



Meeting Minutes

DATE: Monday, January 28, 2019
TIME: 4 to 6 p.m.
LOCATION: 701 4th Ave South
6th Floor, Room 621
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Peggy Kvam, Dist. 6

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Duane Hookom, Dist. 6
Ron Uglow, Dist. 7

Ex-Officio Members:

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

Guests:

Josh Potter – HC Public Works
Mackenzie Turner Bargaen – MnDOT
Cody Olson – Metro Transit

1. Approval of the December 2018 minutes

4:00 – 4:05

- Per conversations from the December 2018 BAC meeting, Jordan provided the committee with a revised draft resolution for the Portland Avenue bike gap project. The revised text states the group's support for the project and requests that the county pursue an evaluation to reduce the number of lanes in the roundabout in order to improve visibility and crossings for people walking and biking.
 - The group discussed the benefits of single versus double lane roundabouts. Josh noted that the county is still reviewing the data at this location and will update the group at a future meeting.
 - Billy moved to pass the resolution and Hokan seconded the resolution. The BAC adopted the resolution as revised.
- The December 2018 minutes were approved.

2. Webber 44 Reconstruction

4:05 – 4:40

Presented by Josh Potter (Hennepin County) and Cody Olson (Metro Transit)

Josh presented an update to the Webber 44 reconstruction project in Minneapolis. The project spans 44th Ave N in Minneapolis from Penn Ave N to Webber Pkwy, Webber Pkwy from 44th Ave N to Lyndale, and Lyndale from Webber Pkwy to N Washington Ave. The project also includes a portion





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of Humboldt Ave N from 44th Ave N to Victory Memorial Pkwy. In the future, the County will also reconstruct Osseo Road, though not as part of the Webber 44 project scope.

The goals of this project include:

- Maintenance
- Safety and accessibility
- Multimodal connectivity (bike, ped and transit, such as the future D-Line bus route)
- Economy and job access
- Active living and environmental health
- Support land use context

To date, the County has held two open houses, several pop-up events at North Market and at the park, conducted outreach via online survey platforms, and provided numerous project updates to various city and county committees and groups. This is the third time that the project team has presented an update to the Hennepin County BAC. The project will be in the final design stage throughout 2019, and construction is slated to occur starting in 2020 through 2021.

The project is broken up into four main segments and Josh summarized a list of options considered, major considerations and the current plans for each segment. Parking will be retained in some segments of the corridor.

- Lyndale Ave current plans include:
 - 4-3 lane conversion between 41st and 42nd
 - Sidewalks and green boulevard on both sides of the road
 - Two-way trail on east side of the road
 - Pedestrian improvements such as bumpouts, pedestrian scale lighting, and a median island
- Webber Pkwy current plans include:
 - Sidewalks with boulevard space on both sides of the road
 - Pedestrian improvements such as bumpouts, pedestrian scale lighting, and a Rectangular Rapid Flashing Beacon (RRFB)
 - Two-way trail parallel to Webber Pkwy
 - Geometric improvements at intersections
- Humboldt Ave current plans include:
 - Sidewalks with boulevard on both sides of the roadway
 - Two-way trail
- 44th Ave current plans include:
 - Sidewalks with boulevard on both sides of the road
 - D-Line aBRT stations
 - Pedestrian improvements such as pedestrian scale lighting, RRFB, bumpouts, and medians

Layout review and comments from BAC members:

- Dave Carlson asked if there will be a trail on 44th and Josh noted that there will be a trail on some segments of 44th.
- Hokan asked if travel lanes are shown as 11 ft and parking lanes as 8 ft. Josh noted that these are the dimensions shown in the current design.





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- Lyndale at CSAH 152: Josh noted that the intersection will be tightened up at this location and that trail will be added to the east side. The 'X' just north of the intersection shows a driveway that will be removed to avoid trail conflicts. Additionally, there is a bus stop for local bus routes.
- Lyndale at 42nd: The project will tie into existing infrastructure including bicycle facilities on the city's street. Dave Carlson asked if the 42nd Street bridge has bike lanes and if there are plans for a formal trail across the bridge. Josh noted that if it were reconstructed, it is likely that it would include a trail to connect to the Grand Rounds; however, there is only a sidewalk in place today.
- Lyndale at Webber: The County will construct bumpouts along this segment. Additionally, a refuge median will facilitate a two-stage crossing on the north side of the intersection.
- Webber at Dupont: The intersection skew will be corrected, and bumpouts are planned (though other crossing options are still under consideration at this location).
- Webber at Fremont: A trail will be added to both sides of Fremont to connect to Grand Rounds. People walking and biking can cross at the intersection of Fremont and Webber or at Fremont and 45th Ave N. Josh noted that a roundabout was considered at this location but is not possible because larger arterial BRT buses for the D-Line will need to maneuver through this intersection.
 - Dave Carlson asked if the trails could be widened to 12 ft because the trails will be two-way, multi-use, and make key connections to the Grand Rounds. Josh responded that the County will talk with the Minneapolis Park and Recreation Board (MPRB) because they own the trails and will report back. Hokan seconded this comment, noting that it would be nice if the trails were widened so that people biking can ride side by side.
 - Ron asked about the primary driver for the Webber 44 project. Josh noted that the age and condition of the roadway were important drivers. Additionally, this reconstruction project presents an opportunity for the roadway to better match the local land use context.
 - Dave Gepner asked if MPRB has seen the presentation. Josh noted that the County has worked closely with their staff and will present to the Park Board in March.
- 44th and Humboldt: trail will be added to the east side of Humboldt Ave and the county is evaluating options for facilitating a pedestrian crossing at 44th and Humboldt. The segment of Humboldt to the south of 44th is designated as a future bike boulevard.
 - Peggy asked how many parking spots will be retained in each parking bay along 44th. Josh noted that most parking bays have at least two parking spots. Parking was included in the project as outreach revealed it was important to residents and businesses.
- 44th and Morgan: Josh noted that buses are staged on 44th near the high school. The County is still evaluating potential crossing enhancements at this location. Hokan asked if there will be a painted crosswalk at this location, as well as others throughout the corridor. Josh responded that the County focuses on crosswalks at key locations to avoid marking too many locations and reducing their effectiveness.
- Dave Gepner asked about the bumpouts along the corridor. He noted that in the past, bumpouts were squared off at intersections. Josh added that the bumpout design has changed for maintenance purposes, particularly plowing during the winter.
- 44th and Penn: Two D-Line BRT stations are planned at this location.





- Dave Carlson asked how we can encourage kids to bike to school when no bicycle facilities are present on 44th. Josh noted that there are parallel bike routes including Victory Memorial to the north and 42nd to the south. The County will focus on improving crossings to get kids to the school safely.
- Dave Carlson also asked if these projects have been presented to the Minneapolis BAC and PAC. Josh noted that they have presented to both committees.
- Dave also asked if there was an opportunity for on-road facilities parallel to the trail for those on-road cyclists who travel faster than the 10 mph speed limit for MPRB trails.

3. Rockford Road @ I-494

4:40 – 5:10

Presented by Josh Potter, Hennepin County

Josh presented about the Rockford Road at I-494 interchange project in Plymouth. In 2017, MnDOT announced their intention to re-deck the bridge. Since that time, the County and MnDOT have been reviewing three options: a tight diamond interchange, a diverging diamond interchange and a single point interchange. In 2018, \$10 million was allocated to the project through a state bonding bill. The tight diamond interchange was chosen as the preferred alternative in 2018 because it met project goals of improving safety, accommodating multi-modal travel, minimizing right-of-way impacts, cost-effectiveness, minimizing environmental impacts (particularly wetlands), and operations considerations. The interchange will be reconstructed in May-October of this year. The final design will retain the existing separate shared use path bridge on the south side and add a multi-modal path on the north side.

Josh reviewed all three options with the BAC.

- Tight diamond: Would add left turn lanes to the bridge and address the bike gap.
- Diverging diamond: not very bike/ped friendly and would only include trail on one side
- Single point interchange: not bike/ped friendly

- Hoka asked if the tight diamond is essentially two intersections. Josh noted that this is the case.
- Josh stated that the trail will connect to the existing bike network on either side of the bridge.
- Mackenzie noted that there still need to be conversations about improving pedestrian crossings. Jordan added that there are businesses on either side of the bridge that people walking will want to access so additional safe crossings need to be considered. Ron noted that crossings today are few and far apart. Josh agreed and replied that the county will continue to work with MnDOT to review the crossing locations.
- Billy asked if the bridge will be widened to make room for the trail. Josh stated the bridge will be completely replaced.

4. Rockford Road @ Highway 169

5:10 – 5:30

Presented by Josh Potter, Hennepin County

Josh presented an overview of the Rockford Road at 169 interchange project. Currently, the design of the interchange is a cloverleaf and does not include any bicycle or pedestrian facilities. MnDOT will be replacing the bridge in 2024 and there is an opportunity to make the bridge accessible for all





modes. Because the bridge will not be reconstructed for several years, this project is still in preliminary design and there are two options under consideration – the folded diamond and standard diamond. Josh noted that aside from removing the cloverleaf, one of the priorities for this project is to include multi-modal facilities, and that project partners are in agreement that a sidewalk or trail should be constructed on both sides of the roadway to fill a gap in the network. Hennepin County staff currently favor the folded diamond because it would eliminate the need for vehicle crossings over the south side of the trail. Public engagement and preliminary design will continue through 2021. Final design is expected to occur in 2022-2023 ahead of 2024 construction.

- Ron noted that he prefers the folded diamond because it may slow traffic. Bill and Peggy agreed with Ron’s comment.
- Billy asked why a sidewalk was not considered for the south side (in addition to the trail). Jordan noted that the trail would fill the need for a walking a biking facility.
- Hokan asked if there were any downsides to the folded diamond. Josh noted that crossings may be more complicated, but that there are signals at Gettsyburg and at Nathan Lane.
- Josh also noted that the additional space, where the existing cloverleaf is today, will likely be used for stormwater management.
- Billy asked about the county’s upcoming repaving project on Winnetka Ave, a potential 4-3 conversion. Jordan and Emily noted that the project is still in the early stages, but it will be a future agenda item.

5. MnDOT Hennepin County Project Overview

5:30 – 5:55

Presented by Mackenzie Turner Barga, MnDOT

Mackenzie provide an overview of upcoming bike and ped projects in the MnDOT metro area, which includes the seven county region + Chisago County. Mackenzie noted that BAC members should sign up for email updates on the MnDOT website for up-to-date information on impacts to the bike/ped network, freeway closures and project timelines.

- 394@94 project:
 - 24th Street bridge will be replaced in 2021 or 2022. The new bike/ped bridge will be ADA compliant and be 14 ft wide (previously it was 8 ft).
 - 40th Street bridge will be replaced in 2021 or 2022. The new bike/ped bridge will be ADA compliant and will be 14 ft wide (previously it was 8 ft). This bridge will also feature a local art component.
 - Park and Portland buffered bike lanes will return in 2019 as soon as the weather permits.
- Some projects that are beginning or continuing in 2019 include:
 - 35W at the Minnesota River – A new regional trail crossing is slated for 2019 or 2020.
 - 5th Street at 35W ped and bike bridge will be underway this year. The new bridge design will not include a pier in the center to allow the possibility for future changes to the roadway, such as MNPASS lanes. Hokan asked is this crossing will be open for the entire construction period. Mackenzie noted that it will be open as long as possible, but she is unsure of the complete schedule. She also noted that the bridge will be expanded from 8 ft to 14 ft wide.





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- 494 Minnesota River Trail maintenance – a mill and overlay is scheduled for this summer ahead of a full reconstruction (early 2020s). The pavement will be fully corrected with the reconstruction. Dave Gepner asked about trail maintenance at this location during snowstorms.
- Rockford Rd @ 494 – See above notes from Josh’s presentation.
- Hwy 169 and 101st – This may be a future interchange, and would add a new location for crossing Hwy 169. This would likely include a trail and sidewalk component.
- There are two large-scale projects through Corridors of Commerce:
 - I-494: Hwy 169 to MSP airport
 - Portland/ Nicollet/ 12th consolidation
 - A Three Rivers Park District trail will be added to the 12th St Bridge.
 - The location of the 2nd street pedestrian bridge will be evaluated as the planning process progresses.
 - There may be an opportunity to convene a working group to ensure that multimodal connections are improved through this project.
 - 252/I-94: Hwy 610 to Dowling Ave N
 - Ped bridge at 70th Ave N: Tammy noticed that the plans from the open house showed that the pedestrian bridge could be lost. Mackenzie replied that this project is currently going through the environmental process and that the outcome from this process will inform the preferred alternative. Mackenzie also noted that existing access today is limited to every ½ mile, if access is removed, this would be increased to every 1 mile, which is not ideal.
 - Tammy noted the importance of the bridge for its connections to the Shingle Creek Trail and the Mississippi River Trail.
- Upcoming projects include:
 - Stone Arch Bridge repairs: Mackenzie will follow-up with more information about this project, but noted that it is likely that the bridge will not need to fully close for these repairs.
 - 3rd Ave Bridge in Minneapolis – work scheduled for 2020
 - Dayton Pkwy Interchange at I-94 – A diverging diamond design will include trail on the north side.
 - Hiawatha Ave – repaving and maintenance project in 2022 would also include trail maintenance and ADA improvements.
 - Rockford Rd at 169 – see notes from Josh’s presentation.
 - Plymouth Ave of 94 – Improvements scheduled in coordination with a MnDOT maintenance project; Plymouth is part of the Minneapolis separated bikeway network.
 - Blue Line Extension: Hwy 55 Bikeway at Olson Memorial separated bikeway along Olson Memorial to Theodore Wirth Parkway. The timeline is not yet confirmed.
- Some statewide initiatives include an update to the bicycle design manual, MnDOT counting program, a crash risk analysis, ADA transition plan, and the Metro District Bicycle Plan. Additionally, MnDOT’s Capital Highway Improvement 10 year program was recently released.
 - Mackenzie can loan out bicycle counting equipment to agencies in the metro area.





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- There are 31 pedestrian bridges in the metro area that are not ADA compliant and 22 are in Hennepin County. MnDOT will look for ways to fund these projects; however, there is no current funding identified.
- Hoka asked about a bicycle facility parallel to the I-94 corridor and Mackenzie noted that any bike corridor consideration would be part of the Rethinking I-94 project (W Broadway to Hwy 61). There is not a specific bike infrastructure project in place, though this needs to be studied in more detail.
- Billy noted that Northeast Minneapolis is not well connected to downtown via bike and asked about MnDOT's stance on Central Ave as a future bikeway. Mackenzie noted that Central Ave is identified in the Minneapolis bike plan and that the city is looking at this in conjunction with the Transportation Action Plan Update.

6. Member Announcements

5:55 – 6:00

Dave Gepner stated that chair and vice chair appointments will be determined at the March meeting.

