



Meeting Minutes

DATE: Monday, January 27, 2020

TIME: 4:00 – 6:00 PM

LOCATION: North Regional Library
1315 Lowry Ave N,
Minneapolis, MN 55411
North Meeting Room

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:

- ✓ Mackenzie Turner Barga, MnDOT
- ✓ Cameron Muhic, MnDOT
- ✓ Josh Potter, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Christian Sanchez, Resident
- ✓ Hans Jones, Resident

• **Approval of the December 2019 minutes**

4:00 – 4:05

The December 2019 minutes were unanimously approved.

• **Member Announcements**

4:05-4:10

- Billy: North Minneapolis Bicycle Advocacy Council (NMBAC) will host a conversation on Glenwood Ave protected bike lanes on Friday, Jan 31st at 10 am at Sammy's Eatery.
- Erin: There is an Open house Thursday night for Grand Avenue reconstruction in south Minneapolis (6-8 pm at Painter Park Recreation Center)





- **35W Bridge over Minnesota River update**

4:10– 4:35

Mackenzie Turner Borgen (MnDOT) presented an update on the bicycle and pedestrian facilities for the I-35W bridge over the Minnesota River. Mackenzie noted that some BAC members may have seen early plans for this project in 2015 or 2016, though the alignment has since changed in large part due to significant cultural resource impacts near the initial proposed alignment. On the Hennepin County side, the new alignment veers from the bridge and loops down to the parking lot facility for the Minnesota River Bottoms. On the Dakota County side, the new alignment connects the bridge to Black Dog Road. The bridge over the river will now include bike facilities, which is previously did not have. This project is being built through the design-build process, which provides the contractor with more flexibility for making necessary changes during construction. The project is likely to wrap up within a year. While there is no room for changes to this current project, Mackenzie has asked that the BAC provide feedback and share ideas for improved connections that can potentially be part of future projects.

- Judy asked if there was a discovery process to determine if there were areas of cultural significance early on. Mackenzie noted that MnDOT deemed the space identified for the previous alignment as infeasible early on based on historical knowledge of the area.
- Mackenzie noted that one point of ongoing concern is the severe flooding of the trails on both sides of the river.
- The MnDOT communications team has created an FAQ sheet for this project, available on the project webpage: <https://www.dot.state.mn.us/designbuild/i35w-mn-river-bridge/index.html>
- Tammy asked if MnDOT plans to contribute funds for the trails along the river bottoms. Mackenzie noted that the trails would be funded through the Department of Natural Resources (DNR) and potentially the City of Bloomington.
- Dave Carlson said that this is a popular bike commuter route, but it is lacking direct connections to 106th Street. The City of Bloomington is planning a trail from 106th St to the north, and 106th St also has bike facilities, and can serve as a good east/west connection for people biking. It will also be important for the City of Burnsville to connect their trail network to Black Dog Rd.
- Judy added that while many confident cyclists may use this new alignment for commuting, this project fails to address the “interested but concerned” group of bicyclists.
- Kristel noted that MnDOT should work with partner agencies to create additional alternate routes outside of flooded areas.
- Billy asked if there was originally a plan to start the bike facility at 106th Street and travel south? Mackenzie was not sure, but she did note that earlier proposals included retaining walls, which are very costly to build and maintain. Billy asked if the previous concept utilized all MnDOT right of way.
- Jordan noted that the BAC did not pass a formal resolution in the past, but it may be something to consider if additional connections are desired.
- Dave Carlson said that the original concept showed options for both the east and west side, and he thought the committee passed a resolution in favor of an east side trail connection.
- Dave Carlson also asked if adding a connection to 106th St would need to be a new project. Mackenzie said yes. Judy asked how long before the connection could be addressed, and Mackenzie noted that she is unsure, though typically bike/ped improvements happen in tandem with other projects in the area. It may take several years.
- Dave Carlson also asked if MnDOT has been looking into solutions to minimize flooding. Mackenzie said that the City of Burnsville has begun to investigate flooding impacts to the trail.





- Billy asked how much the original concept would have cost to implement. Mackenzie was unsure of the exact amount, but said that retaining walls would have added significant costs.
- Billy noted that the project as it is being built today is more of a recreational bike/ped project, not a transportation project as it was originally intended.
- Hans asked if the alignment of the road was affected by the cultural sites. He wanted to know if the design for the bike/ped component was changed because of an area of cultural significance, why wasn't the road alignment changed as well. Mackenzie noted that the area of cultural significance was likely between I-35W and Lyndale Ave.
- Mackenzie noted that the new statewide bicycle plan does acknowledge the need for a more all ages and abilities network.
- Judy and Jordan started discussion of a resolution, which would be shared with the county board, and perhaps a separate letter to MnDOT with a greater explanation.
 - The BAC drafted a resolution in support of improved connections to 106th St, connections to the Burnsville trail, and to address flooding issues.
 - Dave Carlson made a motion to approve the resolution and Billy seconded the resolution. All present BAC members voted in favor of the resolution.

• **I-494 corridors of commerce: Airport to Highway 169**

4:35 – 5:30

Josh Potter from Hennepin County presented an overview of the corridor study and work to-date, focusing on Hennepin County roadway crossings of I-494. The project corridor spans Eden Prairie, Edina, Bloomington and Richfield, and the termini are the airport to Hwy 169. The project is funded through Corridors of Commerce, a governor-approved program that allocates funding to MnDOT. MnDOT then looks for project submissions and projects are ranked – the I-494 corridor ranked as a top project. While MnDOT is leading this project, the county and local city partners have been heavily involved. Currently, MnDOT is working with stakeholders to identify a preferred alternative, then final design will take place in 2021, with construction in 2022 and 2023. Josh noted that while there is a vision for greater improvements across the entire corridor, this money only funds a portion of the vision, with project improvements focusing on the I-494 mainline (airport to Hwy 169), I-494 access changes and the I-35W/I-494 interchange. MnDOT received \$200 million to complete this project, but the overall vision would require at least \$700 million. Josh's presentation focused on these changes and how to integrate multimodal access (bike/ped and D-Line transit) into the project elements.

