrower than five feet.
- 15,000 vehicles per day. New guidance is to physically separate people biking from motor vehicles.
- As street continues east, pedestrian and bikes separated.
- To the west will be reconstructed in 10-15 years, to Theo Wirth parkway with a similar treatment
- Raised crosswalk at 6th street and 4th Street to improve safety and slow motor vehicles
- Would be first raised crossing on MnDOT facility (freeway ramps). Have to accommodate vehicles with low ground clearance.
- East to bridge over 94, pedestrian and cyclists separated. 7-foot sidewalk to Upper Harbor Terminal site
- We were exploring more robust options, but MnDOT's bridge is a few decades away from needing reconstruction.
- Lou Dzierzak: On the overhead bridge, what's the elevation? Is it a steep grade from street to bridge? Alexander: There's an elevation change. Chris: Existing roadway grade is 5.5 percent. 5 percent is max for building an accessible pedestrian facility without resting areas.
- Gilbert Odonkor: Do you have a profile for what a raised crossing will look like. Chris: You might see a different design on the freeway ramps. One of the considerations is lowboy trailers, which have only about five inches clearance. We're looking at only three inches to split different between roadway and top of curb, which is 6 inches.
- Dave Carlson: Will there be a no-turn-on-red at the ramp, especially northbound and a free right eastbound to southbound? At stoplights, they've been doing delayed green to give bikes and peds a head-start. Chris: That's something we're concerned about, too. We plan to have signal-phase separation to the greatest extent possible. We're still early, so we aren't sure exactly what we'll be able to do yet. The stop bar is far enough back on the northbound ramp that people driving won't be able to see. Leading bicycle or pedestrian interval is a little easier, so if we run into issues with complete phase separation, it will be our fallback.

- East of bridge, two-way cycle track with separated sidewalk. Chris: The existing intersection is offset, legs don't line up. We've tried to square it up and shorten bike and pedestrian crossings. This incorporates elements of a protected intersection with stop bars pulled back and bikes and peds established in the intersection.
- The project's been coordinating with the county on Washington Avenue, with a continued two-way cycle track on east side of road north to Webber-Camden-44 project.
- Rail line has four to five movements per week. Will have active warning gates and medians to prevent people from going around the gates.
- Construction in 2023 to be done in 2024 or 2025 with private development on its own timeline.
- Greg Anderson: Will the gate arms protect the bike and pedestrian ways? Chris: Initial plan is the gate arms will cross the sidewalk, cycle track and general lanes.
- Parkway section: It's still a preliminary concept, we're working with the Park Board, as they will own and maintain it. 10-foot travel lanes with 20 mph design speed. There will be parking bays.
- The park design is being finalized. Trail will go through the entire site and connect to 33rd.
- Jordan Kocak: The Lower Dowling concept shows the trail just ending, I just want to confirm that connection will be made somehow. Alexander: It will be made. Chris: In the original concept, the vision was that the entrance was like a plaza, raised as a gateway entry space. The expectation is that entire space will be bikeable and walkable.
- Greg Anderson: Is a bike corral designed in for big events and concerts? Alexander: The private developer submitted an event management plan, and in there they talk about having adequate parking, which could be bike corrals or permanent parking. It is something that is still being worked on.
- 33rd is the secondary access to the site. It's very industrial with lots of trucks and today no sidewalk. 150 trucks a day. We added 10-foot travel lanes with an 8-foot painted median. 10-foot trail on the north side and 8-foot sidewalk on the south. Roundabout east of the tracks. Chris: There are five sets of tracks. Two tracks on the west will have gates across path, sidewalk and road; three tracks on east will have lights but no gates. The railroad is at a bad skew; we added a chicane to help people square up their wheels.
- Tammy McLemore: What are the possible plans for Metro Transit service? Alexander: Metro Transit has service to the west, none at the site self. We're working with Metro Transit to make it transit compatible at Washington and in the parkway. Where they might turn around or lay over. Metro Transit typically initiates service when the demand arrives. We're having design conversations with them to make sure it will be conducive to their operations. It's a few years out before we would see a commitment from Metro Transit.
- Dave Carlson: At 33rd Ave, where the bike path crosses at the roundabout, you have a 90-degree turn and two that are close to 90 degrees. That's a bad design with people trying to make right-angle turns while trying to cross a road. Could you round it out so you aren't facing those angles? Alexander: We'll definitely take that into account as we further this design. Gilbert: My concern is with the proximity of the crossings to the roundabout. Chris: We're working on making them as safe as possible. The crossings include raised crossings.
- Next steps: Engagement in August, open house in eight days, layout approval in October, construction in 2023. Link to events: <http://upperharbormpls.com/events/public-realm-infrastructure-open-house-2/>
- Sara Maaske: Is the open house the only engagement in round 2? Alexander: We'll have focus groups, online survey and mailings, too, but the virtual open house is the main one.
- Jordan: Do you anticipate any follow-up with the ATC, Minneapolis Bicycle Advisory Committee or Pedestrian Advisory Committee? Alexander: I expect this will be the last one