Next meeting:

Monday, February 25th

4-6 pm,

Location: TBD





Meeting Minutes

DATE: Monday, February 25, 2019
TIME: 4 to 6 p.m.
LOCATION: Three Rivers Park District
3000 Xenium Ln N,
Plymouth, MN 55441

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Dave Gepner, Dist. 5

Ex-Officio Members:

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

Guests:

Nathan Ellingson, HC Public Works
Josh Potter, HC Public Works
Kelly Besser- Stonebrooke Engineering
Danny McCullough, Three Rivers Park District
Paul Frenz, Minneapolis resident

1. Approval of the January 2019 minutes **4:00 – 4:05**

The January minutes were unanimously approved.

2. Three Rivers Park District project and initiatives update **4:05 – 4:35**

- Danny McCullough, Three Rivers Park District – overview of 2019 projects and initiatives in Hennepin County

Danny presented several Three Rivers projects that will be underway in 2019. He also shared a regional search corridor map for the county, which guides trail development over the next 20 years. He noted that a study of the Diamond Lake Regional Trail, connecting the Maple Grove and Dayton area to the Dakota Rail Regional Trail, will begin this year.

- 2019 Initiatives:
 - CP Rail Regional Trail (Edina segment):
 - The CP Rail Regional Trail will run from Crystal to the Minnesota River. As part of this initiative, Three Rivers is looking at ways to connect Hyland Park to the Nine Mile Creek Trail. The master plan approval process is currently in progress.
 - The first segment of the trail will be fully master planned in the next year so that Three Rivers can apply for construction funding through Regional Solicitation in 2020.
 - Trail already exists from 84th Street to the river, though minor improvements will be needed.





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- Judy asked if there are planned safety improvements for crossing over I-494. Danny noted that crossing improvements will be studied through the master planning process.
- West Metro Regional Trail Study:
 - The goal of this project is to identify the preferred route for several regional trail corridors, including:
 - Dakota Rail Regional Trail Extension – connections to Minnetonka City Hall
 - Future Eagle Lake regional Trail
 - Future Bryant Lake Regional Trail
 - The public engagement for the study is nearly complete, and final recommendations will be released shortly.
 - Dave Carlson asked if building a trail along McGinty Road would require removal of the shoulders. Danny noted that these decisions would be made later in the design process, but there will likely be room for both a trail and shoulder.
- Crystal Lake Regional Trail:
 - The segment from W Broadway to 83rd will be under construction in 2019.
 - When complete, the trail will be 11.8 miles long.
 - The Osseo portion is the only remaining portion without funding.
- West Mississippi River Regional Trail:
 - Three Rivers is working to complete a section of the trail from Dayton to the Coon Rivers Dam.
 - This portion of the trail has already been master planned, and Three Rivers is working with cities and Hennepin County to determine next steps.
 - Three Rivers is actively buying land to complete additional trail segments.
- Dakota Rail Regional Trail crossing at County Road 19
 - Three Rivers, Hennepin County and Orono will complete the Navarre park and ride connection to improve access to the Dakota Rail Regional Trail.
 - The project includes ten parking stalls dedicated for trail users and an off-road connection between the trail and parking lot.
- Nine Mile Creek Regional Trail – Highway 169 Tunnel
 - New, more direct, connection to Nine Mile Creek Trail through existing tunnel at Highway 169.
- Wayzata Lake Effect Project
 - The goal of this project is to make Lake Street more safe and comfortable for people walking and biking and to build a connection to the Dakota Rail Regional Trail in coordination with an upcoming city project.
 - From Barry Ave S to Broadway Ave S, there will be a separated bike and ped facility. There will be a 10 ft wide multi-use trail from Barry Ave S to Ferndale Rd.
- Southwest LRT construction schedule will be released in about two weeks.
 - The Cedar Lake Trail will likely be closed for four years from the Hopkins Depot to the Midtown Greenway. The North Cedar Lake Trail will be the primary bicycle route.





- The Minnesota River Bluffs trail will be maintained and open during construction.
- Danny will send additional detour details to the group once the information is released.
- Billy asked about the completion of the Bassett Creek Regional Trail on Golden Valley Rd. Danny noted that Three Rivers applied for funding during the last cycle of Regional Solicitation, but was unsuccessful. Three Rivers will talk more with the city and county to determine next steps.
- Dave Gepner asked about winter maintenance of the trail network. Danny stated that cities can opt-in to maintain the trails if they choose, and Three Rivers will provide \$500/mile to help cover some of the costs.

3. 46th Street Pedestrian Improvements

4:35 – 5:00

- Nathan Ellingson, Hennepin County and Kelly Besser, Stonebrooke Engineering – overview of project to upgrade pedestrian facilities along 46th Street in Minneapolis

Hennepin County received federal funding for this project in 2016. In 2016, 46th Street was repaved and bike lanes were added. This project is the final component to make the corridor more accessible to people walking and biking. As part of this project, the county is upgrading the pedestrian ramps at 21 intersections between Garfield and 18th avenues in Minneapolis. Construction of the pedestrian ramps is scheduled for 2020.

- The group asked about the design of the pedestrian ramps. Kelly noted that the best design for this corridor will be fan ramps.
- There are three signalized intersections throughout the corridor and each will include Audible Pedestrian Signal (APS) and countdown timers. These locations are at Stevens Ave, 2nd Ave S and Bloomington Ave.
- A rectangular rapid flashing beacon (RRFB) will be added to enhance the existing pedestrian refuge median at Oakland Ave. There will also be additional lighting added to this location.
- The pedestrian ramp upgrades at Grand and Chicago avenues will be completed through Metro Transit and City of Minneapolis projects.
 - Despite this, the federal funding award remained the same as the County is still providing funding at these locations.
- Nathan and Kelly expect to have 30% plans in March and final plans by fall of 2019.
- The group asked how the corridor was chosen for ADA improvements. Nathan noted that this project comes from a larger corridor vision to make it safer and more comfortable to walk and bike; however, it was not possible to upgrade the ADA ramps at the time of the repaving in 2016.
- Jordan will follow-up with the county's ADA Transition Plan Implementation Engineer, who can talk more about the corridors chosen for ADA improvements and the County's ADA Transition Plan.

4. Nicollet Ave Study - Bloomington

5:00 – 5:30

- Emily Kettell, Hennepin County – roadway restriping project in Bloomington - review study limits, scope, outreach and objectives





Emily presented about the Nicollet Avenue repaving and restriping project in Bloomington. The limits of the project are Nicollet Avenue from American Boulevard to Old Shakopee Road. The project is being completed in coordination with a CenterPoint project, which provides an opportunity to re-evaluate the striping concept for the corridor. The vehicle volumes are within an acceptable range for a four-to-three lane conversion. This conversion will improve safety and comfort for people walking, biking, taking public transportation and driving.

- Paul noted that speeding is a concern along the corridor and he would like to see protected bike lanes. Emily noted that the four to three lane conversion should help with traffic calming, and that the bike lanes will only be striped with paint. Bike lane width is expected to be 5-6 feet.
- Dave Gepner asked about Penn Ave and why it has a shoulder but is not signed or striped as a bike lane. He also asked if Nicollet will have bike lane signage.
 - Hennepin County signs bike lanes on county roads, whereas Bloomington currently only designates bikeable shoulders. The City of Bloomington has noted they may start signing bike routes in the future.
- Judy asked if traffic from Portland Ave has shifted to Nicollet because of the four-to-three lane conversion. Emily was unsure, but will review the traffic counts.
- The BAC passed a resolution supporting the four-to-three lane conversion with bike lanes on Nicollet. The resolution passed unanimously.

5. Brockton Interchange

5:30 – 5:55

- Josh Potter, Hennepin County – interchange reconstruction, review project layout

Josh presented the current layout for the Dayton Parkway Interchange project. The City of Dayton has been leading this project and has received \$13.5 million in funds through the state bonding bill. This interchange is located between MN 610 and Hwy 101, and will connect County Road 81 to County Road 101 over I-94. The City of Dayton’s goals in completing this project include economic development, accommodating future growth, and reducing congestion on other I-94 interchanges. The current design is a diverging diamond, which includes a trail for people walking and biking. Construction is expected to begin in 2020, and will be open in 2021.

- Currently, the City of Dayton will own this roadway, though Hennepin County is involved to ensure it meets the County’s guidelines in the event of a future jurisdictional transfer.
- Josh reviewed the current layout and noted that there will be a multi-use trail on the north side of the roadway. At the interchange, people walking and biking will cross to a center median.
- The group reviewed a similar interchange at 35W and Hwy 96W in Arden Hills. This interchange shows push buttons, and a center median that is protected by barriers on both sides. The County expects a similar design at the Dayton Parkway interchange.
- Tammy asked if there will be any signage to alert people driving that people biking and walking will be crossing?
 - Josh noted that there will be striped crosswalks and people walking and biking will cross at signalized intersections. Tammy asked if trail crossing signage could be used and noted that additional signage may be needed given the high-speed environment.
- Dave Carlson noted that he is concerned that the center island makes walking and biking a less direct option and that people will be crossing more than necessary. He also asked if people





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biking and walking will be visible to cars making right turns given that the trail is shown at the curve. Josh noted that there will be a signal at these locations.

6. Member Announcements

5:55 – 6:00

Next meeting:

Monday, March 18th

4 – 6pm,

Location: TBD





Meeting Minutes

DATE: Monday, March 18, 2019
TIME: 4 to 6 p.m.
LOCATION: Hennepin County
701 4th Avenue South
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Greg Anderson, Dist. 7

Ex-Officio Members:

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

Guests:

Arman Rajaeian, Metro Transit

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Ron Uglow, Dist. 7

1. Approval of the February 2019 minutes

4:00 – 4:05

The January minutes were unanimously approved with corrections. Dave Carlson moved, Billy Binder seconded.

2. Biennial election of new officers for chair and vice chair

4:05 – 4:20

- Committee to vote on new or reconfirm officers for chair and vice chair positions

Jordan Kocak had announced in December 2018 and January 2019 that members should consider whether they are interested in running for a position in upcoming officer elections. Judy Jones had expressed interest in being chair and Greg Anderson was interested in being vice chair.

Billy Binder: I've been around a long time; we've made a lot of progress of late, part of that is really good staff (Kelley Yemen and Jordan), and Dave Gepner has guided us through a lot of change. Billy nominated Dave Gepner for the position of chair. Dave said he has been doing it a long time, and he's happy to give someone else the opportunity, but he accepted the nomination.

Billy nominated Judy and Dave for chair; Hokan seconded

Hokan nominated Judy Jones as chair and Greg Anderson as vice chair

Ron Uglow said Judy could do the job and Dave's been doing it a long time. Erin also called for a new voice, some change in the momentum of the group. Greg asked Dave whether he'd continue on the BAC in any case; he said he would.





Dave Gepner asked whether the group would like to do a voice vote or secret ballot? The group decided on a voice vote.

Judy Jones was elected 2019-2021 chair with six votes.

Vice chair position

Judy nominated Greg Anderson, Ron Uglow seconded.

Discussion: None

Greg Anderson was unanimously elected 2019-2021 vice chair.

Judy Jones and Dave Carlson thanked Dave Gepner for his long history of service and leadership. Dave Gepner asked that people recruit more voices to participate; Greg added that members should meet with their commissioners occasionally.

Jordan announced that BAC District 6 alternate member Duane Hookom had resigned due to new job that would require him to be out of town many Mondays.

3. At grade trail crossing projects

4:20 – 5:00

- Jordan Kocak, Hennepin County – Review concept for three trail crossing improvement projects on regional trails – Orono Orchard Road, Fernbrook Lane and County Road 110.

Three locations were packaged into one project by Three Rivers. The county is supporting the study as well as construction of the crossings through the bike implementation grant program. They all cross a county road or parallel one and intersect another road. They're at about 60 percent design, so this is a good and last opportunity to make significant changes to the designs.

110

Hokan: The perpendicular crossings create better sightlines, better safety. Traffic engineers are figuring out this applies to bikes, too.

Dave Carlson said the intersection doesn't seem to be too busy when he's gone through it.

Jordan Kocak: Some vegetation has to be cleared out for sightlines. Some plantings will prevent people from going straight. Project would go in 2020.

Dave Carlson would like to make ramps a foot or two wider to accommodate for bidirectional traffic. Greg Anderson said that would be good, but without making it look like a road and risking people driving on it.

Erin Daly said that the crossing should be level for biking because with the width, if it's not at grade, it can be confusing as to where you get on the trail on the other side.

Dave Gepner: Crosswalk painted? Jordan: No.

Billy Binder: Trail crossing signs? Jordan: Pretty sure, yes.

Hokan: What's the ADT like? Jordan: 3,000 to 5,000

Billy: What's the speed limit, can we lower it? Jordan: It hasn't been considered, but we can look at it.

Jordan: I've asked the consultant to remove the bike markings from the drawing; it's nothing more than a shoulder. We looked at potentially a trail, but the slopes make it difficult and expensive. Hokan: It would be good to remove bike symbols.





Judy Jones: Maybe we should put crosswalk markings on the road if there's heavier recreational travel in the area. Jordan refers to the county's crosswalk guidance and that we don't want to do anything unless it meets criteria and has additional improvements.

Dave Gepner: It also says to the people driving that they have to stop. Jordan: It's an open question of whether a trail without another road is an intersection.

Tammy McLemore: Any plans to improve the park entrance? Jordan: No, they're keeping it as it is now.

Tammy: How busy is the park? Any signs for people exiting park? Judy: I've been there on game day and never have seen an issue finding a gap. Dave Carlson: I've gone through and had no trouble, but I was off-peak.

Dave Gepner: In the past, if developer put something in and they wanted access, they would throw a trail in, but I see more of those. Have attitudes changed or are they just getting away with it? Jordan: They're probably getting away with it. If it's affecting our right of way we want a say.

Judy: What are the construction impacts, how long would it be closed. Jordan: I would guess maybe a couple of months. Judy: Is there a bypass? Just keep it open? Jordan: They're pretty good about it, they'd find a way and make it as minimal as possible.

Dave Gepner: Does Three Rivers have their own crew? Jordan: I'm not sure.

Orono Orchard Road and Shoreline Drive

Jordan: You've seen this before, but this is a more refined version.

Hokan: I remember talking about turn radius and it seems this has been made sharper. Jordan: The free right / porkchop is going away. It is an acute angle, so it's tough to get some vehicles through there.

Dave Carlson: What's the width of the road and the median? Jordan: Median is a minimum of 6 feet. Dave Carlson: And the lane widths? Sometimes people using the general lanes get squeezed out.

Dave Carlson: The median break, is it flush or a ramp? Jordan: I'm not sure.

Greg: Will this make it harder or easier for people to turn left off Orchard onto the trail? Jordan: You should take the lane and turn left onto the median.