- Josh noted that one key component of the study is to add MnPASS lanes so that there is a reliable option for people traveling across the corridor, and to encourage transit and carpooling.
- As part of the access change evaluation, the project team is looking at Lyndale, Nicollet, Portland, 12th and 24th. Josh shared that it is likely that Nicollet and 12th would become overpasses, that access at Lyndale and 24th would stay as-is, and that Portland would have full interchange access.
 - One of the reasons for these changes is because there is a lot of conflict for all modes within a short distance. From a crossing perspective, these locations are also very uncomfortable for people walking and biking.
- Josh also mentioned that the project team is looking at some alternatives for the 82nd St ramps. It is likely that the ramps will stay, but the team is reviewing an alternative with no ramps.
- For the full interchange access at Portland Avenue, the team is reviewing several options and are weighing these options against the following criteria: conflict points, exposure time, connectivity, geometry, user comfort, type of crossing, and type of facility.





- The options under consideration include a tight diamond, diverging diamond, single point interchange, roundabouts and Texas U-turn.
- Judy asked if the current designs reflect a bike facility. Josh noted that the facilities are included, but they are high level. The details will come during the design stage.
- Josh also noted that the project team is aware of the bike gap between 77th St and American Blvd, and the team will be working to close this gap.
- For the diverging diamond design, Hans asked if American Boulevard and 77th become constricting points in the overall interchange design, similar to the single point interchange design. Josh noted that this is correct.
- Josh noted that if chosen, a roundabout design would likely require changes to 77th and American Blvd intersections.
- For the Texas U-turn design, Josh noted that this design would maintain connectivity to 12th and Nicollet.
- At this time, the tight diamond interchange ranks the best for people biking and walking.
- A recommended alternative is likely to be released in the spring, and then the details of multimodal facilities will be discussed after that time.
- Peggy noted that it seems the Texas U-turn did not take into consideration that additional traffic would be circulating, which is uncomfortable for people walking and biking. Josh added that this analysis focused on Portland Ave, but Nicollet and 12th would also need to be considered.
- Dave Carlson added that familiarity is important and many of these types of interchanges are new and/or confusing for people. He also asked if there was any consideration of bike/ped facilities along the frontage roads. Josh responded that for all alternatives except the Texas U-turn, the frontage roads will be disconnected. He agreed that it will be important to ensure connectivity for people walking and biking.
- Josh also noted that there is an existing pedestrian bridge (with stairs) over 494 between Nicollet and Portland. There have been discussions about moving the bridge to a new location, possibly at Chicago.
- Judy asked why Hwy 169 was the chosen end point. Josh said that there is a gap in MnPASS reliability between Hwys 100 and 169 so MnDOT chose to extend the limits to 169.
- Peggy asked if a connection can be made to the new LRT station. Josh noted that this has been discussed in project meetings.
- Josh will return once a preferred alternative has been chosen.

- **Queen Avenue Bicycle Boulevard Project**

5:30 – 6:00

Mike Samuelson from the City of Minneapolis presented an overview of the Queen Avenue bicycle boulevard project, focusing on the design of crossings at Hennepin County roadways. Mike noted that the project will start in Basset's Creek Park and travel north to 44th Avenue (this leaves a gap between the project limits and the Osseo Rd reconstruction project, but the project team is actively looking at this). The goals of the bike boulevard project are to create a low stress bikeway, improve bicycle and pedestrian crossings, create safer streets, provide opportunities for landscaping and increase user comfort. Note that parking removal is not anticipated. This project is funded via federal funding, and while the alignment is locked in place, this is a crucial time for feedback on the actual design (detailed design will take place in the summer and fall of this year).





Hennepin County Bicycle Advisory Committee

- **Broadway and Penn intersection:**
 - A 2-way curb protected bikeway on W Broadway and 2-way bikeway on McNair is proposed. In addition, safer crossings for people walking and biking will be constructed and left turn lanes on W Broadway will be removed.
 - Kristel asked if the timing of the traffic lights will be adjusted when the improvements are constructed. She noted that she does not think the removal of the left turn lanes will change the way people use the roadway.
 - Dave Carlson asked if the traffic signal at Penn and Broadway also controls McNair, and also asked if there was any thought of turning McNair into a one-way roadway. Mike said that it was considered, but determined not to be the preferred option.
 - Judy asked if bike-specific signals would be added. Mike said that it has been considered, but a final decision won't be made until later in the design process.
 - Kristel noted that it will take time for people driving to adjust to these changes. Many people speed and treat W Broadway like a highway.
 - Mike also noted that Penn Ave and W Broadway are identified as high injury streets in the city's Vision Zero plan.
 - Dave Carlson asked how bus stops will be affected with the two-way trail. Mike responded that buses currently stop in the lane of traffic and will continue to do so. Dave noted his concerns about potential conflicts between people biking and alighting at the bus stop. Mike noted that there are other similar shared spaces across the city. Signage will help guide and orient users.
- **Queen at Dowling and Glenwood intersections:**
 - A closed median will be constructed to reduce the traffic on the Queen Ave bicycle boulevard and improve comfort for people walking and biking as they cross the street.
- **Queen at Lowry and Plymouth intersections:**
 - An open median will be constructed at these locations. An open median maintains access for vehicles while still improving the crossing for people who walk and bike.
- **Queen at Golden Valley Road:**
 - A flashing beacon will be added at this intersection to alert drivers to the presence of people crossing. Golden Valley Road is too narrow to accommodate a median so the beacon will be added instead.
- **Queen at Lowry and Penn intersections:**
 - Lowry Ave will be restriped so that a single travel lane is maintained between Russell Ave and Newton Ave. Left turn lanes will be provided at Penn and Oliver. Parking will remain and existing bus stop locations will stay as-is.
- Erin asked if leading pedestrian interval (LPI) is a city default or if it is determined on a project-by-project basis. Mike said that this decision is made on a project-by-project basis and noted that the Queen Ave bike boulevard only passes through two signalized intersections.
- Peggy asked about the difference between green and white paint in crossings. Mike said that the paint details are still not determined (but will be determined in a later design phase); however, he anticipates that most of the crossings will have white paint because they accommodate people walking in addition to people biking. Peggy responded that as a





Hennepin County
Bicycle Advisory Committee

driver, green paint alerts her that she can expect people walking and biking along the corridor.