- unless there are major changes. People generally have been pretty positive, so we don't think we'll need further engagement.
- Jordan will talk with Billy Binder and Kristel Porter outside the meeting to draft a resolution on the project.

- **Member announcements**

4:57 – 4:59

- Billy Binder: Kristel Porter couldn't make the meeting; she sends her regrets. We will talk about Dowling / Upper Harbor Terminal together with Jordan Kocak.
- Tammy McLemore moves to adjourn Lou Miranda seconds. The meeting was adjourned.

Next meeting:

Monday, September 20, 2021

4 – 6 p.m.

Microsoft Teams Meeting

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, September 20, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Sara Maaske, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4
- vacant, Dist. 5
- ✓ Lou Dzierzak, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6

- Greg Anderson, Dist. 7; *excused absence*
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Jason Staebell, HC Public Works
- ✓ Mackenzie Truner Bargaen, MnDOT
- ✓ Aaron Warford, Bolton & Menk

Notes

- **Approval of the August 2021 minutes** **4:00 – 4:05**
Hokan move to approve, Sara seconded. Motion approved.

- **Minnetonka Boulevard reconstruction** **4:05 – 4:45**
 - Jason Staebell, Hennepin County – project update and review
 - Minnetonka Blvd between Hwy 100 and CSAH 25, initially discussed at June ATC meeting. Today is to review preliminary concepts
 - Space limitations on the corridor, will need to be mindful going forward with changes
 - 8 alternatives, developed between city & county staff – not all recommended
 - 1: not recommended, concrete separated bicycle lanes – not enough room for signing/lighting and maintenance issues
 - 2: one-way raised bike lanes: not enough room for signing/lighting and maintenance issues. Impervious, not sustainable
 - 3: two-way raised bike lane: approximately 10' for trail provides greenspace
 - 4: outside two-way raised bike lanes – resulted in visibility for bike lanes, resulted in safety issues



- 5: hybrid – not pursued
- 6: multiuse trail on both sides (8-10' wide) – supports equitable, safety, supports bike ped and transit goals
- 7: south side multiuse trail with boulevard on both sides – yes
- 8: no bike facilities – does not support equitable, safety goals
- Dave: why is on-street bikeway not considered
 - Answer: want to consider safety considerations
- Lou: inquired about counts – referred to multimodal counts
- Sara: General feedback from community engagement?
 - Answer: most people want to see improvements for ped connections, general support for 4 to 3 conversion, possible medians or pedestrian refuges
 - Received 100+ comments regarding issue identification
- Dave: strongly in favor of the 4-to-3 conversion. Problem with a two-way bike trail is one direction having to cross this busy street near Hwy. 100.
- Discussion whether Minnetonka project should “match” rest of corridor
- Lou: could lanes be narrowed?
 - Still results in issues for safety
- Dave: On the east end, I think many bicyclists will turn north on France or nearby side street to get to the lakes, so a 2 way trail on the south would require another road crossing for bikes.
- Will be selecting preferred alternatives in the next few months for public comment. Hoping to return to the ATC around the end of the year/new year