Judy: I'm worried cars will queue in the crossing and cut off people using the trail. Jordan: This will have a striped crosswalk, and I will recommend a stop bar.

Judy recommended putting the stop sign before the trail.

Fernbrook at Maple Grove High School

Jordan: This is Medicine Lake Regional Trail, near Maple Grove High School and elementary school. It's moving the trail closer to the intersection. The crosswalk markings are going away.

Dave Carlson Recommends leaving some space for people biking on the shoulder; don't use it all for a bumpout. Could use some paint to calm traffic without creating barrier to bicycling.

Dave Carlson: This looks like a better crossing. Hokan: I like the tightened turning radius.

Greg: Does Maple Grove use RRFBs (rectangular rapid flash beacons), is that an option next to the schools?

Jordan: I can ask.

Dave Gepner: Stop bars across those three lanes? Jordan: Not without additional improvements.

4. Nicollet Avenue Study -- Bloomington

5:00 – 5:30

- Jordan Kocak, Hennepin County – roadway restriping project in Bloomington - review study limits, scope, outreach and objectives

Jordan: Last month Emily Kettell brought this project, but without a layout. We're working a very short timeline, working with Bloomington, so getting this committee's opinion as soon as possible was important.





This project is driven by a CenterPoint project. To the south, they've put the roadway back as it was before. This year, they'll redo the northern half of the corridor, so we need to have it figured out by May. It goes from Old Shakopee to American Boulevard. Kennedy High School has some concerns about bus movements. They're worried the 4-3 will reduce gaps in traffic. And, if parents are dropping off students from Old Shakopee, it can back up... will they be unable to turn out of the high school lot or will they be delayed? County is modeling traffic, but Jordan doesn't think it will be too bad. And if it is we should be able to come up with some creative solutions. And even if not, it's a small part of the corridor.

At Kennedy High School

Greg Anderson: Northbound left turning traffic going to the fuel station would block traffic. Jordan: Those lefts are not allowed.

Jordan: Buffer would be striped, buses would be able to cross it.

Judy Jones: Wider bike lane than 4+2 would be better given what all is happening here.

Ron Unglow: Slowing traffic down is a great argument alone.

Judy Jones: Southbound on Nicollet, does it need a dedicated right, or could we do a buffer there, too?

Jordan: I'm not sure, we can look at it. I think the county or city wants to keep the right turn lane, but if it's possible I'd want to.

At 90th

Hokan: That's bizarre. Jordan: This is a rough draft, there is much room for change, especially with the southbound right/bike conflict. Hokan: You can't move curbs, but can you just put paint there?

Judy: With that (paint) you could bring the bike lane into the 12-foot space... It would be a wider radius for people driving to make the turn.

Hokan: Of the two choices, this is better than angling the lanes into the intersection.

Jordan: On the north side, mixing zone might be too long. Hokan: There's an opportunity to reduce lane widths. Jordan: Designer needs to measure actual lane widths after the snow melts, so he was being conservative.

Hokan: If an 11-foot lane is reasonable, that's what it will be? Jordan: Yes. Billy Binder: I strongly agree.

Jordan: I feel like we're moving to a place where 11-feet is the standard.

Ron Unglow: Is the Bloomington council on board? Jordan: I believe they are. There is still some work to do with them, but I think they like how the Portland 4-3 is working. They want to be sure it's going to work.

Judy: They'll catch a lot of grief from residents; any information we can give them will help make their case when they get those complaints. Jordan: This improves biking, but the bigger impact is it's a big safety improvement for everyone. There are more dimensions that being just a bike project.

Hokan: Would it be possible to put in a turn lane on northbound Nicollet onto 90th to use that "extra space."

Dave Gepner: I haven't been in a situation like this where you get to the other side of the intersection and find you're in the middle of traffic with a vehicle on your right.

At American Boulevard

Jordan: The bike lane drops here because there isn't a bike facility to the north. We like to end bikeways at logical points, but here we're proposing you get on the sidewalk or take the lane. Hokan: That's OK, but people biking need to know that's happening in advance (with signage and/or other means).

Judy Jones: I would blend the bike lane into the far right lane before the intersection rather than ending it at the intersection. Is there a way to get a bike priority signal, especially if you use a bike box?

Erin Daly: When I went up Lyndale it was very similar to this intersection, I was turning and would just take the turn lane. But here, if you're going straight, you need to know ahead of time if you need to get in the





lane. Jordan: How about a sign that the bikeway ends, bikes may use full lane? Judy: Maybe also sharrows, as bikes are merging into the lane and on the far side. Preferably before that right turn.

Jordan: Southbound it's less complicated, this is where the bike lane starts.

Dave Carlson: Is there any reason to have that second southbound lane (the merge after the intersection)? Drivers race to make the merge first. Jordan: Probably not.

Hokan: Similar thing happens on Franklin Avenue Bridge. It would be simpler and calmer for everyone if it were one to begin with.

Jordan: MnDOT has a project with 494 where they'll consolidate some of these interchanges. There's a chance the interchange at Nicollet will go away, opening opportunities to restripe to the north. Ultimately we want to get over the barrier of 494. There are some decisions being made that might make more sense with that vision.

Judy Jones: And Richfield has something going on with Nicollet? Jordan: Yes, that's a 4-3 conversion, a separate project. I'll bring that to the BAC, too.

Dave Carlson: This is an improvement.

5. Member announcements

5:30 – 5:40

Billy Binder: I was told CenterPoint is going to dig up Winnetka Avenue North right where it was repaved 3.5 years ago, between the Luce Line and Medicine Lake Road. Winnetka is a clean slate; Bob Byers did a 4-3 conversion three years ago but without bike lane stencils or signs. Here's our chance to add those, maybe with room for a buffer, or pylons or a protected bikeway between Crystal and Golden Valley. It's very valuable. It's scheduled for 2020; we have a chance. Tammy and I need to convince the mayor in Crystal to go with a 4-3 conversion. For safety reasons, bike connections; we have an opportunity to speak about this.

Jordan: The county is working with Crystal staff on this.

Billy: Tammy and I, representing Golden Valley and Crystal, we can make the case to add a connection at no cost because of the CenterPoint work. It's not great coordination, but it gives us a second chance.

Jordan: As the project progresses, as we have a layout, we'll bring this to the BAC. For now, please let staff handle the communication.

Billy: The county is working with Golden Valley on Glenwood from 100 to Thomas Avenue North in Minneapolis, in 2020. We're working on a layout with the city. There are few stoplights, so people drive Glenwood very fast, with two schools right off Glenwood. There's potential for kids on the street, we have to slow it down. Narrow lanes, crosswalks, bumpouts, pylons, concrete divider. We're looking at those issues, meeting in late April. We should come up with a position to slow traffic and make it as good as it is to the east, where there are bike lanes, and to the west, where there are bike lanes.

Greg Anderson: There was an open house on County Road 47 in Plymouth. The county doesn't really want it, and the city was fighting it. The city is studying taking the road over. They had a lot of good comments on people wanting to walk and bike along it. If you have some idle, time search Plymouth's Web site for County 47, review comments and make comments. I bike that road and it's not the greatest.

Dave Carlson: Winnetka right now already is a 4-3 Medicine Lake Road to the Luce Line? Is it likely they'll keep in the same? Billy: Yes, we want to do the same farther to the north. Jordan: County staff are working with Crystal and New Hope. The real roadblocks are with the cities, the county recognizes the benefits of 4-3s.

Jordan: We're gearing up for Bike Month and Bike to Work Day. I know some of you have volunteered at a pit stop or ride into downtown. If you're interested – even if you're outside your district – please feel welcome to join. We're doing things in St. Louis Park, Golden Valley, Richfield and Minneapolis.





Hennepin County
Bicycle Advisory Committee

Dave Carlson: I met with Ben from St. Louis Park and George Haggeman. Because southern Cedar Lake Trail will be closed, we're looking at moving it from Victoria Park to Minnetonka Boulevard to catch people on the detour as well, and to explain the detours. We might also do some smaller spots. Ben will work with Hopkins possibly at the Depot, too.

Dave Gepner: Richfield is home to major bike shop chains Penn and Erik's, started within six blocks of each other. The Sorensens, children of the founder (who was a Northwest Airlines mechanic) are fighting a bit, and so selling out to Freewheel, and probably will close some of the locations. They were one of the country's first and biggest Trek dealers. It's kind of sad.

Judy Jones: If there are no other announcements, I'll adjourn the meeting. Adjourned at 6:05.

Next meeting:

Monday, April 15, 2019

4 to 6 p.m.

Location: 701 4th Ave. S., Minneapolis





Meeting Minutes

DATE: Monday, April 15, 2019
TIME: 4 to 6 p.m.
LOCATION: Hennepin County
701 4th Avenue South
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

Jordan Kocak, HC Public Works
Emily Kettell, HC Public Works
John Ekola, HC Public Works
Crystal Myslajek, HC Community Works

Guests:

Cameron Muhic, MnDOT

Alternates:

Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5

Forrest Hardy, City of Minneapolis

- | | | |
|-----------|--|--------------------|
| 1. | Approval of the March 2019 minutes
The March 2019 minutes were unanimously approved. | 4:00 – 4:05 |
| 2. | County Road 81 Bridges over Lowry Ave
Presented by: John Ekola, Hennepin County Public Works | 4:05 – 4:35 |

John returned to the group (he previously presented in October 2018) to review the plans for the County Road 81 bridges over Lowry Avenue. The plans are currently at 0%, but he expects 30% plans mid-June, and will return to the group at this time. The project is scheduled for construction in July 2020. Goals for this project include balancing traffic and need for bridge replacement with the local parkway context, and using this opportunity to improve the project area for people biking and walking through the corridor.

- This project will replace three bridges at the Robbinsdale and Minneapolis borders and will cross over Theodore Wirth Parkway and Victory Memorial Drive.
- The County is working with both municipalities as well as two watershed districts and North Memorial Hospital.
- The County has reviewed several concepts (one without any bridges); however, by moving the alignment of the bridges, there are opportunities to reduce crossing widths for people walking and biking. This approach also lessens impacts to the parkways.
- The county considered removing some of the ramps; however, this may result in additional traffic, which would negatively impact the parkways.





Hennepin County Bicycle Advisory Committee

- This project would connect existing bike lanes on Lowry Ave to the Crystal Lake Regional Trail.
- Cameron asked if a traffic circle was proposed as an option at this location and John noted that this would delay the schedule by one year. The county would like to replace the bridges by 2020.
- Greg asked if new support piers would be built as part of this project. John stated that new piers would be built.
- John discussed the county's engagement efforts, including community engagement over the past 2 months. One of the key comments that he heard was that people of all modes are uncomfortable with the 4-way stop at this location.
- John also noted that between the three bridges, there are 9-10 piers, and 3 piers will be eliminated, which is a huge improvement for visibility.
- Dave Gepner asked if there is traffic that travels westbound on Lowry and then turns southbound onto the parkway. John stated that there will be a turn lane to accommodate this movement.
- Dave Carlson asked if a high AADT is the main reason behind the free right turning eastbound onto Lowry. John noted that the main reason for this movement is because the county has to accommodate a pier.
 - Jordan added that the county is trying to eliminate pork chops and asked if the radius could be tightened. John said that the county is looking at ways to eliminate the pork chop, while leaving the pier. Also, the turning radius would need to accommodate truck traffic.
- Cameron asked how people walking on Lowry would travel through this intersection. John said that this project adds trail that connects to the sidewalks.
- Hokan asked if the county has considered that people may just walk in the roadway as opposed to the sidewalks and trails because the roadway is the most direct route. He also asked about a north/south crossing across Lowry at the eastern edge of the project boundary so that people walking have a more direct route. John noted that he was not sure if this crossing will be possible through this project, but will continue to evaluate improvements for people walking and biking.
- Dave Carlson asked if the sidewalks could be converted to trails. John will need to review the details as there may not be enough clearance to accommodate a trail.
- Dave Carlson also asked if bike lanes can continue through the intersection as people traveling eastbound and westbound might not want to access the trail as it is less direct. John will review this question.
 - Dave also asked if sidewalks and trails could be separated at intersections instead of being combined (for example, at the southwest corner of the project where the trail and sidewalk meet). John will review this comment.
- Cameron asked if a signal could be added to the ramps to create safer crossings. John will need to take a closer look at the details.
- Hokan noted that city and county complete streets policies prioritize pedestrian traffic, but that this project does not prioritize pedestrian traffic. John said that the plans under review are a first attempt and will need to be refined.
- Dave Gepner asked if better signage could be added to guide people walking and biking.





- Construction is anticipated to begin in July 2020 and the county will keep as many lanes open as possible. The goal would be to keep one of the Broadway bridges open at time, while also prioritizing ambulance needs.
- Share additional thoughts via a survey on the project website: <https://www.hennepin.us/westbroadwaybridges>. The survey is open through June 1, 2019.
- Current engagement plans include attending existing community events and the potential for an open house as the project progresses. Project updates will be posted to the website.

3. Hennepin County/ Minneapolis Pedestrian Crossing Study

4:35 – 5:05

Presented by Forrest Hardy, City of Minneapolis.

Forrest presented an overview of concepts developed as part of the Pedestrian Crossing Study. He previously presented information related to this project in fall 2018. Since the last meeting, the city and county have finalized a list of 10 intersections that have moved forward to a more detailed concept level design. Two goals of this study are to create safer intersections through holistic changes and to develop additional tools that may be used at future locations. Note that all concepts require additional analysis, review, and funding ahead of implementation.

- Forrest noted that many of the locations that were chosen are currently 4-lane undivided roadways. Many of the concepts involve lane reduction.
- Many concepts include dedicated space for motor vehicle turning movements (Forrest noted that 45-50% of crashes in the city are turning related).
- Lake and Lyndale: proposed changes include curb extensions, left turning improvements (including bollards), accommodation of future BRT platform. Additional options may include reducing the number of lanes.
 - Dave Gepner asked about left turns at busy intersections. Forrest noted that the city may restrict left turns when pedestrians are present.
 - Dave also asked if scramble crosswalks were considered. Forrest noted that it was considered but deemed infeasible at this location. It would be more likely in locations with higher pedestrian volumes, such as Nicollet Mall.
 - Crystal asked if a dedicated left turn lane would alleviate some of the crashes. Forrest stated that it would and that the city and county need to review this issue more closely.
- West Broadway and Lyndale: Adding bumpouts and posts would be the bare minimum. New York City has completed a study on left turning vehicle crashes after adding bollards, and has found them to be effective (More information can be found here: <https://www1.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf>).
- Franklin and Nicollet: The concept shows curb extensions, lighting, crosswalk improvements, and a potential 4-3 conversion at this location.
- Bloomington and Lake: Changes include adding bumpouts and a platform for future BRT.
- Franklin and 3rd Avenue: Proposed changes include a potential 4-3 conversion at this location, bumpouts, and narrowing of the local street.
 - Hakan asked how this intersection was chosen for the study. Jordan noted that the city and county didn't just take the top ten intersections with the highest number of crashes. As part of the study, the city and county looked at intersections with 4 or





more crashes in a ten year time period and chose a variety of intersection types so that the city and county could pilot different treatment types to serve as a model for similar intersections in the future.