- Greg asked if the speed limit will be reduced to 25 mph. Mike said the city is in the process of reducing speed limits across the city.
- Christian asked if there will be flashing lights at the street level in addition to the flashing beacon at Golden Valley Road. Mike said that the city is not planning to install in-pavement lights. Maintenance considerations, particularly in winter are one reason to not install them.
- Dave Carlson asked if there will be a detour crossing Olson Memorial Highway. Mike responded that there will be a short detour and that off-street trails will guide users on both sides of the street.
- Dave Carlson asked why a contra-flow bike lane is included. Mike noted that there is a small portion of the corridor that is a one-way street, but the bike boulevard will accommodate people traveling in both directions.
- Billy asked if there will be any streetlight improvements. Mike said that the city is undergoing a discussion about lighting on bike boulevards, but there is no money in this project's budget for new lighting, Small lighting adjustments can be made during implementation.
- The group drafted a resolution in support for the project as presented. Kristel made a motion to approve the resolution. Billy seconded the resolution. Nine BAC members approved the resolution, and one BAC member opposed it.

Next meeting:

Monday, February 10th 2020
4 – 6pm,
Pierre Bottineau Library





FINAL Meeting Minutes

DATE: Monday, February 10, 2020

TIME: 4 – 6 p.m.

LOCATION: Pierre Bottineau Library
1315 Lowry Ave N,
Minneapolis, MN 55411
North Meeting Room

NOTE TAKER: Dan Patterson

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

Ex-Officio Members:

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

Guests:

- ✓ David Davies, Metropolitan Council
- ✓ Hans Jones, resident

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

1. Approval of the January 2020 minutes

4:00 – 4:05

Dave Carlson corrected the notes in the Queen Avenue Bike Boulevard Broadway to reverse the one-way direction of McNair to run toward the southwest. Billy Binder moved to approve and Dave Carlson seconded. The January 2020 minutes were unanimously approved.

2. Draft letter

4:05 – 4:15

Finalize draft letter to MnDOT regarding 35W Bridge over Minnesota River. Dave Gepner moved and Billy Binder seconded. The BAC edited the letter and unanimously voted to send the letter to MnDOT Commissioner Margaret Anderson Kelliher.





3. SW LRT Project Update

4:15 – 4:45

David Davies, Met Council – project update, trail detours

Construction is currently in utilities and site preparation. There is a lot of foundation work, putting in piles.

Beltline bridge is showing good progress. Will carry both people walking and biking over Beltline and the railroad tracks.

Davies previewed an interactive trail detour map.

Cedar Lake Trail: Access at Chowen will close.

Cedar Lake Parkway: Spring-summer closure for about six months access for biking and walking will remain open.

Minnesota River Bluffs Trail section closed until summer; segment between 11th and 5th closed until fall 2021.

Cedar Lake Trail from Hopkins to France Avenue is closed until fall 2021.

Kenilworth trail is closed in Minneapolis from the Midtown Greenway to just south of W. 21st Street until summer 2022.

Cedar Lake Trail from Linden Yard to Van White Boulevard is closed until mid-2021.

Southwest LRT construction hotline: 612-373-3933 24/7 or swlrt.org.

Hokan: You've acknowledged a deficit in wayfinding, will it be fixed? Last summer I was going to Hopkins. Detour took me through a swamp that was underwater. It routed me far north of the trail. I had to abandon it because I felt I was too far out of my way.

David Davies: Yes, we are working on it. There is a lack of decent options for these detour routes.

Dave Carlson: Lots of people are taking Glenwood under 94. Only problem is westbound you'd be going wrong-way along a frontage road. Is it possible as construction progresses to open parts of the trail early? David Davies: Likely no. When we open something we have to safely plan for how to get on and off those segments. The contractor has been given this time, so it's up to them how to use the time and space. It also is dangerous with lots of big equipment and an active rail line.

Lou Miranda: One issue with the detour in St. Louis Park and Hopkins is there're lots of density, a lot of activity, along the closed trail. There isn't a lot there on the detour or a way to get to those destinations. David: Yeah.

Tammy McLemore: The hotline is staffed by people in Florida; what resources do they have? David: They're trained to do triage, but they aren't supposed to provide solutions. If someone feels it's unsafe, they'll go to a phone tree from our office and find someone ASAP to address it.

Dave Gepner: There has been some disappointment over promises broken on the project. The assurance years ago was that any detours would be good ones. We rode it with someone from Metro Transit back then. There's a lot of frustration with the closures.

4. Mill Street Study Update

4:45 – 5:15

Dan Patterson, Hennepin County – review study concept





Dan Patterson shared progress on the Mill Street Study from the cities of Excelsior and Shorewood. The contours of the study remain the same as when last presented to the BAC in fall 2019. There would be a trail on the east side of the roadway and shoulders will be retained with an exception between constrained retaining walls just south of Third Avenue. The road centerline would be shifted west to fit the trail, resulting in loss of the shoulder. People biking on-street would need to control the lane to safely proceed. The county and partner cities plan to meet individually with about a dozen property owners most impacted by a potential project in March, as well as with city councils as they deem appropriate. We had hoped to have a more refined layout or final report to share with you at this point, but we don't. I'll return to share this as the study wraps up.

5. Franklin Avenue Corridor Study Update

5:15 – 5:45

Jordan Kocak, Hennepin County – review corridor concept and cross sections

This is a study to inform implementation of a future project. The study extends from Lyndale Ave to Bloomington Avenue. We're in the second round of engagement. We've met with neighborhoods, advisory groups, business associations, individuals, created a community advisory group and met twice. We're now going back to say, This is what we heard and how we've adapted. We plan to finalize the study in March. We might seek federal funds to pursue implementation. It probably would be 2024-2025 if we do.

We've gotten 200 comments from the wikimap from 75 unique users.

Billy Binder: It's one of the highest crash corridors in the county.