- **Upper Harbor Terminal resolution discussion**

4:45 – 5:00

- Discuss draft resolution
Billy Binder and Kristel Porter presented draft resolution. City of Minneapolis is selling property. Committee reviewed draft resolution.
Discussion to modify language about bikeways on Dowling, 2nd, Washington Ave, etc.
Discussion to add inclusive language for walking, rolling, biking, etc.
Billy move to approve the resolution, Kristel seconded. Motion passed – 10 yeas and 2 abstain
Next steps: Jordan will share to resolution to the County Board

- **Member Announcements**

5:00 – 5:10

- Kristel: Cycle Sisters is doing a ride on 10/09/21. Riding on Broadway and Lowry, will be sharing additional information.
- Adjournment
 - Lee N moved, Lou D seconded. Motion approved.

Next meeting:

Monday, October 18, 2021

4 – 6 p.m.

Microsoft Teams Meeting

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, October 18, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2

Kristel Porter, Dist. 2

- ✓ Dave Carlson, Dist. 3

Sara Maaske, Dist. 3

- ✓ Jay Eidsness, Dist. 4

Hokan, Dist. 4

- ✓ Lou Dzierzak, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Josh Potter, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Jody Raider, HKGI
- ✓ Phyllis HejlStone, Minneapolis Park & Recreation Board
- ✓ Madeline Hudek, Minneapolis Park & Recreation Board

Notes

- **Approval of the September 2021 minutes** **4:00 – 4:05**
Update adjournment to reflect that Lee Newman made a motion.
Lee Newman made a motion to approve, Jay Eidsness seconded. Motion approved.
- **Minnehaha Parkway at Portland Avenue and 50th Street** **4:05 – 4:35**
 - Madeline provided an overview of the project. The Park Board worked with the city to develop and approve a Master Plan for the Minnehaha Parkway Regional Trail. Currently in the implementation phase of the Master Plan
 - Divided trail into four segments with key focus areas (including Portland Ave)
 - Project goals: Improve visibility for all users, improve safety of trail for all, address legibility of intersection for drivers
 - Completed a traffic study for E 50th St and Minneapolis Parkway – realigning 3-way stop would result in less traffic queueing from the east. West end would result in seven cars for queueing, which is an acceptable level of service. This plan would result in less conflicts anticipated for bicyclists & pedestrians



- Minimum trail widths: 12' min for shared use, 10' min for bicycle trail with trail moved slightly south to prevent tree roots from lifting/disrupting trail
 - Portland improvements include opposing one-way conversions on north and south frontage roads
 - Removing existing parking bay (approx. 6 cars) on southern frontage road of E Minnehaha Parkway, preserving rest of existing parking
 - Will be refining design over the next few months, construction slated for 2022 (completed next summer). Construction will result in detours
 - Will affect a few adjacent properties surrounding the trail
 - Bob Byers inquired about bike lane at Minnehaha and Portland Ave – currently no NB bike lane planned north of the intersection, people often bike on the wrong way because the connection to Park Ave does currently exist
 - Park Ave improvements is identified as a possible future phase, not currently a funded implementation project
 - Dave Carlson supportive of the T-intersection improvements, consider softening curve for bicyclists crossing
 - Jay Eidsness, may want to discourage vehicle traffic onto the frontage roads due to high volumes of non-motorized traffic
- **Lyndale Avenue restriping project 4- to 3-lane conversion** **4:35 – 5:05**
 - Josh provided overview of Lyndale Ave – south of Franklin to 31st Street
 - Lyndale Ave experiences a large volume of traffic, particularly from 35W detours (15 – 18,000 typical ADT); Lyndale experiences between 20-30,000 ADT
 - Update on medians located at 25th and 27th Street (no existing traffic signals). Starting this week, will be adding ped ADA ramps, medians, converting both roadways to RiRO, rectangular flashing beacons this week
 - Lyndale will be a pilot 4-to-3-lane project, will evaluate impacts to all users and seeking feedback from community
 - Summer of 2022 – 4-3 conversion repaving completed
 - Lyndale to be reconstruction in 5-7 years
 - Billy Binder inquired whether bike lanes would be considered. Josh explained that existing parking has an impact. In addition, Lyndale is not on the county or city bikeway plans, worth more discussion
 - Lou Miranda inquired about possible turn back for Lyndale Ave
 - Lyndale Ave project will be discussed again with group for December ATC meeting
- **Member Announcements** **5:05 – 5:10**