- Peggy asked if the bollards used for left turns are the same as for protected bike lanes. Forrest said that the bollards would probably be yellow. Jordan added that the bollards require people driving to make a right angle turn, which requires them to slow down when turning.
- Lyndale and 26th: proposed changes include bumpouts, median, and enhancing bike facilities (off-street).
 - Peggy asked if the bike facilities could be curb protected instead of off-street. Jordan noted that additional review and design work would need to be completed ahead of a decision.
- Lake and 28th: This is a T-intersection with proposed bumpouts, bike lanes, and potential 4-3 conversion at this location.
- Franklin and 13th Ave: Changes at this location would address the mid-block driveway, such as narrowing the driveway, adding a raised median, and better accommodating turning movements.
 - Dave Carlson asked if the driveway was signalized. Forrest stated that it is signalized.
- Cedar and 24th: There is an existing pedestrian bridge here but it is not well used. The city and county propose changes to the timing and responsiveness of the signal push button and improve ADA access.
 - Hokan noted that Cedar is a very narrow 4-lane roadway with parking restrictions during rush hour. Jordan stated that there would need to be a larger county conversation to reduce the number of lanes.
- Forrest noted that for locations with a proposed 4-3 conversion, the 4-3 conversion is just proposed near the intersection, not the entire corridor.
- Cedar and 6th St: Proposed changes include bumpouts, narrowing the street, and geometric improvements to straighten out the skew of the intersection.
- Hokan asked if bumpouts would be constructed if these intersections were re-built today. Forrest noted that bumpouts are a standard treatment and would likely be considered.
- Dave Carlson asked about conflicts between bumpouts and bike facilities. Forrest noted that the city would not want to impact existing bike lanes.
 - Cameron added that bumpouts are important because they shorten crossing distances for people walking.
- Forrest stated that next steps include implementation (as opportunities arise), monitoring, and evaluating each of these treatments to determine if they can be added to the city's toolkit for intersection improvements.
- Hokan asked if the study looked at exposure. Forrest stated that the crash rate was weighted by the number of vehicles in the intersection.

4. **Twin Cities Bike to Work Day**

5:05 – 5:15

- Bike to Work Day is Friday May 17th and there will be a celebration at the Government Center Plaza downtown Minneapolis.
- Several cities are organizing commuter pit stops (Three Rivers is working with three cities to hold pit-stops on May 15-17th). For a complete list of these locations, visit: <http://www.tcbiketoworkday.org/>





- Dave Gepner will be leading a ride from Richfield to downtown Minneapolis, and Dave Carlson is working with the City of St. Louis Park.

5. Topics of interest for future meeting agendas 5:15 – 5:30

- The group discussed the possibility of having a separate pedestrian committee or adding more pedestrian projects to the BAC agenda.
 - Hokan noted that if the BAC adds more pedestrian projects to the agenda, the committee name should reflect the new emphasis on pedestrians. He also said that this might be a way to better involve alternate members.
 - Cameron stated that other mobility advocates should be included.
 - Jordan said that the group could create a resolution at a future meeting. He will add this topic to a future agenda for further discussion.
 - Hokan also added that the group would need to work with commissioners to make this change and update the by-laws.
 - If interested, BAC members might consider creating a subcommittee to work through this potential change.
- The BAC also requested that agency representatives regularly attend as they are important for discussion.
- Jordan will bring a representative from the Southwest LRT project to provide a future update.
- The group would be interested in meeting the new Our Streets Executive Director.
- The group also asked if a project infrastructure ride could be part of the next meeting.

6. Member Announcements 5:30 – 5:35

- Hokan is hosting an LCI seminar in Bemidji.
- Dave Carlson is attending a meeting on the Dakota Avenue Bikeway in St. Louis Park.
- BAC members in districts 1 and 2 are up for re-election. Staff have conducted interviews and will wait to hear from the commissioners for guidance.
- Districts 4 and 6 also have openings. Jordan will promote these positions shortly.
- The hands-free legislation was signed by the governor.

Next meeting:

Monday, May 20th

4 – 6pm,

Location: TBD





Meeting Minutes

DATE: Monday, May 20, 2019
TIME: 4 to 6 p.m.
LOCATION: Hennepin County Brookdale Library
Brooklyn Center, MN

Committee Members:

Tammy McLemore, Dist. 1
Kristel Porter, Dist. 2
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

Emily Kettell, HC Public Works
Dan Patterson, HC Public Works

Guests:

Carol Hejl, City of Minnetonka
David Davies, Southwest LRT Office
Sarah Ghandour, Southwest LRT Office
Cameron Muhic, MnDOT Metro District

Alternates:

Gilbert Odonkor, Dist. 1
Billy Binder, Dist. 2
Dave Gepner, Dist. 5

1. Approval of the April 2019 minutes

4:00 – 4:05

The January minutes were unanimously approved. Billy Binder moved, Peggy Kvam seconded.

2. BAC new members

4:05 – 4:20

Chair Judy Jones welcomed new BAC members Gilbert Odonkor from District 1 and Kristel Porter from District 2. The new members briefly introduced themselves:

- Gilbert has lived in U.S. since 1997 and in Brooklyn Park for 18 years. He's originally from Ghana. He went to the University of Minnesota, got into construction industry and started his own business. He now works for Hennepin County in construction procurement. He's interested in exploring new bike paths, reviewing drawings and construction management. He rides a Trek mountain bike and a Cannondale road bike.
- Kristel Porter lives in north Minneapolis, in District 2. She started a club called the Cycle Sisters. They go on rides every other week and support local businesses. The first 20 people get giftcards. She also is executive director of Cleveland Neighborhood Association.





3. Excelsior Boulevard trail project – City of Minnetonka

4:15 – 4:45

- Carol introduced trails and biking in Minnetonka. Created citywide system in 1976, looped trails in the 1980s. There are about 90 miles of trails in addition to regional trails. 81 miles maintained year-round.
- Identified 71 trail segments to add 42 miles. Adopted gas franchise fee in 2018 to fund expansion.
- Prioritized gaps by difficulty (10 percent), cost (20 percent, nature of use 30 percent, community access 40 percent).
- Current study is almost complete for an 8-foot wide trail on the south side of roadway generally with about four feet of boulevard. There will be an open house in about 10 days. Have had one-on-one meetings with affected residents. Two stages of construction, in 2020 west of 494, 2021 east of Baker Road to Shady Oak Road.
- Dave — Are you planning to keep paved shoulders on Excelsior Boulevard? It's a popular bike route and many would not be comfortable sharing an 8-foot trail. Typically would use 10 feet. Carol – The county really wants to keep the shoulders; we're showing some striping shift to allow a bikeable shoulder but also minimal impacts to adjacent property owners. We realize 8 feet is not ideal, but we hope a bikeable shoulder with a trail can be a workable solution.
- Dave Carlson – When cities did bike plans to connect place to place, but didn't include connecting to other communities. Carl – We did include destinations outside the city, like downtown Hopkins and other neighboring communities.
- Judy – Will there be pedestrian crossings to the roads on the north side? Carol – We will have the ramps to access those roads, but we won't have striped crosswalks at every. At higher-demand locations we'll have the medians but not crosswalks.
- Greg – Did you consider rectangular rapid flashing beacons (RRFBs)? Carol -- With the nature of use and current number of crossings we didn't see the need for them. But if there is a future need we would look at that.
- Cameron Muhic: Would that be OK with ADA? Would it be set back far enough to have a 5x5 landing pad? Carol -- In some places the paved boulevard would serve as that landing pad. In other areas it would be the trail itself. New guy --I'm concerned a bike could collide with someone exiting the bus.
- Peggy – There probably will be more bus activity once light rail goes in.
- Peggy – What are you going to improve awareness of people biking on the trail? Carol – A lot of it will be signage and education. Do you have any suggestions? Peggy – Green striping to call out those areas.

4. Green Line Extension bikeways update

4:45 – 5:15

- David Davies from the outreach office covering Minneapolis and Sarah Ghandour of design to cover bikeway closures and detours.
- Construction starting now with a schedule to open in 2023. To this point there has been a lot of mobilization, plans and submittals.
- Closing Kenilworth and Cedar Lake trails in coordination with cities, county, parks.
- Kenilworth closed from Midtown Greenway to 21st Street for about three years.





- Cedar Lake trail closed from east of N Cedar Lake Trail in Hopkins to France Avenue in St. Louis Park for about two years.
- Trails have been closed for one week. We have had feedback. Three main areas: signage (e.g. arrows missing, pointed wrong way, wayfinding to destinations); detour conditions (e.g. haven't been swept yet, with gravel, sand, tree roots); routes and other options (e.g. the detour is bad)
- Upcoming closure of Cedar Lake Trail from Van White Blvd to Royalston Avenue for about two years, starting as early as June 3. Glenwood Avenue also will close between Lyndale and 11th Avenue.
- Dave – Did you consider keeping bike/ped traffic open despite construction? Sara – There wasn't room. We would if we could keep it open.
- Dave – Can we keep it open from the Luce Line bridge to Van White Boulevard? David said they will take it back and see what we can do.
- Dave Gepner – This is less than ideal. Were good detours sacrificed to save money? Sarah – There was a time we were going to try to keep open Cedar Lake, but through the process with contracting and risk management, we did ultimately take it out. We will get three more grade separations and a roundabout at Kenilworth/Midtown Greenway once the trail reopens.
- Dave – Detour period – Could that be shortened? Will trail construction happen during closure or after? Sarah – When closure ends there will be new trail. It's unlikely they would open early.
-

5. Hennepin Avenue mill and overlay and presidents bike boulevard intersection 5:15-5:55

- Emily Kettell, Hennepin County transportation planner, presented on a draft layout of the Hennepin Avenue corridor. There are three projects in the corridor.
- Hennepin County will be upgrading 10 ADA ramps this year and others will update another four in the corridor.
- In 2020 between 8th St SE and Stinson the county will mill and overlay next year. We're looking at a four-to-three lane conversion from 8th to Johnson.
- Minneapolis is going to build a multiuse trail on the north side from 5th to Pierce Street with help from a Hennepin County grant. It will include a median at 5th and possibly one at Pierce. We'll be doing outreach in the next few months in coordination with the city, probably in June or July.
- Trying to include bike lanes the length of the four-to-three.
- Buffered bike lanes with 2- to 3-foot buffer.
- Judy – Don't just end the lane, merge it into traffic
- Gilbert – Could you get back to us with the schedule for the ped ramps?

6. Member announcements 5:55 – 6

- Dave Gepner – Could you update list and contact information of BAC meetings and send to everyone?
- Judy – Next month will be at Nice Ride offices. Dave – Are we going to meet with the U? We usually do that each summer.
- Billy Binder – May 30 next Brookview Community Center 6 p.m. Glenwood Avenue study group, 2020 paving project from 100 to Thomas Avenue North. It's a key corridor, with access from Golden Valley to downtown Minneapolis. Connects lots of schools, people drive.
- Billy Binder – Had 50 people at biking pit stop on Bike to Work Day. It was a love fest. Lots of reverse commuters there, going to General Mills, other jobs.





Hennepin County
Bicycle Advisory Committee

- Kristel – Almost 200 people on pit stop on Plymouth Ave Bridge, on other side of Boom Island Park. People going both directions, going to Parkway and downtown. Lots of city employees.
- Judy went to Richfield pit stop. They expected to see more people headed downtown Minneapolis, but lots of people headed to Best Buy, QBP, Erik's.
- Dave – St. Louis Park had one, counted 75. Three Rivers and SLP had vans there, police and fire.
- Tammy – Took Mississippi River Trail to 2nd Street to Hennepin to Government Center. In left lane to take a left turn, driver jumped the line and almost hit me.

Next meeting:

Monday, June 17, 2019

4 to 6 p.m.

Location: Nice Ride offices, 2030 Elm Street SE, Minneapolis





DRAFT Meeting Minutes

DATE: Monday, June 17, 2019
TIME: 4 to 6 p.m.
LOCATION: Nice Ride HQ
2030 Elm St SE
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist 1.
Dave Carlson, Dist. 3
Judy Jones, Dist. 5

Ex-Officio Members:

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

Alternates:

Gilbert Odonkor, Dist. 1
Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4

Guests:

Michele Molstead, Nice Ride
Bill Dossett, Nice Ride
Arman Rajaeian, Metro Transit
Joshua Johnson, Minneapolis Public Works

- **Approval of the May 2019 minutes** **4:00 – 4:05**
 - Pending two updates, the May 2019 minutes were unanimously approved.
- **Minneapolis Scooter Share Program Overview** **4:05 – 4:40**
 - Joshua Johnson, City of Minneapolis – overview of Minneapolis scooter share program

Joshua is the advanced mobility manager for the City of Minneapolis. Part of his job includes harnessing new and emerging technologies to meet the city’s goals of climate action and equity. His presentation focused on Minneapolis’ motorized foot scooter pilot program, including 2018 project milestones and an update on the 2019 pilot.