Jordan: We definitely heard a need for a biking facility. It is one of the few east-west corridors in the area and with a lot of destinations on it. Because of this, both options 1 and 2 include bikeways. For the most part we would do a 4-3 lane conversion. Both options remove most on-street parking, with the exception of some commercial nodes.

The off-street bikeway design would somewhat function like a multiuse trail. Even though it's only a five-foot sidewalk the bikeway provides pedestrian space. People biking might need to negotiate with people walking.

Hokan: Is there consensus on boulevard for snow storage? Jordan: We're at the minimum at 4 or 5 feet. Peggy Kvam: The road is narrower so there'll be less snow to store.

Dave Carlson: What's the transition between the sidewalk and bikeway? Jordan: it's grooves in the pavement, like we have on 66th Street in Richfield.

Lou Miranda: Will these be one-way? Jordan: Yes.

Peggy: The off-street bikeway option would move the utilities and the trees, that's a lot of work.

Jordan: Yes, it would be a full reconstruct.

Judy Jones: The on-street bikeway is showing buffered. Could there be protection? Jordan: We would look at that based on which option we would move forward with. It's possible.

Lou Miranda: Are these BRT stops? Jordan: No, we're leaving bus stops as-is wherever we can.

Lou Miranda: No one's going to bike in the gutter, so it's not that wide. Jordan: We're not showing it here, but we likely would use a 6-foot gutter pan

Lou Miranda: Could you narrow the lanes if the speed limit were lower. Jordan: Theoretically, yes. But the county's position has been 11 feet is as low as we would go.

Billy Binder: What are people saying they prefer? Bikeways behind curb or on the road. Jordan: I think they're preferring them at sidewalk level.





Hennepin County
Bicycle Advisory Committee

Lou Miranda: With MPLS 2040, is this guided to be more density? Jordan: There is room for development. Kristel Porter: There definitely is room for development, with empty lots and other opportunities.

Greg Anderson: Are you considering signals to handle the cycle tracks. Jordan: That will come more in the implementation phase. Generally, Washington Avenue signals were not popular due to how they were implemented. You should be able to just use the green ball since they are one-way.

Peggy Kvam: The wikimap slides showed a lot of pedestrian concerns. How does this address those?

Jordan: That's something I should draw more direct connections to. We're able to add some refuge islands, improve ramps, the 4-3 conversion generally reduces crashes 30 percent to 50 percent, a lot of pedestrian crashes are due to left turns — now people driving have a dedicated space to wait to turn, there can be protected left turns. Crossing distances are shorter. Would get obstructions out of the way.

Hans Jones: During the overview, maybe give examples of those concerns and then later how those will be addressed.

Hans Jones: This is the study time and it wouldn't be done for four or five years. Is there feeling it will need to be reconstructed bit by bit or the whole corridor? Jordan: Chicago to the east was reconstructed in the 1990s, so that would be the last one to be done. West of Chicago, we'll try to make the case for reconstruction. It's a pretty long segment, so we might do in phases with a reconstruct for part and a temporary retrofit.

Dave Carlson: Has there been opposition to bike facilities?

Jordan: The city brought up whether bikes belong on the corridor rather than maximizing pedestrian space. We argued there are logical connections and a lot of people already biking on it.

Dave Carlson: Do the traffic volumes work for a 4-3?

Jordan: Mostly. A sticking point might be around 35W. We're modeling that and if it works there it should work on the whole corridor.

Gilbert Odonkor: What are the thoughts on removing parking?

Jordan: We did a parking study and it's mostly used below 50 percent, partly because it's chaotic and feels unsafe. Even business owners say no one parks on it.

Kristel Porter: If you had off-street, would the city maintain it? Jordan: That's a question to answer further down the road. Right now the county's position is we do the capital and the city does the maintenance. We're trying to put forward the best design and figure out the rest later.

Billy Binder: I'm in favor of cycle tracks because it's in a high-crash area, transit-dependent area, low-income.

Kristel Porter moves to support a 4-3 conversion with a bikeway and limited parking as presented, Greg Anderson seconds.

Lou Miranda: Can we change the part about the options?

Billy Binder: I definitely suggest narrowing traffic lanes. You're going in the right direction. A few years ago Hennepin County would never think about a cycle track behind the curb. I think we should support cycle tracks, and I think we have a role to play here. I think we should say we support the cycle tracks.

Jordan: We're going to carry forward multiple options; we aren't going to choose at the end of the study.

Billy Binder: I think we ought to say we support cycle tracks and not just be silent about it.

Hans Jones: You could say you support all the options but you favor a cycle track.

Peggy Kvam: As you go about the study, think about scooters. They aren't going anywhere.

Jordan: We talked with blind residents and they were fine with a bikeway behind the curb.





Extended discussion on whether to explicitly support the off-street bikeway options.

Kristel Porter: Has the city seen the off-street options? I'm worried about maintenance. If you put something like this in and the city says no, then you're going to have a facility that can't be used.

Gilbert Odonkor: Other modes of transportation need to be factored in and whether you want scooters on the sidewalk or not.

Judy Jones: Can we get a show of hands in a preliminary vote to adopt as is, without a preference for cycle tracks (most raised hands).

Gilbert Odonkor: How do you convey what you're hearing here to the design team?

Jordan: Once they investigate utilities and everything else in the corridor, they'll come to you from square one to talk through those details. You'll be able to pass multiple resolutions on this project. This would be just on the study to answer the big questions. That's all the study will be able to answer at this point.

Jay Eidsness: I do support all those things, I do think it would be powerful to encourage off-street cycle facilities. Maybe it is too early, but we could signal that this is important without being overly specific.

Dave Carlson: I think we would jump the gun favoring off-street, but I would not be opposed to telling the community and others as the study proceeds. I don't want to scare people away.

BAC members independently discuss whether to signal the BAC prefers off-street.

An amended motion including was passed with Dave Carlson abstaining.