Jordan shared that next month, he will share meeting materials and agendas via Microsoft OneDrive to make it easier to share county documents and plans.

Lee Newman made a motion to adjourn the meeting. Billy Binder seconded. Motion approved.

Next meeting:

Monday, November 15, 2021

4 – 6 p.m.

Microsoft Teams Meeting

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, November 15, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Ashley Morello, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Josh Potter, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Amber Klein, HC Public Works
- ✓ Cody Christianson, Bolton & Menk
- ✓ Colin Harris, Alta
- ✓ Nick Turner, Alliant Engineering
- ✓ Kelly Fogt
- ✓ Scott McBride, Bolton & Menk

Notes

- **Approval of the October 2021 minutes** **4:00 – 4:05**
Billy Binder made a motion to accept the October minutes, Lew Newman seconded. All voted yes. Motion passed.

- **Midtown Greenway access improvement project** **4:05 – 4:35**
 - Amber began a presentation regarding the midtown greenway access improvements. Described improvements included a new ADA accessible access site between Harriet and Garfield avenues to address an existing one-mile gap in fully accessible greenway access. Engagement completed to date included a survey, listening sessions, community



meetings, and a stakeholder working group. Engagement was overall supportive of a gentle slope to access with minimal disruption to the garden.

- Three concepts were shared with the group. Construction would be slated for 2023.
- Lee Newman inquired about the width; Answer: generally 10' path with 2' buffer on both sides.
- Hokan: inquired about height of retaining walls; Answer: varies. Some are a few feet, some may be 5-10'. Final heights still to be determined.
- Tammy inquired about safety features, such as lighting; Answer: still to be fully vetted.
- Next steps: concept will be narrowed early next year, will come back to the committee at that time.

• **University Ave and 4th Street SE roadway improvements project** **4:35 – 5:10**

- Kelly and the consultant team provided an update on the University Ave & 4th St SE project. Currently, the preferred alternative is identified as a two-way bikeway on University Avenue with a one-way bikeway on 4th Street. The team provided an overview of the project, including planned protected intersections options being considered at appropriate locations. Final design plans will be finished in May with construction set for 2023.
- Dave mentioned that the 2' buffer does not give a lot of room for bicyclists on the two-way corridor. Other comments included confirming green striping at all intersections, modifying the path to allow vehicles to continue east through the Oak St intersection, and commenting that the 6' bikeway on segment along 4th is tight.
- Bob inquired whether the bikeway on 4th St included gutter; Answer: yes, indicating that the lane may be even more narrow at certain segments of the corridor.
- Tammy inquired whether the project would include education materials to promote the two-way bikeway on the one-way road; Answer: yes.
- Lou inquired about a few topics, including the clarifications at the transit facility, the buffer at the railroad bridge, and traffic lights.
- Lou asked some clarifications regarding the protected intersection design alternatives.
- Dave inquired whether EB/WB bicyclists queuing at intersections would impact bicyclists traveling NB/SB.
- Next steps: Kelly will likely not be back to the committee to discuss the project again. Kelly can share the concepts if needed.

• **Hennepin and First roadway improvements project** **5:10 – 5:45**

- Josh and the consultant provided an update on the Hennepin and First Ave project. The team last was with the committee in October 2020. The project now includes two concepts. Currently construction is set for 2024. The team walked through the two alternatives, one which included 1 transit lane. Both concepts include a proposed trail connecting Hennepin and 1st Avenues along the Mississippi River at Main Street.
- Tammy inquired about whether there would be any infrastructure improvements to assist with bicyclists turning left from Main Street onto Hennepin Ave.
- Lee inquired about whether this project is currently funded.
- Billy inquired whether the improvements are compatible with the bike lanes on the bridges immediately west of the project; Answer: they will tie in directly.
- Bob will email Josh with more detailed questions about the concepts.