- 2018 was the first year of motorized scooter share in Minneapolis, and at the end of the 2018 pilot, Lime and Bird (operators of motorized scooter programs) had a combined total of up to 600 scooters available for use each day.
- The City of Minneapolis is actively collecting data about the scooter pilot program and Joshua discussed how the city ensures data privacy to users. Joshua noted that raw data is not saved, data is anonymized, trip data is rounded to the nearest quarter hour, and scooter locations are saved to the centerline.
- Highlights from July 10-November 30, 2018 pilot program :
 - Total of 225,543 total rides
 - Average of 1,566 rides per day
 - Average ride is 1.34 miles
 - Almost 93% of streets and off-street trails saw were utilized as part of a scooter trip
 - The high for number of trips for a scooter in one day was 39





Hennepin County
Bicycle Advisory Committee

- The City also conducted a survey to better understand how the scooters were being utilized. They received 987 responses, and the results confirmed that scooters were being used for meaningful transportation purposes rather than as a novelty form of transportation.
 - Highlights from the survey include:
 - 35% of respondents were non-bikers, meaning these people are likely unfamiliar with the bikeway network so there is lots of room for education and encouragement.
 - 42% of respondents noted a decreased use in personal vehicles, TNCs or taxis.
 - Joshua noted that the survey revealed that scooters tend to be utilized for a short distance, and he inferred that people are replacing modes rather than using scooters to connect to other modes. The goal for this year’s pilot program is to better connect scooter share with other modes of transportation.
- Dave Carlson asked how the survey was administered. Joshua said that the scooter companies (Lime and Bird) sent the survey via email.
- Michele noted that when scooters first appeared, she noticed that people would connect to a Nice Ride bike via scooter or vice versa.
- Joshua noted that another goal for the pilot this year is to understand the details of how people are using the scooters and what they are connecting to. He noted that 61% of scooter share users live in Minneapolis.
- Jordan asked if the results were representative of all scooter share users given that a certain type of person might be more likely to take an opt-in survey. Joshua noted that the results do show an over-representation of certain household incomes, race, age and gender.
- Joshua added that companies have alternative access plans to better reach low-income populations this year.
- Dave Carlson asked about the 14% of users from outside of the Twin Cities, but Joshua noted that the city does not have more specific details about these users.
- Joshua stated that the city received 85 complaints, though he suspects that the low number is because many people did not know that there was a system for reporting scooter violations.
- In 2018, there were six reported crashes and nine reported near misses that involved scooters. There may have been more, but the data is limited at this time.
- Hokan asked if the reported crashes involved motor vehicles. Joshua said that the crashes didn’t necessarily involve a motor vehicle – one involved a person biking and a few involved the scooter users losing control. He noted that the city is still looking into the benefits versus the hazards for scooters in order to develop a longer-term plan for scooter use in Minneapolis.
- In 2019, there will be up to four companies allowed to participate in the pilot (right now Lyft, Lime and Spin are part of the pilot). Interested vendors need to share a safe riding and parking compliance plan with the city, address local education and outreach, and have a scooter availability and distribution plan. Additionally, alternative access programs and pricing for low income individuals are also required.
- In 2019, the maximum number of total scooters allowed is 2,000 and at least 30% of scooters need to be placed in areas of concentrated poverty. The vendor is required to pay \$100 per scooter to support infrastructure improvements and to support regulation of the pilot.
- The city is also looking at dedicated scooter parking spaces on-street, which will likely be implemented in the next month.





- Billy asked if scooters are encouraged to use the bike lanes. Joshua noted that people using scooter share are encouraged to ride in the bike lanes and are not allowed to ride on the sidewalk.
 - Billy asked if you can use the scooter on a sidewalk if in a residential district. Joshua said that sidewalk scooter riding is not allowed anywhere.
- Judy asked if scooters are identified as a vehicle. Joshua said that they are a vehicle per state statute. Jordan asked if the statute just applies to electric scooters, and Josh clarified that it just applies to motorized foot scooters.
- Hokan noted that scooters are not allowed to make vehicular left turns (and must complete box turns).
- Judy asked if the \$100 per scooter fee is unique to scooters, or if Nice Ride is charged a fee as well. Joshua said that there is a fee, though it's not quite the same.
- Judy asked if there are on-street corrals for scooters. Joshua said there is an on-street bike corral program, and a separate scooter corral program will be implemented shortly.
- Dave Carlson asked if you should move a scooter parked in the middle of the sidewalk. Joshua said that scooters should be parked in the furnishing zone. While they can be moved, it would be best to call 311.
- Dave Carlson also asked if the GPS functions are accurate enough to tell if scooters are parked in the proper zone on the sidewalk. Joshua said the GPS units are not accurate enough to do so.
- Gilbert asked how a person can access the scooters and if a credit card is needed. Joshua stated that after downloading the app, you would locate the scooter on the app's map, then use the app to unlock it. Some companies require money to be preloaded, but there are alternative access programs that utilize Paypal. There are also various low-income plans (the plans vary between companies).
- Erin asked if prices are similar across brands or if price is influenced by other trends. Joshua noted that the city does not regulate the price of scooter share.
- Tammy asked if a person has to sign a waiver each time to reserve a scooter. Joshua noted that you agree to the terms and conditions when signing up for the app.
- Dave Carlson asked if Minneapolis will collaborate with adjacent cities. Joshua said that Minneapolis has been talking to other suburbs, St. Paul, the U of M, and the Minneapolis Park and Recreation Board.
- Judy asked if Zap can play a role in understanding trends. Josh said that interns are currently conducting field observations to observe behaviors and validate existing data.

2. Broadway St NE Repaving Project

4:40 – 5:10

- Emily Kettell, Hennepin County

Emily presented an overview of the Broadway St NE repaving project. Broadway St NE, between Marshall St NE and Stinson Blvd, will be repaved this fall. The county is working with the city and a neighborhood task force to improve safety and comfort for all users, and is developing a short and long-term action plan for the corridor.

- The mill and overlay will be completed at the end of summer or early fall.
- ADA ramps will be upgraded this summer along the corridor between Main St NE and Cleveland St NE.





Hennepin County Bicycle Advisory Committee

- Potential striping revisions are being driven by the neighborhood task force who would like to see improved crossings, a four-to-three conversion, and limited left turns on and off of Broadway St NE.
 - The task force was the driving force behind the city and county's decision to make short-term improvements in coordination with the mill and overlay. The task force created a survey and received nearly 1,000 responses, with most people noting that they do not feel safe on Broadway St NE, including people who drive.
- The city and county held an open house in early May and some of the key comments include:
 - Improved crossings (safer crossings, longer time to cross the street)
 - APS at all signals
 - Improved bike crossings
 - Four-lane to three-lane conversion at select locations
- As a result, the county will be reviewing locations for no left turns, continuing an analysis for a four-to-three lane conversion at different locations throughout the corridor, evaluating striping under the Buchanan railroad bridge, and reviewing parking data.
- The county completed an analysis of parking along the corridor and it revealed that parking is not utilized along Broadway St NE, except in front of Spyhouse coffee.
- Judy asked if there is a viable east-west route on a parallel neighborhood street. Jordan noted that there is not.
- Billy asked if the four-to-three lane conversion would work if vehicle volumes were higher and if the county has completed a four-to-three lane conversion with volumes this high?
 - Emily noted that the vehicle volumes are on the higher end of what the county is comfortable with for a four-to-three lane conversion. As a result, not all segments may be converted at this time – more analysis is needed.
- Hokan asked about local versus regional trips along the corridor.
 - Preliminary data from Streetlight reveals that approximately 30% of trips are local and 70% are regional (greater than five miles).
- Dave Carlson noted his support for a four-to-three lane conversion.
- Billy made a motion to support Hennepin County's investigation and implementation of a four-to-three lane conversion along the Broadway St NE corridor. Gilbert seconded the motion, and it was unanimously approved.

3. Nice Ride program update and facility tour

5:10 – 5:45

- Michele Molstead, Nice Ride – Nice Ride program and equipment update and new facility tour

Michele and Bill provided updates about the launch of the new Nice Ride system, which now includes dockless bikes. They provided a tour of the warehouse and new equipment.

- After the tour, Michele noted that Nice Ride now has a Nice Ride for all program, which provides recipients of TAP or SNAP with a \$5 annual membership. So far, over 100 people have signed up for the program.
- Nice Ride has to meet certain equity requirements including the creation of an annual report, hiring of outreach ambassadors, advertisement in multiple languages, and coordination with the Equity Committee of the Shared Mobility Committee.
- Bill noted that while the initial roll-out of dockless bikes did not go as planned, over 500 permits have been recently issued by the city to establish new hubs for the dockless bikes.





Hennepin County
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- Michele encouraged BAC members to get in touch if they have location suggestions for hubs.
- Jordan asked what happens to the bikes if people do not park at an officially designated hub. Bill said that crews will pick up the bikes and transfer them to a hub. He noted that many people return the dockless bikes next to an existing station.
- Bill added that Nice Ride expected 1,800 e-bikes this year, but they cannot be used due to a braking issue. He expects e-bikes to be released by April. Bill also said that there is potential for new equipment such as a combination of docked/dockless bikes and access to Nice Ride via the Lyft app.
- Dave Carlson asked if existing bikes are allowed in parks, trails, and bike lanes. Bill noted that they are because the e-bikes are just pedal-assist.

4. Member Announcements

5:45 – 6:00

- Dave noted that the detour routes are in place for the SWLRT. Construction affects the Cedar Lake Trail and Kenilworth Trail.
- Billy noted the success of Bike to Work Day in Golden Valley.
- Billy provided an update of the Glenwood Ave study group.

Next meeting:

Monday, July 15th

4 – 6pm,

Location: North Regional Library – 1315 Lowry Ave N, Minneapolis, MN 55411





DRAFT Meeting Minutes

DATE: Monday, July 15th, 2019
TIME: 4 to 6 p.m.
LOCATION: North Regional Library
Meeting Room, South
1315 Lowry Ave N
Minneapolis, MN 55411

Committee Members:

Kristel Porter, Dist. 2
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5

Ex-Officio Members:

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

Guests:

John Ekola, HC Public Works
Carl Reim, HC Public Works
Kevin Swehla, SRF Consulting
Arman Rajaeian, Metro Transit
Cameron Muhic, MnDOT
Julie Swanson, Minneapolis Public Works
Simon Blenkinski, Minneapolis Public Works
Tyler Pederson, MPRB

- **Approval of the June 2019 minutes** **4:00 – 4:05**
The June 2019 minutes were unanimously approved.

- **West Broadway Bridges Update** **4:05 – 4:35**
John Ekola, Hennepin County and Kevin Swehla, SRF Consulting, presented the 30% designs for the West Broadway bridge project, which also includes intersection improvements beneath the bridges. This is John's 3rd time back to the BAC to provide updates and gather feedback on the project.

- Since the last time John presented to the BAC, several changes have been made to the layout:
 - The northbound and southbound Broadway alignments have shifted toward the hospital and the intersections have shifted toward the east. This shrinks the overall size of the intersections.
 - Two of three pork chop islands have been removed.
 - The lanes have been reduced to one through lane plus turn lanes at each intersection
 - A trail has been added to the flyover bridge to provide a direct connection to the Crystal Lake Trail and Grand Rounds Trail.





- An existing sidewalk will be upgraded to a trail.
 - Improved east-west trail connections.
 - Updated curb ramps at Lowry and Vincent for ADA access and to facilitate easier crossings.
 - The southbound bridge will be built with room to accommodate a future trail.
- John noted that the project team has worked closely with the City of Robbinsdale, MPRB, North Memorial Hospital and the City of Minneapolis. There will be an upcoming open house in Robbinsdale at the end of the month.
- Judy asked if the trails are going to be built at grade. John noted that all of the trails except one will be at grade.
- Billy asked why additional width was included for a future trail on the southbound bridge, but not the northbound bridge. John said that the future trail would be a two-way trail (12 ft wide). Billy added that trail connections at this location are crucial.
- Dave Carlson stated that this project assumes that most people will connect to the trail; however, there are many people who would prefer to stay on the road when traveling east-west. He added that people will take the most direct route and on-street facilities need to provide for this. John noted that there is likely not enough space to add on-street facilities as well. The project team is trying to balance the needs of the hospital, while also shrinking the intersection and crossings.
 - Dave asked if the 16 ft lanes could be reduced to add a 5 ft bike lane. John said that the wider lanes include the reaction distance and that the team is proposing 11 ft lanes where possible.
- John noted that there are 10 existing bridge beams and seven of the beams will be removed through this project, improving site distance and providing a parkway feel.
- Hokan asked if wayfinding was included. John said that the project will incorporate signage, but it is not included in the 30% design. Hokan noted the importance of signage especially where the trails take people walking and biking away from the road.
- Billy asked if the concrete gutter pan on Lowry could be added as on-street bike facilities for this project. John said that the bike facility will be off-street under the bridges. Billy noted that most people will probably stay on the road. Tyler added that the trails will be nice to have in order to attract people who are not comfortable biking on the road. Billy reiterated the importance of consistency for people biking on Lowry.
- Judy asked if the group would like to move forward with a resolution. Jordan will prepare a draft resolution that reflects the BAC's desire for better on-street facilities. He will email the resolution to the group ahead of the next meeting and will spend time discussing it in August.
- Dave Carlson asked if trail crossings can be widened to improve separation for people walking and biking.

- **Glenwood Avenue Mill and Overlay** **4:35 – 5:05**

Emily Kettell presented an overview of the 2020 repaving project from Highway 100 to Thomas Ave in Golden Valley and Minneapolis. As part of the project, Hennepin County and the City of Golden Valley have convened a resident study group to discuss project concerns and develop a short-term and long-term strategy for the corridor. Next steps include finalizing the layout, holding the final study group meeting on August 1st, and a final open house on August 8th.

- Emily noted previous engagement efforts including an open house in December of 2018, a corridor mailer/comment form, and a study group that has been meeting over the past six months.





Hennepin County
Bicycle Advisory Committee

- She presented data collected for the project including pedestrian counts, parking, speed, and origin/destination data. Some members questioned the average speed data that was obtained via Streetlight and would prefer to see more detailed speed data.
- Dave Carlson mentioned that there should be some kind of marked or enhanced crossing at Glenwood and Theodore Wirth Parkway because so many trails converge at that intersection.
 - Tyler said that the Park Board would be open to restriping the crosswalks at Theodore Wirth Parkway.
- The group also had questions about addressing the Highway 100 bike gap. Emily mentioned that the gap would need to be addressed when the bridge is reconstructed, likely not in the near future.
 - Dave Carlson asked if the county could reconfigure the eastbound lane and painted median just east of the Hwy 100 bridge so that some space could be allocated to a bike lane.
- Arman noted that the bus stop locations at Ottawa should be revised – the southside bus stop is nearside.
- Billy added that neighbors are concerned about speed and that a double yellow line should be added to prohibit passing.
- Billy would like to see mumble strips, delineators, or a raised concrete barrier to better separate people biking from moving vehicles. Kristel was also supportive of implementing a protected bikeway.
- **Nicollet Avenue Mill and Overlay** **5:05-5:35**
Carl Reim, from Hennepin County Transportation Planning, presented about a 2020 mill and overlay project along Nicollet Ave 68th St to 61st St in Richfield and Minneapolis. The project will connect to bicycle facilities on either end and will close a bike gap.
 - The BAC pointed out that the bike facilities to the south of the project area have adequate width for a bike lane, but are only designated as bikeable shoulders. The bike/ped team will review this more closely.
 - Carl noted that this mill and overlay project provides an opportunity to address two ADA grievances at 64th and 65th streets.
 - Carl added that the county also plans to add a median and ADA compliant ramps at 63rd Street to provide better access to the park.
 - Dave Gepner asked about the city's plans for 65th Street. Carl noted that the county was coordinating with the city's 65th Street project; however, the city project is being pushed back several years. The project coordination included discussion of roundabout. Given the difference of timelines, the county is moving ahead with the mill and overlay and keeping the intersection as is.
 - Arman asked how bikes and buses will interact. Carl said the county needs to take a closer look at this section.
 - Carl noted that adjustments to access the trail at 63rd are out of the scope of this project. He added that the city would like to build out the trail that runs parallel to the noise wall, though no concrete plans have been identified.
 - Carl said that some parking for one block on the Minneapolis portion of the corridor will need to be removed.