6. Member Announcements

5:45 – 5:50

Dave Carlson: I will send an email about the Broadway Avenue bridges. The BAC passed a resolution to continue bike lanes on Lowry, but they took them off. John Ekola said the Minneapolis Pedestrian Advisory Committee people didn't like the sightlines, but they added right turn lanes that impair sight lines more than bike lanes would. I think we should revisit it. We passed a resolution yet we didn't hear about it until I happened upon it. They just disregarded our thoughts and resolution.

Judy Jones: Especially in light of what happened with the 35W bridge. We should be ahead of it rather than behind.

Ron Uglow: It would be nice to have some feedback process to come back and say why they did or did not act upon our advice.

Dave Carlson: Legislature starts meeting tomorrow, mostly a bonding year. Next month might be a good agenda item for a few things: Completion of the Grand Rounds.

Judy Jones: March 5 MN Bike Summit.

Billy Binder: We've talked about connecting Lowry to downtown. Commissioner Irene Fernando liked the concept of removing parking. Jordan: There's potential for a retrofit coming and there will be opportunities there.

Next meeting:

Monday, March 16 2020

4 – 6 p.m.

Bloomington City Hall





FINAL Meeting Minutes

DATE: Monday, April 20, 2020

TIME: 4 – 6 p.m.

LOCATION: Microsoft Teams Meeting

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:

- ✓ Jason Pieper, HC Public Works
- ✓ Tony Drollinger, Metro Transit
- ✓ Arman Rajaeian, Metro Transit
- ✓ Carol HejlStone, City of Minnetonka
- ✓ Danny McCullough, Three Rivers Park District
- ✓ Stephen Shurson, Three Rivers Park District
- ✓ Mackenzie Turner Bargaen, MnDOT

- **Approval of the February 2020 minutes** **4:00 – 4:05**
The February 2020 minutes were unanimously approved.

- **Three Rivers Park District 2020 projects update** **4:05 – 4:35**
Danny McCullough from Three Rivers Park District presented an overview of 2020 projects in the planning and construction phases.

Danny introduced the Diamond Lake Regional Trail project. He shared that Three Rivers recently kicked off the master planning process for a 21-mile corridor through Rogers, Dayton, Corcoran Medina, Long Lake, Orono and Wayzata.

Three Rivers will start the engagement process after updating city council members. Through the public engagement process, Three Rivers will present a series of alignment options. The trail will





Hennepin County
Bicycle Advisory Committee

make key connections potentially including the Dakota Rail Regional Trail, the Luce Line Trail and the West Mississippi River Regional Trail.

The best place to provide feedback and view updated information is via the Three Rivers [website](#). Danny will update the BAC when engagement begins (likely in June).

Dave Carlson asked if the Luce Line trail will be paved if it connects with the Diamond Lake Regional Trail. Danny noted that this hasn't yet been determined.

Peggy asked if this trail would connect to the Crow River trails. Danny noted that this trail would connect with the Crow River Regional Trail.

Greg asked if there are any future plans for Crow Hassan Park. Danny said that Three Rivers is finishing up a masterplan process for the park. The masterplan calls for a small amount of paved trail in the park (this would be the Crow River Regional Trail and would also connect to the Lake Independence Regional Trail).

Judy asked if the trail starting in Highland Park is moving forward. Danny said that Three Rivers expects some segments to be completed in the next five years.

Billy commented that the future trail from Regent to Douglas Drive will improve Golden Valley bike connections. Danny noted that Three Rivers is applying for funding for the Basset Creek trail design this year.

Additionally, the masterplan process for the Eagle Lake Regional Trail has just started. Danny will share more information in the coming months.

Danny also shared an update about 2020 construction projects:

- Signs for social distancing have been added to regional trails. Preliminary counts show between 200-300% increase in trail usage compared to this time last year.
- Dakota Rail Regional Trail:
 - Orono Orchard Road crossing and County Road 110 crossing – Construction will begin on April 22nd. These intersections will be re-aligned to improve safety, and an on-street detour will be available during construction.
 - Culvert replacement will begin also along the trail in Minnetrista after Labor Day.
- Shingle Creek Regional Trail – This trail will be reconstructed between Xerxes and 85th Ave.
- Lake Minnetonka Regional Trail – A segment of this trail will be closed after Labor Day in order to replace culverts.
- Medicine Lake Regional Trail – A small section on the east side of Medicine Lake will be reconstructed.
- Nine Mile Creek Trail – Three Rivers has constructed a tunnel under Hwy 169. Construction of the trail leading to the tunnel on either side will begin later this year.

Peggy asked about the landslide repair on the MN River Bluffs trail. Danny said that funding has been secured and the project will begin this summer. Dave Carlson asked if this trail will be





extended farther west. Danny responded that the trail will not likely be expanded, though there are several other future trail connections.

Judy asked about the Dakota Rail Regional Trail construction during the winter, specifically if there will be detour routes available in the winter. Danny noted that the detour plans still need to be determined, though there will definitely be a detour on the Lake Minnetonka LRT trail.

Tammy asked if the flooding will be addressed during the Shingle Creek trail construction. Danny said it will not. The construction limits are not near the flooded area.

Ron asked if construction will continue despite impacts from the virus. Danny said all projects are on schedule.

Erin asked if the trail use data will be publicly available. Danny noted that Three Rivers Park District is required to collect park and trail data each year; however, this year, counts may not take place because of virus impacts in hiring seasonal staff. Some trail data will be available from permanent trail counters. Danny can share trail data if requested.

- **City of Minnetonka trail projects**

4:35 – 5:05

Carol HejlStone from the City of Minnetonka presented an overview of projects in the planning and construction stages in 2020.

Construction will begin for a multi-use trail along Excelsior Blvd from Shady Oak Rd to Baker Rd and Phase 2 will commence next year.

The city recently completed a trail improvement plan that would add 17 new segments, totaling 42 miles of new trails.

Several trail segments are being planned including one along Minnetonka Boulevard from The Marsh to Fairchild Ave and along Hopkins Crossroad from Wayzata Blvd to Cedar Lake Rd. These would be 8 ft. multi-use trails with concrete curb and gutter. The city will also try to maintain a boulevard space and preserve the roadway shoulder where possible.