- Jay brought up the transit lane concept and opportunities to distinguish the transit lane.
- Next steps: online listening sessions scheduled for 11/17/21. Would like to come back to the committee in early 2022.

- **Minnehaha Parkway at Portland Avenue resolution discussion** **5:45 – 5:55**

- Committee discussion of draft resolution supporting the project.
- Hokan introduced and walked through the draft resolution.
- Lee Newman moved to pass the resolution. Lou Dzierzak seconded. All voted yes in support with no objections or abstains. Motion passed.

- **Member Announcements** **5:55 – 6:00**

Greg brought up the recent burglary that impacted the Free Bikes for Kids. Greg advised everyone to check the website to review opportunities to donate or provide support the organization.

Adjournment

Hokan made a motion, Bob seconded. All voted yes. Motion passed.

Next meeting:

Monday, December 20, 2021

4 – 6 p.m.

Microsoft Teams Meeting

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, December 20, 2021

Time: 4 – 5:45 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
Laura Mitchell, Dist. 3 (excused absence)
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Emily Buell, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Tom Musick HC Public Works
- ✓ KC Atkins, HC Public Works
- ✓ Kristofer Johnson, resident
- ✓ Tyler Pederson, MPRB
- ✓ Forrest Hardy city of Minneapolis
- ✓ Michael Samuelson, MnDOT

Notes

- **Introduction of new member Courtney Costigan** **4:03 – 4:12**
 - Courtney Costigan District 5 introduced herself. She has lived in Bloomington a long time. Loves to walk, bike and hike. It's an honor to be on the committee. Other members then introduced themselves.
- **Approval of the November 2021 minutes** **4:12 – 4:13**
 - Newman made a motion to accept the November minutes, Binder seconded. All voted yes. Minutes were approved.
- **Hennepin County Capital Improvement Program** **4:13 – 4:41**
 - Emily Buell from Capital Planning presented an overview on the county's transportation capital improvement program, including prioritization and new project requests.
 - The capital improvement program is at <https://www.hennepin.us/your-government/budget-finance/budgets>



- Five-year capital improvement program started in late 2020 for approval by County Board in December 2021. The county prioritizes its projects every two years, so the next prioritization will occur in 2022.
- The county supplements its funding with federal and state opportunities.
- County uses a capital budget task force to review the proposed CIP and advise the County Board.
- Revenues for 2022-2026 are at \$366 million and expenditures balanced at \$366 million.
- In fall 2020 we reviewed about 54 candidates, including asset condition, equity, safety and other criteria. We have no shortage of needs; the prioritization process helps decide what gets funded through a data-driven process. Asset condition is the main criteria, including age, pavement performance and maintenance and preservation history. Safety is another primary concern; we look at crash statistics across modes. Toward Zero Deaths emphasis areas and systemwide considerations. Equity is considered to reduce disparities; we look at households with no vehicles, disability status and other criteria.
- We had four new bridge projects, four new multimodal projects and four new roadway projects. A few highlights applicable to walking and biking are below.
- CSAH 5 (Franklin Avenue) reconstruction from Lyndale to Blaisdell anticipated to start in 2025. Cost is estimated at \$6.4 million. We'll work on the design, which could include a 4-3 conversion and other safety improvements.
- CSAH 22 (Lyndale Avenue) reconstruction from the Midtown Greenway to Franklin Avenue to start in 2026. Cost is estimated at \$22.1 million. Will look at Franklin/Lyndale intersection. The county is working on safety improvements at 25th and 27th and piloting a 4-3 conversion next year. The evaluation will help inform final design on this corridor.
- CSAH 40 (Glenwood Avenue) multimodal improvements from Penn Avenue to Bryant Avenue to start in 2024. Cost is estimated at \$2 million.
- CSAH 52 (Nicollet Avenue) from 77th Street to 66th Street (CSAH 53) for 2026 at \$4 million
- CSAH 66 (Golden Valley Road Noble to Hidden Lakes Parkway \$1.9 million in 2025 complements Basset Creek Regional Trail (multimodal category)
- Pavement rehabilitation program for \$42.4 million over five years with 100 percent county funding. Every year we identify about 20 lane miles for rehabilitation. There's opportunity to rethink roadway striping and potential safety improvements. In 2022, it should include Stinson Boulevard from Hennepin to Broadway in Minneapolis; 46th Street from Godfrey Parkway to Mississippi River bridge; New Brighton Boulevard from Interstate 35W northbound to south of 29th Avenue in Minneapolis. Over coming years we'll see locations throughout the county.
- Transportation supplemental capital activities: Five-year total of \$60 million. We know they're coming but we don't know exactly what they are ahead of time; maybe something a city is leading along a county road and they request county cost participation. This provides funding for critical needs and opportunity-driven activities. Safety and asset management \$41.6M Project delivery \$3.5M and Cost participation and partnership \$14.7M. We identify spending goals within each category, e.g. multimodal connections in the cost participation and partnership category.
- Jordan Kocak: I invited Emily because a lot of the projects we see originate through this process. It's important to see what factors go into the decision-making process.
- Lee Newman: In the second slide... What does it take for a project to not be in the expenditure model any more? Buell: Once a project is complete we no longer include it in