Hennepin County Bicycle Advisory Committee

- Judy asked if it is necessary to have a 12 ft turn lane at 61st. Kristel added that there are a lot of semi trucks that turn here.
- Emily asked if the 8 ft bike lanes could be replaced with 6 ft bike lanes with a 2 ft buffer.
- The group asked about on-street parking near 65th as the current concept does not include on-street parking. Carl noted that the city's preference is to retain on-street parking and that there are future plans to redevelop this area as a town square.
- Carl said that next steps include finalizing the concept and creating the striping plans. He will revisit the bike and bus interaction just north of 66th and the buffered bike lane width in the final layout.

- **Queen Avenue Bike Boulevard**

5:35 – 6:00

Simon Blenski and Julie Swanson from the City of Minneapolis presented about the Queen Avenue Bike Boulevard project. As part of the project, the city plans to convert four miles of Queen Ave to a bike boulevard. The project is scheduled for 2021 and is funded mostly through federal funds (about \$2 million). Simon and Julie will return in the fall with a concept for the bike boulevard. They plan to bring the layout to the Minneapolis City Council in early 2020.

- The Queen Ave bike boulevard is a joint city/county project that was brought about by the need for a comfortable north/south bike route. This route will parallel Penn Ave. At the time that Penn was undergoing improvements, it was determined that bike lanes were not feasible.
- Key features of the bike boulevard include traffic calming, crossing improvements at busy intersections, traffic circles, trail connections through parks, shared bike/motor vehicle space, and wayfinding.
- Simon noted that most streets are two-way; however there is a 1 mile segment that is one-way, which presents a couple of challenges for the project.
- Jordan added that even though this project is not on a county roadway, it is important for county and BAC involvement. The project is a direct result of bike lanes not being implemented on Penn, the county is providing funding, and the bike boulevard crosses five county roadways.
- Hokan noted that there are many successful bike boulevard examples across the world that the city can look to for new ideas.
- Dave Carlson asked how bikes will cross the street where there are no stop signs or signals? Simon responded that the city and county are investigating this. Some initial ideas include geometric improvements that reduce the crossing distance and number of vehicle lanes, such as center refuge medians.
- Kristel noted that she is in favor of reducing the number of lanes where possible.
- Dave Carlson asked how the project would accommodate a two-way bike boulevard on a one-way street.
 - Hokan said that 5th St SE is an example with a designated contra flow lane.
 - Greg asked if parking will be maintained. Simon responded that the city is trying to keep parking on both sides of the street. The project team will review a couple of options including converting one-ways to two-way streets or allowing bikes to ride against traffic. Simon noted that every block is slightly different so the solutions will be need to be evaluated on a case-by-case basis.





Hennepin County
Bicycle Advisory Committee

- Dave Carlson stated that crossing Broadway at Penn will be a challenge. Simon noted that there may be an off-street trail at this location.
- Cameron asked how people biking will cross Olson Memorial Highway. Simon said that the city is planning to build a trail on the north side of Olson so that people can cross at the signal. This location will be coordinated with future blue line LRT planning.
- Julie noted that the city is investigating the feasibility of reverse stop signs so that people biking would not have to stop. Judy asked if this would make it easier for cars to speed.
 - Cameron asked if Queen could be broken into smaller driveable segments by adding medians so that there is less car traffic.
 - Judy suggested adding a compact roundabout.
 - Simon said that there is already something, such as a park, that diverts traffic every six or so blocks. He thinks the main issue for each segment will be speeding vehicles.
- Julie noted that the average width of Queen is 28-32 feet.
- Simon stated that with a typical bike boulevard design, parking does not need to be removed; however it may be impacted near intersections or for one-way segments. Julie completed a parking study and noted that parking was full near parks during scheduled events, but other times it did not seem like an issue. Billy said that in the winter, there is not enough space for parking because of snow storage.
- Simon will return in the fall with a layout.

- **Member Announcements**

6:00

- Hennepin County is renewing its Bike Friendly Community application. There are a number of questions that would be helpful to get input on from the BAC. Please send your responses to Emily.
- Kristel handed out flyers for Glow Roll – July 26th, 6:30 pm at Freedom Square.

Next meeting:

Monday, August 19th

4 – 6pm

University of Minnesota Transportation Safety Building

511 Washington Ave SE, Minneapolis, MN 55455, Room 331





DRAFT Meeting Minutes

DATE: Monday, August 19th, 2019
TIME: 4 to 6 p.m.
LOCATION: 701 4th Ave S
Minneapolis, MN 55415

Committee Members:

Kristel Porter, Dist. 2
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5

Ex-Officio Members:

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

Guests:

John Ekola, HC Public Works
Carl Reim, HC Public Works
Kevin Swehla, SRF Consulting
Arman Rajaeian, Metro Transit
Cameron Muhic, MnDOT
Tyler Pederson, MPRB

- **Approval of the June 2019 minutes** **4:00 – 4:05**
The July 2019 minutes were unanimously approved.

- **Attendance** **4:05 – 4:35**
Dave Carlson, Greg Anderson, Judy Jones, Peggy Kvam, Hokan, Erin Daly, Cameron Muhic, Dave Gepner, Jordan, Gilbert, Tammy McLemore, Kristel Porter
Trey Joiner, Dan Patterson

- **Review and vote on committee resolutions** **4:05 – 4:35**
 - W. Broadway bridges and Lowry Ave reconstruct project in Minneapolis and Robbinsdale
 - Hokan: It's very mild; I think we had particular concerns about bike and pedestrian routing. Erin – I think our conversation got very vehicular-bicyclist heavy; if I were not as comfortable a cyclist, I would like the off-street facilities.
 - Dave: The narrow width of the crossings can create congestion among people biking and walking. It would be good to separate them, at least have it wider. Would like to see both on-street and off-street
 - Kristel: It's good to have that choice, on- or off-street.





- Dave’s language “Theodore Wirth/Victory Memorial Parkway crossing to better accommodate people walking and biking”
- Hokan move /Dave Carlson second unanimous
- Glenwood Avenue mill and overlay in Golden Valley and Minneapolis
 - Kristel suggested adding language to reconfigure the median east of TH 100 to make space for bike lanes. “... as presented, with the additional recommendation of reconfiguring the painted median east of Highway 100 to better accommodate an on-street bicycle facility.”
 - Dave Carlson: Would like wider space for bicycle and pedestrian crossing at Glenwood Avenue and Theodore Wirth Parkway.
 - Hokan move/ Greg Anderson second unanimous
- Nicollet Ave mill and overlay project in Richfield and Minneapolis
 - Dave move / Tammy second unanimous

• **Hennepin Ave Mill and Overlay and Presidents Bike Boulevard Projects** **4:35 – 5:05**

Trey Joiner introduced the project, which will improve the crossing at 5th Ave NE and Pierce in 2020, the county will be resurfacing the corridor also in 2020.

The crossing is an important connection for people walking and biking, connecting to presidents bike boulevard. The corridor will be a 4-3 conversion, which will remove the multi-threat problem. The project will improve safety and reduce the level of traffic stress.

The project will expand the north sidewalk to create a two-way trail as part of the city’s low-stress bicycling network.

30 percent design in October.

Greg Anderson: Could there be a warning system for the blind spot at Pierce?

Judy Jones: What about pedestrian warning signals? Trey: We’re shortening the crossing distance and reducing lanes, so it should improve visibility and yielding rates.

Dave Gepner: Bottom left, if you’re continuing south on 5th, there’s a one-way opposite. Trey: You’ll want to go to 6th to avoid waiting forever at an unsignalized crossing.

Hokan: IIHTS discovered that two-way urban cycle tracks cause crashes. They’re more dangerous than one-ways or bike lanes or just riding in the street. Trey: It will be better than a shared use path; pedestrians will be separate. Peggy: The problem with two-ways is intersections; here there’s only one block.

Kristel: That’s a lot of pavement; have you considered permeable pavers? Trey: There’s a huge flooding issue here, but we’re not looking to address it here.

Greg Anderson: How will winter maintenance be done? Trey: It will be all maintained

Dave Carlson: The 10-foot center lane isn’t really used; could lanes be shifted to narrow the median and create more space? Jordan: Our county engineers would hate that. Trey: We’re looking at an 8-foot left turn lane

Judy: Would like to see an 8-foot turn lane.





- **Mill Street Feasibility Study** **5:10-5:30**
Dan Patterson, from Hennepin County Transportation Planning, presented about a 2019 feasibility study
 - Judy requested that the study/ concept include a direct ramp connection from Mill Street to the Minnetonka LRT Trail
 - Dave Carlson and Peggy Kvam were not supportive of removing shoulder to gain an off-street trail – especially on the opposite/ west side of the roadway from the trail – requested that even a narrow shoulder remain for southbound people on bikes
 - Erin Daly stated support for the off-street trail and noted that an off-street protected facility would attract a wider ranger of potential users – people walking and biking – than bikable shoulders would – this is in keeping with the Hennepin County Bike Plan goal of encouraging “interested but concerned” bicyclists. Kristel Porter concurred.
 - If a shoulder was to remain consensus was that 3 – 4’ would be the bare minimum
 - Kristel Porter stated that there should be no gaps, that the trail should be consistent the entire way
 - Hokan asked that where possible the trail should be wider than 10’
 - Judy Jones asked for an enhanced crossing at 3rd Street
 - Dave Carlson asked that some consideration be given to what happens at the 5 legged intersection with Excelsior Blvd

- Bloomington to Eagan parallel 494 status?
 - Apparent miscommunication on 5th

- **Member Announcements** **6:00**
Jordan: Volunteering for bike/ped count in September. Jordan has emailed you about it
Jordan: We’ve applied for Bicycle-Friendly Community status; I sent out a survey as part of that application, check your inboxes.
Judy: Free Bikes for Kids October 5. No location yet. They take used bikes in any condition and get them to kids who need them.

Next meeting:

Monday, September 16th
4 – 6 p.m.
Minneapolis Park Board
2117 West River Road
Minneapolis, MN 55411





DRAFT Meeting Minutes

DATE: Monday, September 16th, 2019
TIME: 4 to 6 p.m.
LOCATION: Minneapolis Park Board
2117 West River Road
Minneapolis, MN 55411

Committee Members:

Tammy McLemore, Dist. 1
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

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

Guests:

Amber Klein, HC Public Works
Jason Staebell, HC Public Works
Katie White, Minneapolis Public Works
Tyler Pederson, MPRB
Adam Arvidson, MPRB
Cameron Muhic MnDOT
Arman Rajaeian, Metro Transit

Alternates:

Billy Binder, Dist. 2
Hokan, Dist. 4
Dave Gepner, Dist. 5

- **Approval of the August 2019 minutes**

The August 2019 minutes were unanimously approved.

- **Review and vote on committee resolutions**

The group reviewed a resolution in support for the East Hennepin President's Bike Boulevard crossing improvement project in the city of Minneapolis. A motion to approve the resolution was moved by David Gepner and seconded by Billy Binder. The resolution passed 4-1.

- **Midtown Greenway Crossing Improvement Project**

Jason Staebell and Amber Klein from Hennepin County Public Works presented concepts for HSIP projects throughout the county. The projects presented will be constructed in 2020.

- Jason presented concepts for seven intersections along the Midtown Greenway (James Ave S, Irving Ave S, Humboldt Ave S, 5th Ave S, E 28th St, TH 55, and Minnehaha Ave)
 - Common improvements along the Midtown Greenway intersections include decreased crossing distances for trail users, stop bars for vehicles, painted crosswalks, and stop signs oriented toward the general purpose lane (rather than the trail).
 - Hokan asked if there would be a counterflow lane for bikes at Irving. Jason will follow-up





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Bicycle Advisory Committee

- Dave Gepner asked how the road will be narrowed and Jason responded that as part of this project, curb lines will narrow the roadway.
- At 5th Ave S, county staff are also looking into the feasibility of raising the crosswalk to improve visibility and slow down vehicle speeds.
- At E 28th St there is currently an overhead flasher. This project will improve the existing crossing and construct ADA compliant ramps.
 - Hokan asked if detection for bikes could be improved so that people do not have to use push buttons. Jason said that advanced detection was evaluated but determined to be very complicated because the bike and ped paths switch sides across the intersection.
 - Dave Gepner noted that even when the button is pushed, it is difficult to tell if the overhead flasher is working. He asked if there was an opportunity to modify the flasher position.
 - Jordan added that staff have completed observations and found that about 5% of people press the button. If the buttons were located in a more convenient position, more people would likely utilize the push button.
 - Dave Gepner asked when the flasher was installed. Jason mentioned that it was part of an FHWA 'request to experiment,' but is unsure about exact timing.
- At Highway 55, Hennepin County plans to redo the southwest corner radius to reduce the speed of right turning vehicles. ADA compliant ped ramps will also be added.
 - Cameron asked if a refuge island could be added. He will follow-up with MnDOT staff to discuss further.
 - Hokan noted that the existing push buttons don't always provide a walk sign. Jason said that signal modifications will occur in coordination with this project.
- At Minnehaha Ave, the county will add a median to allow for a two stage crossing.
- Additional locations include the following:
 - Franklin and 24th Ave: Replace temporary bumpouts with permanent infrastructure and add RRFBs.
 - Lyndale and 49th: Add refuge median on the south side of the intersection.
 - Eden Prairie Rd and Westgate Rd: Add refuge median, construct ADA improvements, and adjust crossing location.
- Hokan asked if the county was still looking at additional safety, connectivity, and wayfinding issues along the Midtown Greenway. Jordan noted that additional improvements are part of a separate project, but is unsure of the current status.
- Billy asked if the county has count data for bikes along the corridor, and if the bicycle count has influenced the design. The counts have not influenced the design, and bike counts can be found here:
<http://hennepin.maps.arcgis.com/apps/webappviewer/index.html?id=14c650982d904132a4854f399c71e1f2>
- Dave Gepner asked if we have crash data. Jason noted that he will follow-up with additional information. HSIP projects can be proactive and reactive. In this case, existing crash data was not the driving force for this project.
- The group noted their general support for the project.





- **Franklin Ave Corridor Study**

Jordan Kocak (Hennepin County) and Katie While (City of Minneapolis) presented about the Franklin Ave corridor study. The city and county are in the initial phase of the study and are focused on collecting input from the community. The project team plans to complete the study by the end of March 2020.