For the Minnetonka Blvd segment, the city is also looking at enhanced pedestrian crossings at Sussex Rd and Tonkawood Rd. For the Hopkins Crossroad segment, the city is looking at an enhanced pedestrian crossing (median) at Live Oak Dr.

Carol noted that most crosswalks along the project corridors would not be marked to avoid providing a false sense of security for people walking and biking. Carol also noted that the city will maintain the trails, including snow removals and maintenance of the boulevard.

The layouts are available on the city of [Minnetonka website](#). Currently, the city is taking a closer look at the funding for future trails. Construction for the Minnetonka Blvd trail is expected to start in 2022, and Phase 1 of the Hopkins Crossroad trail would begin in 2024.





Many BAC members were happy to see that the shoulders would be maintained along the roadway to accommodate people who bike at a higher speed. Peggy noted that the new Plymouth Road trail has been a success.

- **Hennepin County Regional Solicitation 2020**

5:05 – 5:35

Jason Pieper from Hennepin County presented an overview of the 2020 Regional Solicitation process, including the applications that the county plans to submit.

Regional Solicitation is administered by the Metropolitan Council and there is approximately \$200 million available every two years (in 2018, Hennepin County was awarded \$37 million). Jason noted that between 9%-20% is expected to be allocated to bike and ped projects. Final decisions are made by the Transportation Advisory Board.

The scoring process is meant to be transparent and data driven. The Metropolitan Council also focuses on comprehensive plans (and other plans like the Regional Bicycle Barriers study and the Regional Bicycle Transportation Network), accessibility, and reducing disparities.

The Metropolitan Council will make the final funding decisions in December 2020.

The application candidates include the following:

- Hi-Lake Interchange in Minneapolis: This project would convert the single point urban interchange to a tight diamond and improve multimodal connections and crossings.
- Franklin Avenue in Minneapolis: This project would reconstruct Franklin Avenue and convert the roadway from four lanes to three lanes, adding dedicated bicycle facilities and improving the pedestrian realm.
- Rockford Road in Plymouth and New Hope: In partnership with MnDOT, this project would update the interchange to a folded diamond design and provide walking and biking facilities across Hwy 169. This project is anticipated in 2023.
- County Road 19 in Corcoran and Hanover: This project would convert a three-way stop intersection to a roundabout at County Road 19 and County Road 117 to improve safety and reduce speeds through the intersection. There are also two trail crossings at this location.
- Hennepin Avenue in Minneapolis: This project would add an enhanced bicycle facility along Hennepin Avenue to connect with the city's planned cycle track along Hennepin Ave. The project limits would be Washington Ave to the Hennepin Ave bridge.
- Washington Ave in Minneapolis: This project would extend the existing cycle track along Washington Ave from 5th Ave S to 11th Ave S.
- Washington Ave bridge replacement in Minneapolis: This project would replace a culvert under Washington Ave at Bassett Creek.
- Lowry Avenue reconstruction in Minneapolis: This roadway reconstruction project would provide an opportunity to discuss safety improvements and additional pedestrian and bicycle improvements along Lowry Ave between Marshall St and Washington St.
- Americans with Disability Act (ADA) retrofits at various intersections: This project would provide ADA upgrades along planned Metro Transit Bus Rapid Transit (BRT) routes along county roads and at intersections around the station area. Through this project, all four quadrants of the





Hennepin County
Bicycle Advisory Committee

identified intersections would be upgraded and would include accessible pedestrian signals and updated curb ramps.

Billy asked why the county is not re-applying for a bikeway project along Marshall St in Northeast Minneapolis. Jason noted that Franklin and Lowry have a greater need for improved pavement condition. Jason added that there is a planned bicycle facility project along Marshall St in coordination with our repaving program in 2021.

Jason noted that funding for projects will be provided in 2024 and 2025.

For County Road 19, Dave Carlson asked if a tunnel could be constructed so that people walking and biking could use a grade separated crossing. Jason said that the funding would specifically be allocated toward the roadway, but if successful, the county could discuss the best configurations for people walking and biking.

- **Member Announcements**

5:35 – 5:45

Dave Carlson had two announcements:

- The City of St. Louis Park will be rescheduling Bike to Work Day.
- The City of St. Louis approved a bike lane project on Wooddale.

Jordan noted that Bike to Work Day will be rescheduled. Twin Cities Bike to Work Day will likely be rescheduled for August, though there is no official date yet. The National Bike to Work Day was moved to September.

Next meeting:

Monday, May 18th 2020

4 – 6pm,

TBD





FINAL Meeting Minutes

DATE: Monday, May 17, 2020

TIME: 4 – 6 p.m.

LOCATION: Microsoft Teams Meeting

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:

- ✓ Amber Klein, Hennepin County
- ✓ Jason Staebell, Hennepin County
- ✓ Danny McCullough, Three Rivers Park District
- ✓ Rajaeian Arman, Metro Transit
- ✓ Jeff Rhoda, AECOM
- ✓ Tony Drollinger, Metro Transit
- ✓ Dan Miller, resident
- ✓ Mackenzie Turner Bargaen, MnDOT
- ✓ Jerome Adams, MnDOT

- **Approval of the April 2020 minutes**

4:00 – 4:05

The minutes from April 2020 were unanimously approved.

- **Osseo Road Reconstruction Project**

4:05 – 4:35

- Amber Klein and Jeff Rhoda presented the bikeway concepts for the Osseo Road reconstruction project (49th Ave to Penn Ave in Minneapolis). This is the second time that this project has been presented to the BAC.
- Amber provided an update of the proposed typical sections for the corridor. One option includes changing the section to a two-lane roadway in order to accommodate a multi-use trail and boulevard on both sides of the roadway. This also improves safety as it calms traffic and addresses speeding concerns. The project team will also look at raised medians to improve pedestrian safety.