the capital improvement program. Newman: Say a project is five years in length for \$20 million, will a certain amount come out of that budget as the project is worked on? Or will the entire \$20 million stay on there? Buell: We'd be showing the entire project budget here. Newman: I was thinking if part of the project is paid for and done, maybe that funding could be moved to other projects. If it's a \$20 million project and \$10 is completed, maybe that can be used elsewhere. Buell: We have parameters around how much property tax we can use or what state bonding funding might be, and staff availability all figure into it.

- Greg Anderson: On the prioritization, how do pedestrian and bicycle crash data factor in? Do you have a good idea what's happening out there? Buell: Yes, there definitely is a review of that; I'm trying to recall exactly how it gets incorporated. We look to our safety team to help assign point values for each of those. I'll follow up and send that information to Jordan.
- Courtney Costigan: When does this committee generally see these projects? A couple years before construction? Kocak: It does vary by project. For a full reconstruction, that starts a couple of years in advance. For example on Franklin we're looking at 2025 and we're starting public engagement and early design in 2022. For Glenwood with curb ramps, it might be just the year ahead.

- **Lowry Avenue NE reconstruction**

4:45 – 5:15

- Kelly Agosto is the project manager for Lowry Avenue NE reconstruction and updated the Active Transportation Committee on progress. Arman Rajaeian from Metro Transit and Forrest Hardy from the city of Minneapolis also are involved with the project.
- The project Web page is www.hennepin.us/livable-lowry
- Kelly Agosto: We're in concept design stage and recently started sharing some concepts publicly. It's split into to phases from Marshall to Johnson, split at Washington Avenue.
- From Central to Johnson, multiuse trail on the south side and a sidewalk on the north side. One general lane in each direction. Right of way is about 60 feet. We're trying to provide as much boulevard space as we can, including street lighting and snow storage.
- West of Central, the concepts have two general lanes and a shared center left turn lane. Multiuse path on the south side and sidewalk on the north side. Second option is sidewalks on both sides without a multiuse trail, in line with 2015 engagement and planning. We're looking at a trail due to changes in policy and practice at the city and county since then. Lowry is on the city's All Ages and Abilities network.
- Buchanan to Pierce: 6-foot sidewalk on north, 6-foot boulevards on both sides, 11-foot general lanes; 2-foot curb and gutter; 8- to 10-foot multiuse trail on the south. Looking at raised crossings at side streets. Phase I construction would be late 2023.
- Central Avenue to Taylor Street: 6-foot sidewalk on north; 6-foot boulevards on either side; 11-foot general lanes; 2-foot curb and gutter; 8-foot to 10-foot multiuse trail.
- Howard Street to Quincy Street: Includes some medians for safety.
- Washington Street to Madison Street
- Phase II construction starting about 2025: 5th St to 7th St.
- Burlington Northern Santa Fe railroad bridge piers, sidewalk: There's little room under the bridge, and no way to provide bikeway unless the piers are moved.