- Jordan noted that the study spans Franklin, from Lyndale to Bloomington. The motivation for completing the study is for the city and county to be prepared for future mill and overlay or reconstruction funding opportunities. The project team is looking to develop a holistic vision for the corridor in preparation for future implementation opportunities.
- As part of the study, the project team has convened both a technical advisory committee and a community advisory group.
- Concepts will be shared when they are developed later this year.
- Additional outreach, such as open houses and pop-up events will be scheduled later this year and continue through the length of the project.
- Katie added that Franklin is one of the highest crash concentration corridors in all of Minneapolis.
- As part of this project, the city and county will look at elements like 4-3 conversions, bike lanes, and increased pedestrian space.
- Billy asked if the vehicle volumes along Franklin are low enough to allow for a 4-3 conversion. Jordan noted that a consultant is completing a traffic analysis to determine if it would be feasible.

- **Park Board Project Update**

Tyler Pederson and Adam Arvidson from the Minneapolis Park Board presented an overview of upcoming projects.

- Adam presented about the Minnehaha Parkway Regional Trail project, spanning from the western city limits to Hiawatha Ave.
- The project will examine ways to better serve residents by evaluating storm water, green space, recreational facilities, bike trails and sidewalks, and vehicle usage. Additionally, the project team is interested in creating more activity nodes and access points along Minnehaha Creek.
- Plans for two intersections are still being determined – these are at Portland and Lynhurst. At Lynhurst Park, the project team is examining the best way to improve the intersection, and connect the new recreation center to the rest of the park.
- A bike tunnel may be proposed under Cedar as part of this project.
- The project team is looking at ways to better separate people walking and biking along the creek.
- Additional wayfinding along the creek is being studied as part of this project, particularly near Minnehaha Regional Park.
- Hokan asked if the project team is looking at this corridor as a transportation route for people on bikes as opposed to solely recreation. Adam asked if there was anything that could be added to improve the corridor for people who use the route for transportation. Hokan mentioned that wayfinding could be improved, specifically, calling out intersections ahead of crossings.
- Dave Gepner asked if the skew of trail crossings will be updated through this project. Adam said that this is something that will be evaluated as part of this project.
- Peggy asked if the project team could address flooding, specifically as it relates to freeze/thaw of snow and ice on the trail.





Hennepin County
Bicycle Advisory Committee

- Adam noted that MPRB is still collecting data and analyzing options. MPRB will return to the community for additional engagement in several months. Final designs are anticipated next winter/spring.
 - Adam also noted that currently MPRB has allocated \$1.5 million for improvements, though additional funding sources still need to be determined.
 - Greg asked if there will be a bridge Lynhurst. Adam said a new bridge may be constructed.
 - Tyler Pederson shared two additional updates.
 - The first update was about the 26th Avenue Overlook. This project will provide viewing access to the river, and provide better lighting, interactive experiences, pop-up art, and furniture for people to utilize at the overlook.
 - This project will be a stopping point along a future north/south trail paralleling the river.
 - Billy noted that it would be nice to have direct access to the water.
 - Tyler said that construction is potentially scheduled for this fall (weather dependent), otherwise it would be pushed until the spring.
 - Jordan asked if MPRB could provide a trail connection. Tyler said that is a goal, but obtaining easements from the railroad will take time.
 - Tammy asked if any nearby bike trails will receive improvements through this project. Tyler noted that recent ADA improvements were made in coordination with city work along 26th.
 - Next, Tyler presented the Mississippi Gorge Regional Park Master Plan, which spans the river from the Number 9 bridge to Minnehaha Falls (includes both sides of the river).
 - The master plan explores ways to provide better access and more amenities to parks near the river, while also promoting sustainability and resiliency. The Park Board is looking for ways to add more facilities and programs that actively engage the community.
 - Hokan noted the importance of better wayfinding.
 - Tyler noted that there are no significant changes to the trails, but better access to/from trails and parks will be evaluated as part of the plan.
 - Hokan asked if Tyler could share the Park Board's standards for trail construction. Tyler will follow up.
-
- **Member Announcements**
 - Billy – City Council meeting for Glenwood Ave no parking resolution will take place tomorrow night at Golden Valley City Hall.
 - Greg – County Road 47 open house will take place on Wednesday.

Next meeting:

Monday, October 21st

4 – 6pm,

U of M Transportation Services Building





DRAFT Meeting Minutes

DATE: Monday, November 18th, 2019
TIME: 4:00 – 6:00 PM
LOCATION: University of Minnesota Transportation and Safety Building
511 Washington Ave SE, Minneapolis, MN 55455, Room 331

Committee Members:

Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

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

Guests:

Bob Byers, HC Public Works
Robb Luckow, HC Public Works
Steve Sanders, University of Minnesota
Barry Katz, Commuter Services
Cameron Muhic, Minnesota Department of
Transportation

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Lou Miranda, Dist. 6

1) Approval of the September 2019 minutes

4:00 – 4:05

After discussing a couple of updates (clarifying acronyms and dates), the September meeting minutes were unanimously approved.

2) BAC by-laws discussion

4:05 – 4:30

Hokan led a discussion on the role of the BAC as it relates to county pedestrian projects. He would like to explore formalizing the BAC's role in pedestrian issues. The BAC's bylaws already mention pedestrian issues, but the official charter (Board Action Request – BAR) does not mention walking. Any changes to the group's role as it relates to pedestrian issues would need to be formalized in an updated BAR, approved by county commissioners. The last BAR was passed seven years ago.

- Hokan also shared his proposal for changes to membership. Rather than appointing a primary and alternate for each district, he would like to explore having two voting members for each district, with one focusing on bicycle-related issues and the other on pedestrian-related issues. He noted that some projects would have overlap in bike and pedestrian issues, but both representatives could vote on all issues.
- Judy asked if this proposal changes recruitment for the BAC. Hokan noted that it would because some people may have more of an interest in either bicycle or pedestrian issues.





- Peggy asked if the group would have a new name to reflect this potential change. Hokan said that he'd like to explore developing a new name for the group.
- Hokan proposed to develop a subcommittee to further discuss these concerns, most notably the group's name and charter/BAR amendments. The subcommittee would then report back to the larger group.
- Greg asked if any changes would require county board action. Jordan noted that board action would be required, but before moving forward, the BAC should be in agreement on the proposed changes.
- Billy asked if the group could look at the pros and cons of separate bicycle and pedestrian committees like the City of Minneapolis. Jordan noted that there could potentially be a separate pedestrian committee that grows out of the "new" group, but it might work best to start with one group. Hokan added that many projects affect both people walking and biking and it would be much easier to address any conflicts in one group.
- Dave Carlson shared his concerns for combining the two groups, mainly that there will be conflicts between bicycle and pedestrian issues.
- Dave Gepner asked what the county's current practice is for sharing pedestrian-related projects. Jordan noted that he has been sharing more pedestrian projects with the group. If the project is within Minneapolis, it also goes to the Minneapolis Pedestrian Advisory Committee.
- Bob added that there could be benefits to talking through any bicycle and pedestrian conflicts within one group and to formalize this in a new group name.
- Dave Gepner asked if it would be more difficult to get pedestrian advocates to join outside of Minneapolis.
- Billy suggested that the group talk with Matthew Dyrdaahl, the Minneapolis Bicycle and Pedestrian Coordinator, who staffs the Minneapolis bicycle and pedestrian advisory committees.
- Peggy asked if there were any examples of county projects that did not come to the group for review because they were too pedestrian oriented? Jordan said he would like to bring more safety projects to the group.
- Dave Carlson asked if the bikeway funding would change if the group was combined. Jordan said that it would not, and that there is a separate sidewalk fund.
- Hokan moved to establish a subcommittee to explore these issues and perhaps propose changes to the charter/BAR and group name. Dave Carlson seconded the motion and all committee members voted in favor.
- Dave Carlson and Erin Daly will work with Hokan as part of the subcommittee.

3) 2020 Projects

4:30 – 4:45

BAC members shared projects and topic areas of interest for 2020.

- Peggy would like to have an update about the planned trails on Excelsior Blvd and Hopkins Crossroads.
- Billy would like to talk more about adding protected bike lanes and additional pedestrian crossings to the Glenwood Avenue project in 2020. Bob added that the city council passed a 'no parking' resolution along Glenwood and are supportive of this project. The key concerns around protected bike lanes are maintenance costs.
 - Billy would also like an update on the planned Golden Valley Rd bike lanes in Minneapolis, particularly around resident parking concerns.
- Billy also mentioned that he'd like the BAC to be involved in Bike to Work Day. He noted the success of the event in Golden Valley and would like to see the county expand its partnership with other cities.





- Dave Gepner asked if staff can share a project status spreadsheet with key dates (planning, design, construction, completion). He also requested an updated member contact list.
- Dave Carlson asked if the group could have an update on the gap study completed as part of the Bike Plan. He also asked for more regular Southwest light rail updates.
- Lou asked for updates on the E-Line bus rapid transit (BRT) project along France Ave.
- Barry asked for an update on the trail parallel to I-494 between Bloomington and Eagan; the future bike connection across the 35W bridge; and, any future bike connections to and from the airport and Hwy 169.

4) Hiawatha and Lake Street intersection improvements

4:45-5:10

Bob Byers from Hennepin County Transportation Planning presented a brief overview of previous planning efforts at the Hiawatha and Lake Street (Hi-Lake) intersection, as well as future improvements.

- Bob noted that the study was completed in two phases. Phase 1 took place in 2015-2016 and involved documenting existing conditions and examining different levels of improvement. Phase 2 from 2017-2019 focused on public engagement, refinement of potential improvements and implementation of the action plan. The county has been working closely with both the city and MnDOT through this process.
- People walking need to cross several islands and their path is not linear. Future improvements will focus on addressing this.
- Proposed short-term improvements include speed reduction and increased visibility, including retrofitting free-right turns, adding high visibility crosswalks and adding specialized markings like green striping. Leading pedestrian interval (LPI), improved ADA ramps, and pedestrian countdown timers are proposed as well. Finally, to improve safety and comfort for people walking, additional improvements may including lighting, streetscaping, and widening of sidewalks.
- In the long-term, Bob noted that improvements may include removing free-right turns, changing geometries and ramp lane reductions. An improved pedestrian realm and ADA improvements as well as a Midtown Greenway trail connection on the west side are also proposed along with the Tight Diamond configuration.
- Additional coordination with Metro Transit will also be needed before moving forward.
- In 2022, MnDOT will be repaving Hiawatha and rehabilitating bridges. Perhaps this is an opportunity to move forward with improvements at Hi-Lake.
- MnDOT has offered funding assistance (\$1.5 million) to go toward long-term interchange improvements, but Hennepin County and the City of Minneapolis need to come up with additional funding.
- Hokan asked if the signal timing will be adjusted as a person biking cannot clear traffic during the signal cycle. Bob said that the project team is analyzing potential signal retiming options.
- Billy asked if Zicla (protected bike lane barriers) could be added. Bob noted that these would need to be tested first.

5) University of Minnesota Project Update

5:10-5:50

Steve Sanders from the University of Minnesota (U of M) provided an update on walking, biking and scootering on the U of M campus, focusing on the right-of-way owned by the University.

- With the addition of scooters (and e-bikes), the U of M has been evaluating how its existing infrastructure is being used.
- In 2019, three scooter companies have had a presence on campus (Lime, Lyft, and Spin).





- In 2019 alone, there have been over 300,000 scooter trips (four months). In comparison, during two months last year, only 54,000 rides were taken by scooter.
- Steve noted that about half of the trips being taken by scooters both start and end on campus, noting that scooter trips are replacing walking, biking and transit trips.
- He noted that state statute prohibits scooters from riding on the sidewalk, and that there is fairly good compliance on campus in part because of lower campus speed limits (20 mph) and the presence of bike lanes on most streets.
- Steve noted that going forward, the U of M is looking at how spaces can be better shared among modes. Campus right-of-way is limited and it might not always be possible to dedicate too much space to any one mode.
 - A key component of this is education and messaging around the campus.
- Steve did note that scooters have been causing ADA issues because of where students park them. Geofencing and GPS has not been an effective solution in solving this issue.
- The U of M has been looking at how scooter use may be changing personal bike use and noticed that fewer students are biking as a result of scooters; bike share use has also decreased.
- Steve discussed one way that the U of M is trying to incentivize biking, and that is through reduced health insurance premiums for staff. He's noticed an increase in employees who have participated this year. Forty-four percent of the participants are women.
- Steve noted that the U of M campus is an ideal place to pilot different improvements, such as floating bus stops.
- Peggy asked how scooters get recharged. Steve said that scooters are picked up overnight to be recharged. Each company must turn off the scooters between 10 pm and 5 am. Each charge gets about 18-20 miles per scooter.
- Jordan asked about the biking mode share and what efforts are in place to ensure that people keep biking? Steve said that according to an origin and destination survey (completed every other year), the biking mode share is 14%. The U of M is looking at ways to reward students for biking.
- Billy asked about the scooter and e-bike mode-share. Steve is unsure, he noted it is likely less than 1%.
- Dave Carlson asked if all scooter companies have the same number of scooters on campus. Steve said that there are 300 total and Lyft has the fewest. Next year, he expects the number of scooters allowed by each company to be more even. The U of M charges \$20 per scooter per month.
- Lou stated that he believes scooter companies have a goal to privatize public transit. He also asked about the future of cars within the campus. He asked if there are plans to restrict car use on campus? Steve responded that the drive-alone mode share is fairly high (at least 30%). While he's not sure if the U of M will ever be a car free campus, he noted that the U of M has not added parking capacity for many years. The University is trying to find ways to get people to carpool and take transit, though he noted parking is cheaper than a monthly bus pass.
- Billy asked how many parking spaces are on campus. Steve said 19,000.
- Judy asked if the county needs to address scooter use for infrastructure. Jordan said that much of this planning happens through the city, and to keep in mind that infrastructure like bike lanes is used by both bikes and scooters.
- Hokan noted that people biking have been turning left from the wrong lane (on 15th Ave SE).
- Dave Gepner asked how the U of M quantifies rewards for health insurance. Steve said this is done through the ZAP program.

6) County Road 47

5:50-6:05





Bob Byers presented an overview of the County Road 47 study. The project limits of the study are Northwest Boulevard to County Road 101.

- Bob noted that this roadway is not a county state aid highway (CSAH) so it is not eligible for state funding, and as a result of its functional classification, it is not eligible for federal funding either.
- The goals of the study included the following:
 - Engage community (the county has heard many resident concerns related to traffic speeds, lack of bicycle and pedestrian facilities and poor site distance).
 - Examine existing conditions
 - Develop a long-term vision for the corridor
 - Develop an action plan with interim improvement strategies
- Bob shared a map with issue areas, most notably around a lack of connections to schools along County Road 47 and County Road 101, speed limit fluctuation across the corridor (it changes between 40, 45 and 50 multiple times along the corridor), wetlands, minimal gravel shoulders, and that the corridor is divided between Maple Grove and Plymouth.
- In the interim, the county will be reviewing how to better connect the sidewalk and bikeway network. One proposed typical section would add both shoulder and trail connections.
- Dave Carlson asked if the City of Plymouth would ever push for a four-lane roadway. Bob said that this seems unlikely at this time. In fact, the county is looking at opportunities to remove bypass lanes.
- Lou asked if most housing developments along the corridor are cul-de-sacs. Bob said that most developments are cul-de-sacs where people driving must enter/exit from County Road 47.
- No major construction is scheduled, but Bob aims to wrap up the study early next year.