Hennepin County
Bicycle Advisory Committee

- The project team is working with the Minneapolis Park Board to try to increase the amount of green space included in the project, as well as increase the set-back of the trail.
- At 49th Ave, the roadway will tie into the newly reconstructed section in Brooklyn Center.
- Other options for this corridor look at having a multi-use trail on one side of the corridor and a sidewalk on the other.
- Hokan asked about snow storage capacity. Amber noted that there is minimal space for snow storage, but that the project team is working with the Park Board to increase boulevard space, which would help address snow storage.
- Lou Miranda asked about the raised median and if it would take away from the buffer for people biking and walking. Amber noted that the median would be used for pedestrian safety in crossing the street as well as snow storage space. Leading into Penn Ave, there is a tight curve and the median would help reduce speed (narrow the roadway). Judy asked about the median width. Amber noted it is 5 ft plus curb reaction space on either side.
- Dave Carlson asked if trails are needed on both sides. He noted that he would like to see on-street space for people commuting by bike. Amber noted that the team looked at on-street options as well as just adding a multi-use path to one side; however, the project team would like to better accommodate people biking and walking in both directions. Dave noted that people will be biking on-street on nearby roadways and it will be important to maintain on-street space so that people biking quickly don't have to go around people walking and biking at slower speeds. Amber also noted that one reason to remove on-street bike lanes is to narrow the lane widths and crossing distances. Additionally, the section was reduced to two-lanes in order to keep cars from moving around slow cars and stopped buses.
- Dave Gepner asked if the crossings will be improved (he noted diagonal crossings). Amber noted that she's been working with the Minneapolis Park Board in regard to improving crossings, especially at Victory Memorial.
- Judy asked if Amber has any recent pedestrian and bicycle counts along the project corridor. Jeff added that updated pedestrian and bicycle counts were collected at the start of this project (along and across Osseo Rd). Jeff said that the volumes are relatively low, but he did not share exact numbers at this time.
- Billy asked about traffic backing up along the parkway. Jeff noted that the team is looking at different geometric improvements and traffic signal changes. The project team is focused on both the pedestrian and bicycle crossings and the traffic operations (working to reduce the queue lengths and better channelize the traffic). Amber added that the Grand Rounds at Victory Memorial Parkway is a historic site and there are additional guidelines and design standards that must be adhered to.
- Dan Miller asked if the multi-use trail will have a dashed center line. Amber said that this has not yet been determined. The county typically does not stripe the center line for multi-use trails.
- Dave Carlson asked if crosswalks will be striped. Amber said that the county stripes crossings at signalized intersections. These details will be determined at a later date.
- Peggy asked what the speed limit will be. The current speed limit is 30 mph (changes to 35 mph at the bridge). The speed limit will not change.
- Dan Miller asked if there will be any lighting improvements along the trail. Amber said that this has not yet been determined.
- Next steps include a virtual public house and additional engagement with the city's BAC and PAC.





- **Highway 252 Study** **4:35 – 5:05**
 - Jason Staebell (Hennepin County) and Jerome Adams (MnDOT) presented an overview of the Highway 252 study and connections to Hennepin County roadways.
 - 252 includes crossings at six signalized intersections. In partnership with MnDOT, Minneapolis, Brooklyn Center, and Brooklyn Park are in the process of reviewing the conversion of 252 into a freeway. 252 connects to I-94 and brings people to and from downtown Minneapolis and Brooklyn Park.
 - The six intersections include the following:
 - 85th Ave – the only county road that intersects 252 (this is a proposed interchange).
 - Humboldt Ave – a pedestrian bridge is proposed at this location.
 - Brookdale Dr – a 10 ft shared use path will be constructed on both sides of Brookdale Dr under 252 (this is also a proposed interchange).
 - 73rd Ave – a pedestrian bridge is proposed at this location.
 - 70th Ave – a pedestrian bridge is proposed at this location.
 - 66th Ave – a 10 ft shared-use path will be constructed on both sides of 66th Ave under 252 (this is also a proposed interchange).
 - The project team is also reviewing a trail gap in the West Mississippi River Regional Trail (MRT) along Willow Lane. The team proposes adding a shared-use trail at this location.
 - Construction of improvements would take place in 2025 so planning is still high level at this point.
 - Greg Anderson asked if ped bridges will be easily accessible for people biking. Jerome added that the bridges are proposed to be 14 ft wide. Mackenzie added that the project team will be looking at design details at a later date, but will try to avoid too many switchbacks, steep grades, etc.
 - Lou asked if West River Road would be a better walking/cycling route if it weren't re-connected. Jerome noted that this will be revisited in the Environmental Impact Statement (EIS) process. He noted that the issue is that if West River Road is not reconnected, the neighborhood will only have one access point, and fire trucks, ambulances, and police prefer two points of entrance. Additionally, the project team feels that they can better serve future transit planned along West River Road. Judy then asked if the reconnection will add extra traffic along W River Road. The project team will be modeling these scenarios. Judy noted that it is important to add safeguards for people walking and biking given the additional local traffic expected along the roadway.
 - Billy asked if bus rapid transit is planned for the corridor. Jerome noted that with the EIS process, the project team cannot predetermine an outcome; however, during the scoping process, the project team will do a BRT feasibility analysis and draw up alternatives accordingly.
 - Ron asked if the interchanges are similar to the Rockford interchanges at 494. Jerome noted that in all interchanges, 252 will go over the local road.
 - Dave Gepner asked about the criteria for a freeway. Jerome said freeways have a controlled access (there will not be any traffic signals on 252) and access points are at the grade separated interchanges.
 - Lou asked how the project has been re-evaluated since the 2018 IPCC report about climate change. He asked if this project make sense if MnDOT is trying to reduce vehicle miles traveled (VMT). Jerome noted that the EIS process is essentially a re-evaluation of the project, including traffic modeling and air pollution analysis. The EIS will be completed in 2023 (when a record of decision is complete).





Hennepin County
Bicycle Advisory Committee

- Gilbert asked if there will be an alternate route to West River Road. Jerome said no, West River Road does not have bike facilities on-street, just a multi-use trail (as part of the West Mississippi River Regional Trail).
- Dave Carlson asked if 10 ft trails can be widened. Yes, potentially, it's possible to recommend wider trails, but the details have not been finalized. Note that if the trail is not part of future construction included in this project, it would not be widened.
- Dan Miller asked if the trails going under the 694 bridge be updated. Jerome said that the trail connection at Willow Lane will be updated and connect to the West Mississippi River Regional Trail.
- Gilbert asked if the document shown during discussion could be shared with the group. Jordan will forward the document to the group.