- 3rd Street to 4th Street: One recommendation from 2015 study was to shift the alignment south. We would need to minimize right of way impacts and fit people biking and walking.
- 1st St to 2nd St: Same concepts as before, multiuse trail on the south side and sidewalk on the north.
- Marshall Street to California Street: Project would tie into work done with the river bridge and sidewalks and bikeway on Marshall.
- Hokan: For each concept, how much condemnation would be required? Agosto: In phase I at minimum there would need to be temporary easements at least to construct the roadway, but we're trying to reduce permanent easements. We don't plan full acquisitions in Phase I. We're trying to reduce impacts. For Phase II, around University, there would be significant property impacts. We have a little more time to think through the concepts here. We'll try to minimize impacts to property there. Hokan: I was on the team in 2015, and people at the time thought condemnation wouldn't be a big issue. The road became completely impassible for people on foot, particularly in winter. Is snow removal part of the plans? Agosto: With the boulevards, some of the snow could go there. We're looking at how that snow is dealt with.
- Billy Binder: I'm also concerned at 3rd and 4th St with the space to the north and shared use to the south, and how that would continue. In my opinion, we need to support the shared use path and that would be a problem in that particular area. At University, I see a lot of space on the north for snow storage. How wide is that green space for the truck turning radius? Agosto: We received comment asking about putting the multiuse trail on the north side. The truck turns are based on a vehicle size we've talked through with the city and MnDOT, based on the container trucks we see here. North side shared use is an option, to shift from one side of the road to the other. Jordan Kocak: The shared-use path might not be as bad as you might think. The Lowry Avenue bridge, technically those are shared use paths, so that gets you all the way to 2nd. The city has some mid-term plans to have protected on-street facility north-south on 2nd, which will connect to Upper Harbor Terminal and a bikeway there that takes you up to Brooklyn Park. Binder: With such limited space, I don't see anything other than a shared-use path, which is better than nothing. I wouldn't want to exclude bikes here.
- Greg Anderson: Maybe more for the city: No matter which side, I prefer the shared-use path. Does the city have a policy on how close parking on side streets can get to the shared-use path? I'm thinking of sight lines. Agosto: We've looked at bumpouts on the city streets and how Lowry would transition differently to the side streets. It's possible the city has some guidelines. Forrest Hardy: 30 feet from any stop sign would be the general restriction. The bumpouts would help reinforce that with the curb line.
- Jordan Kocak: Are you at a point where you're looking to make a decision between the two options in the near future? The committee might want to entertain such a resolution. Agosto: We are hoping to pick an option in the near future and a resolution would be appreciated. We presented to Minneapolis Pedestrian Advisory Committee and Bicycle Advisory Committee last week, and they are drafting resolutions. Kocak: I'll work with our chairs and come up with something.
- Binder: I'm looking forward to working with Kristel Porter and Jordan on a resolution supporting the shared-use option.

- Lee Newman: The shared-use path would be on the north side? Did we agree on that? Agosto: We have it on the south side for the entire length right now. Newman: I like it better on the north side for snow removal. Agosto: It's definitely something we can consider at this point. Binder: Are there any obvious advantages to have it on the south side? Agosto: The most obvious is the connection on the east end to easily connect into the Johnson Street trail. And then to keep it consistent in both phases.