7) Member Announcements

6:05-6:10

There were no member announcements.

Next meeting:

Monday, December 16th
4 – 6pm,
701 Building





Meeting Minutes

DATE: Monday, December 16th, 2019

TIME: 4:00 – 6:00 PM

LOCATION: 701 Building, 701 4th Ave S, Minneapolis, MN 55415
Room 621

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ Peggy Kvam, 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
- ✓ Emily Kettell, HC Public Works

Guests:

- ✓ Cameron Muhic, Minnesota Department of Transportation
- ✓ Amber Klein, HC Public Works
- ✓ Luke Ulstad, HC Public Works
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Jeff Rhoda, AECOM
- ✓ Cindy Vue– Our Streets Minneapolis

• **Approval of the November 2019 minutes**

- The group did introductions and welcomed new member, Jay Eidsness.
- Dave Carlson asked to add in information about bikeable shoulders to November 2019 meeting minutes. Pending corrections, the minutes were unanimously approved at the end of the meeting.

• **Osseo Road Reconstruction Project**

Amber Klein (Hennepin County Public Works) and Jeff Rhoda (AECOM) presented a project overview for the Osseo Road reconstruction project. The County is coordinating with Minneapolis, Minneapolis Park and Recreation Board and Metro Transit for the reconstruction of Osseo Road (County Road 152) from Penn Avenue to 49th Avenue. The project is scheduled to be constructed in 2022. The project team has been working on outreach and engagement ahead of preliminary design, which will start in January and continue through fall 2020.





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- Existing conditions:
 - Continuous sidewalk on the east side and sidewalk gaps on the west side
 - 3-lane roadway configuration with bike lanes (though they drop or narrow in many locations)
 - Annual average daily traffic (AADT) is just under 14,000
- This is a full reconstruct project and the main goal is to improve safety for all modes, as well as to enhance pedestrian crossings, fill in sidewalk gaps, upgrade ADA ramps and upgrade traffic facilities.
- Engagement and outreach efforts have included collecting data via a walking tour, open house, pop-up holiday event and online survey. The online survey is open through the end of the year and can be found on the project webpage: <https://www.hennepin.us/osseoroad>
- Through the engagement process, the project team is hoping to hear more about the staircase on the southwest side of the bridge.
- Sixty people have responded to the survey to date. Community feedback has revealed that top priorities include intersection safety, better pedestrian crossings, sidewalk gaps, and finding a location for a D-line station along the corridor.
- At this point, it is unknown if bike facilities will remain on-road or move off-road.
- Dave Carlson asked if Osseo Rd is two lanes. Amber noted that it is three lanes with a shoulder, which disappears and narrows in some sections. Adding a continuous and consistent bike facility is a goal of this project.
- Dave Carlson asked if bike lanes will continue north into Brooklyn Center. Amber responded that Osseo Road turns into Brooklyn Blvd at the Brooklyn Center/Minneapolis border. There are bike facilities in Brooklyn Center that will connect to this project.
- Dave Carlson asked if a buffered bike lane can be included. Amber said there is limited space, but it could be possible in some sections. Dave Carlson noted that he'd like to see both on and off-road bike facilities to serve casual riders and road cyclists.
- Billy asked if anything will be changed on the bridge over the railroad tracks. Amber said that redecking of the bridge will occur.
- Dave Gepner asked if there are bike lanes. Amber noted that there are bike lanes.
- Dave Carlson asked if the stairway connects to the neighborhood. Amber said that it does and that the engagement process is helping the project team better understand what it is used for. She noted that there is no pedestrian crossing there and that many people may be using it to connect to the dog park.
- Dave Carlson asked if people can walk under the bridge. Amber noted that it is not well connected and there are not many lights. The Park Board would like to see changes here.
- Billy asked if the bike lanes can be grade separated like Washington Avenue. He noted that this is a key connection.
- Ron asked if the county has count data to share. Jeff noted that the city has counts and that the project team collected 24 hour bike, ped and traffic counts via video. The counts took place late September/early October and were relatively low. The city may count again in the spring. All signalized intersections will be re-evaluated as part of this project.
- Dave Gepner asked if this project is related to a current Hennepin County/Minneapolis Park and Recreation Board project. Jordan added that the Webber 44 project is farther east.
- Jay asked if there is any parking on Osseo Road. Amber said there is no parking.





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- Amber said that many public comments note that speed is one of the main concerns for people of all modes.
 - Billy asked if anyone has requested off-street bike facilities during the outreach process. Amber said that she is unsure.
 - Jeff noted that the project team is reviewing what is possible within the existing right-of-way, which is 66 feet.
 - Gilbert asked about the design timeline. Amber said that preliminary design ends in fall of 2020 and final design will be completed in 2021.
 - Dave Carlson asked if the bridge has sidewalks on both sides. Amber said that it does. Dave Carlson noted that if an off-street option moves forward, it would be ideal to have the bike facility on both sides of the roadway to minimize mid-block crossings.
 - Peggy asked if there are any existing trails along this segment of Osseo Road. Amber said there are not.
 - Amber encouraged the BAC to visit the project website and share additional comments, as well as complete the survey.
 - Jordan asked if Amber will come back to the BAC. Amber said she plans to be back before 30% design. The project team will also present at the Minneapolis bike advisory committee and pedestrian advisory committee.
 - Billy asked what the Minneapolis BAC said about this project. Amber said that their main concern was to ensure that there are bicycle facilities.
 - Cindy asked if there could be any temporary infrastructure added before 2022. Amber said this was unlikely. Erin asked if the county would be open to testing some ideas during the design phase. Amber noted that that's not something that is typically done as part of the design process.
- **46th Street Slip Ramps at Ford Bridge Project**

Amber Klein (HC Public Works) presented an overview of the 46th Street at the Ford Bridge slip ramp project. This project moved forward per a recommendation from the 46th Street Transportation Study, which looked at a 4-3 conversion on 46th Street, as well as options for adding bicycle facilities and improving crossings for people walking. Recommendations from the study are on-hold, but this access ramp project is moving forward. This project will provide people biking with an easy way to transition to on/off-street bicycle facilities so that people biking do not have to pick up bikes over the curb. It will also improve access to the trail network at the park.
 - Amber noted some constraints around the ramps, most notably drainage. She added that the current sidewalk is located at back of curb so that limits the skew of the future ramps. The intent is for the access ramps to facilitate a bicycle transitioning on/off-street rather than any mid-block pedestrian crossings.
 - Amber also noted that there has been some discussion about where to make connections to the existing trails.
 - Billy said that this project will be a welcome addition for people biking.
 - Dave Carlson asked if someone were biking on-street, could he or she turn right directly onto the trail. Amber said yes. Dave asked if a sharp turn would be required. Amber said that the county is limited in space so people biking may have to make a sharp turn. Jordan shared an example at the Lowry Avenue Bridge for additional context.





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- Dave Carlson noted that he is worried about congestion when turning onto the trails. He asked if there could be more of a skew or a wider trail to reduce the sharpness of the turn. He noted that people biking may be traveling pretty quickly at this location.
 - Jordan also added that a person biking can stay on-road if desired and take the lane when continuing west.
 - Peggy asked if there was more room for the ramps on the south side.
 - Dave Gepner asked how the county will discourage people from crossing the roadway at this location. Amber said that there are not going to be any barriers, but she is working to make the ramps angled in the direction that people would be coming/going to/from to help better guide people.
 - Dave Gepner asked when these ramps will be constructed. Amber said 2020.
 - Amber can return when the plans are further developed.
 - Peggy noted that on the south side of 46th, the access ramps should allow for people traveling north from the trail and turning right onto the bridge.
-
- **Franklin Avenue Corridor Study Update**

Jordan Kocak (Hennepin County Public Works) presented about the Franklin Avenue corridor study, including engagement and a review of alternative cross sections. The study limits are from Lyndale to Bloomington. The study began in June and is anticipated to end in March. This is the second time Jordan has brought the Franklin Avenue study to the BAC.

 - Over the last few months, the project team has completed a lot of engagement, including meeting with neighborhoods, holding an open house, convening a community advisory group, and meeting with businesses, stakeholders, and neighborhood representatives.
 - Several key themes have emerged such as that Franklin doesn't feel safe, and that it is chaotic and unpredictable. Jordan also noted that crossing the corridor is challenging and that most people would like to see some sort of bike facility along the corridor. Many people are supportive of a 4-3 conversion.
 - The pinchpoint in the 4-3 conversion is around 35W. This section of Franklin is the bottleneck so if this piece operates ok, then the corridor should function well with a 4-3 conversion.
 - Jordan shared the concepts for four areas: near Grand, Nicollet, Oakland and 11th. Within each of the areas, he shared a series of four cross sections. He noted that because of community engagement, the options that do not include bike facilities have been removed. Additionally, the project team is moving forward with the assumption that parking can be removed.
 - Billy asked if the A3 concept shows a concrete barrier similar to Plymouth Ave N? Jordan said yes.
 - Peggy asked how the bus stops will be handled. Jordan said that the county is working with Metro Transit to determine the best design. Some iterations show that the bus would load/unload in the bike lane, but the project team is still reviewing what will work best.
 - Hokan asked about parking. Jordan said that he has met with many different groups, including the Franklin Avenue Business Association. So far there have not been any red flags. The county also completed a parking utilization study earlier this year. Most sections on Franklin are underutilized (less than 50% on average). The side streets are much more heavily used. This may be because of safety concerns on Franklin and/or confusion around off-peak parking.





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- Lou asked if the transit stops will accommodate bus rapid transit. Jordan said no. Metro Transit recently evaluated Route 2 so most stops will remain as they are.
- Dave Carlson said that there is not a lot of right of way for a loading zone in B2 (near Nicollet). Jordan noted that the challenge with having the cycle track at this location.
- Billy asked if the cycle track and sidewalk could be reversed. Jordan said that it is possible. One consideration would be business doors opening onto the cycle track.
- Lou asked if turn lanes are needed. Jordan said that the turn lanes probably aren't needed near Grand, but there would be a larger impact on traffic operations if they were not included elsewhere.
- Billy asked about the AADT. Jordan said that around 35W, the AADT is at its highest (around 18,000), but it gets as low as 12,000 elsewhere.
- Dave Carlson asked about the bridge over 35W. Jordan noted that it has bike lanes and is not a pinchpoint.
- Lou asked if the bus stop lane has to be 19 ft. Jordan said that the team is assuming that the bus does not block vehicles traveling in the through lane. Lou asked about the county's policy on climate change. Erin noted that broader congestion of the corridor should be considered. She added that if traffic can't flow, then people walking will have a harder time crossing and people driving will be traveling through the corridor for longer. Lou added that a separated bike facility is crucial for getting people to bike on Franklin.
- Erin asked about crash trends. Jordan said that there have been several crashes at Nicollet Ave because of turning vehicles. In this instance, if there is a left turn lane and signal, we can program it so that there are benefits to people crossing at this intersection.
- Gilbert asked if it is possible to transition the bike lane behind the curb at the bus stop shown on B1. Jordan said that this could be a possibility.
- Dave Carlson noted that the area near Franklin/11th at Aldi has a high crash rate. Jordan noted that the county and city completed a study, and this was one location for which they developed recommended safety improvements.
- Jordan noted that the study will look at both mill and overlay and reconstruction options.
- Billy asked about the construction schedule. Jordan said that there is not a scheduled project along Franklin. In the future, there may be either a mill and overlay or an opportunity to apply for federal funding. Jordan noted that the county is completing the study in order to be ready for opportunities as they arise.
- Ron asked about the decision making process for repaving or reconstructing roads. Jordan said that staff will evaluate roadways and make recommendations to the Hennepin County Board of Commissioners.
- Dave Carlson asked if there will be any scheduled utility work. Jordan said no. He noted that other factors to consider in deciding when to repave or reconstruct the roadway include ADA accessibility and safety. Dave Gepner asked about cost considerations. Jordan said that it is a factor, but that the age of the pavement and other roadway needs will get weighed against all county reconstruction needs.
- Billy asked how the furnishing zone is defined. Jordan noted that in an urban environment, the furnishing zone is where planters and signs would be placed.
- Lou asked if left turns could be prohibited during rush hour. Jordan said that it is a possibility. Lou asked if this could occur at bus stops.





Hennepin County
Bicycle Advisory Committee

- Dave Carlson noted that Metro Transit is pushing for buses to stop in-lane because it's hard to merge back into traffic.
- Cindy said it will be important to make sure that there's a division between the walking and biking facilities for people who are blind. Jordan shared an example on 66th Street in Richfield that includes a buffer between the cycle track and sidewalk.
- Dave Gepner noted his support for an on-street facility because there won't be a bike/ped conflict.
- Peggy said she prefers on-street bike facilities because it is more consistent for biking in the winter.
- Lou said that the priority should be on keeping people walking and biking slow through the corridor. People should not be racing through the corridor. Erin noted that she agrees. Lou noted that Franklin Avenue is a destination heavy corridor.
- Dave Carlson said that Franklin Ave as it is today is chaotic because of parking confusion. On-street protected bike facilities will help improve safety. He is worried about people walking/biking mixing off-street. If bike facilities are on-street, they need to include better protection than bollards.
- Billy noted that Franklin near Grand (A3) is his favorite because of the curb protected bike lanes.
- Peggy said that the center median at this location would help with traffic calming.
- Cameron asked if the county's ADA engineers have been consulted in the process. He is concerned about people in wheelchairs unloading in the bike lane.
- Jordan noted that a future resolution from the group would be helpful. Ron stated that he would be supportive of the options that improve safety.
- Gilbert asked if there is flexibility in the type of buffer used for on-street protected bike lanes. Jordan said that there is flexibility for the buffer space.
- Jay asked if the bus loading zone could be longer so that people biking have the option to move around it.
- Jordan noted that many of these specific design questions would be answered in a more detailed design phase.
- Lou stated that it crucial that the county think more about climate change and to change how people get around. The county should be focusing on bikes/peds and transit.
- Jordan noted that the city has a reconstruction project on Franklin, west of Lyndale, in 2022.
- Gilbert asked if the county has looked at alternate routes. Jordan said yes, but Franklin is still the most direct east-west route.
- **Member Announcements**
 - Jordan will send out a Doodle Poll to determine the January and February meeting dates.
 - Dave Carlson said that the Cedar Lake Rd cycle track is open in St Louis Park.

Next meeting:

Monday, January 13th or 27th?

4 – 6pm,

701 Building