- **Hennepin/1st Avenue and University Avenue/4th St SE resolution**

5:15 – 5:43

- Jay Eidsness walked through the University/4th resolution: I didn't go into a lot of detail about certain aspects that we like or dislike, with the exception of language to ensure there's sufficient space for through and turning movements on bikes.
- Bob Byers: I wonder whether we want to emphasize the committee supported the two-way facility on University; there was a lot of discussion on that item. Do we want to continue to point that out? Billy Binder: For the first time ever, I completely agree with Bob Byers on that. Jordan Kocak: the preferred concept is the two-way; I could tweak the language to make it explicit that that's what we're talking about. Kocak added language making it explicit that the Active Transportation Committee supports a two-way bikeway.
- Jay: We've looked at this several times, so this should be the final time we see this.
- Jay Eidsness moved to approve resolution as amended, seconded by Lee Newman.
- The University/4th resolution passed by voice vote with one no vote.
- Billy Binder presented a resolution on Hennepin and 1st, drafted by himself and Kristel Porter. Binder moved to approve the resolution, Tammy McLemore seconded.
- Byers: I wanted to note it might be a good idea with these different concepts, that somehow for history we include or attach those somehow so someone reading this resolution will know the context. Binder: I think we should copy what the concepts are. Kocak: We do publish these on the Active Transportation Committee Web site as a PDF; we could include the concepts attached following the resolution. Byers: Where do the resolutions live afterward? Kocak: Each month I share with the commissioners' offices and project managers as well as on the Web site. I'll include the concepts along with the resolution update to the commissioners' offices.
- Kristofer Johnson: Could you give context on what an all-ages and abilities roadway specifically means? Billy Binder: Protected bikeways have a barrier between motor vehicles and bikes. Less proficient bike riders would be attracted to having a barrier. Slower bike riders, older bike riders, people on scooters who aren't used to riding on the street, would be attracted. Just lines on a street does nothing to help more reluctant users. I've seen studies that show when you put in protected bikeways you gain 20 percent more riders. If you just paint bike lanes you get an increase of 10 percent. Our goal is to increase the number of bike riders for safety, the more people riding on the roadway the slower and safer it gets. It's also reduces greenhouse gases and climate changes. Johnson: Is there anything regarding developmental delay or accessibility with that? My neighbor has accessibility challenges, would that be part of it? Binder: Would they be pedestrians or riding in the bike lanes? Johnson: Probably more wheelchair accessibility. Binder: The great advantage there is if you get people off of sidewalks and in the bikeways it's safer for people on sidewalks. Kocak: Both concept 1 and 2 include upgrading curb ramps to be accessible, and accessible pedestrian signals. We didn't spell it out because they're the same between the concepts. Johnson: Are the viewers of this

resolution going to understand that benefit to accessibility? Binder: We could include that protected bikeways attract families, older riders and scooter riders as a whereas statement. Kocak: I recommend we try to be as succinct as possible. The audience is the commissioners and project managers. We do expect the elected leaders are briefed on these projects, I don't know that we want to include pages and pages of details. What we're trying to get at is they need to decide between concepts and this resolution helps them decide between two options.

- Lee Newman: It's good to keep in mind the health benefits. Greg Anderson: Also the traffic calming benefits, or is that not something we talk about much anymore? Kocak: I think we should be succinct and not necessarily spell out all the benefits. Binder: Since both would include traffic calming, it wouldn't really help our case.
- Hokan: Billy Binder, you cited some study that said adding bike lanes attract bikers. Could you share that information? That hasn't been the case in Minneapolis over the past 10 years. We don't seem to have made a difference. Binder: Yes, I'll email you those details.
- Resolution passed with one no vote.

- **Member announcements**

5:43 – 5:46

Lee Newman: Is there any guidance on when we might return to in-person meetings? Jordan

Kocak: We have no guidance at this time.

Hokan: Each year around this time I like to report Census figures on bicycling mode share. I had thought this year's could be meaningless. It turns out the Census did not record mode share numbers this year.

Jordan Kocak: Typically meetings are the third Monday of the month, but in January it's Martin Luther King Jr. Day, so Hennepin County staff have a holiday. We need to decide on whether we meet the fourth Monday, second Monday or something else. January 24th was selected

Adjournment

The meeting adjourned at 5:46 p.m.

Next meeting:

January 24, 2022

4 – 6 p.m.

Microsoft Teams Meeting