- **Member Announcements**

5:05 – 5:15

- Dave Gepner asked about the Dakota Rail Trail crossings (near Orono Orchard Rd) and vegetation that has been cut. Danny noted that there has been invasive tree removal, and there has also been several culvert replacements.
- Jordan shared that Bike to Work Day will likely take place in September in accordance with National Bike to Work Day.
- Jordan noted that Hennepin County will share an update on future Marshall St improvements at a future meeting.
- Dave Gepner asked about the county's bike count program. Jordan noted that the county will continue collecting bike counts this summer.
- Dan Miller announced that Broadway St NE from Stinson to Johnson will be repaved starting tomorrow.

Next meeting:

Monday, June 15th 2020

4 – 6pm,

TBD





Meeting Minutes

DATE: Monday, June 22nd 2020
TIME: 4:00 – 6:00 PM
LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Kristel Porter, Dist. 2
- Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ 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:

- ✓ Kelly Agosto, HC Public Works
- ✓ Steve Weser, Alliant Engineering
- ✓ Tyler Pederson, Minneapolis Park Board
- ✓ Arman Rajaeian, Metro Transit
- ✓ Mackenzie Turner-Bargen, MnDOT

- **Approval of the May 2020 minutes** **4:00 – 4:05**
The May 2020 meeting minutes were unanimously approved.

- **University and 4th Enhanced Bikeway Project** **4:05 – 4:35**
Kelly Agosto (Hennepin County) and Steve Weser (Alliant Engineering) provided a project overview for the University and 4th enhanced bikeway project.

The project limits run along University Ave and 4th St between 35W and Oak St. A 2018 study set the stage for improvements between Central Ave and Oak St (the study reviewed one-way and two-way bikeway options). In 2019, the city and county decided to move forward with one-way facilities on each roadway.





Hennepin County Bicycle Advisory Committee

Hennepin County was awarded \$5.5 million in federal funds to complete this portion of the project. This project is a partial reconstruction in order to provide enhanced (all ages and abilities) bikeways and E-line bus rapid transit (BRT) stations.

The goal of this project is to improve safety by providing separated bicycle facilities, intersection safety improvements, and modernized traffic signals and to improve access to transit (BRT).

The type of enhanced bicycle facility has not yet been determined. The facility type will be determined by reviewing best practices, public input, and project stakeholder input. Floating bus stops will be evaluated at BRT stations. There will likely be six total BRT stations along the project corridors (three on each roadway).

For people walking and rolling, accessible pedestrian signals will be installed, crossing distances will be shortened, noncompliant ADA ramps will be reconstructed, and durable markings will help make crossings more visible.

Design will continue into 2021. Construction is scheduled for 2022 (the project will be substantially complete in the same year). Currently, the project team is evaluating existing conditions and gathering feedback from the public. A preferred alternative will be selected by the end of 2020. During an online open house, curb protected bike lanes rose to the top as the preferred option.

Visit [Hennepin.us/universityandfourth](https://hennepin.us/universityandfourth) for more information.

- Peggy asked which bicycle facility type would allow easy snow clearance. Steve said that snow clearance will depend on the available equipment (snow plow, pick-up truck plow). City and county maintenance staff will continue to discuss snow clearance for enhanced facilities. The U of M clears the sidewalks and require a 7 ft wide sidewalk to use their equipment.
- Dave Gepner asked if there have been any considerations for people to bike in both directions along University Ave. Steve noted that two-way facilities were reviewed in previous studies, but safety and driver expectation led to the preference of a one-way facility. Jordan added that a two-way facility would also require greater right-of-way and signal impacts.
- Dave Gepner also asked how people biking will make left turns across three lanes of traffic. Steve said that once the facility type has been determined, the project team will review specific intersection designs.
- Judy asked if the project team has reviewed feedback from cities that implemented floating bus stops, including how pedestrians interact with the bike lane. Steve noted that the team will have to provide physical separation for bikes/peds (for example, tactile strips) to help provide that separation. The team will look more closely at this later in the design stage.





Hennepin County
Bicycle Advisory Committee

- Billy noted that his preference is a raised bike lane. Erin seconded this preference, but noted that she would prefer the raised lane at the back of curb to improve visibility between bikes/motor vehicles.
 - Lou said that a raised bike lane will make cyclists feel more in control in comparison to being at the level of cars, trucks, and SUVs. He noted that a raised lane behind a boulevard will feel much safer. Peggy added that a raised lane behind the boulevard is functional, greener, and more attractive.
 - Tammy also noted a preference for a raised bike lane.
 - Judy added that her preference is a raised lane at the back of curb.
 - Jay prefers a raised lane behind the boulevard but a raised lane at the back of curb is a good second option.
 - Ron likes the raised lane option (either option).
 - Arman noted his preference is for a raised lane behind the curb. He added that it will be important to not have bikes/peds mix too closely as there are high volumes of both. Lou noted that if that it is likely we'll still see a lot of wrong way riding on bikeways and sidewalks with the one-way option.
-
- **Glenwood Avenue mumble strips test** **4:35 – 5:05**
 - Jordan Kocak, Hennepin County – discussion of functionality, safety, comfort and perceptions of test mumble strips on Glenwood Avenue in Golden Valley

Last week, the BAC visited Glenwood Ave to view the recent restriping of Glenwood Ave (Highway 100 to Thomas Ave in Golden Valley and Minneapolis) and to test mumble strips near Theodore Wirth Park.

Jordan asked if the mumble strips have helped improve the level of comfort for people biking and/or if they added any perception of safety.

- Judy tested them via biking and driving. Her comfort level didn't necessarily change as a result of the mumble strips.
- Lou asked if a former MnDOT study informed the decision to add mumble strips (Lou cited figure 6.4 of the MnDOT study). Jordan noted that as part of this evaluation, the county is conducting a noise study, but the county could also consider evaluating the noise inside a vehicle.
- Hokan noted that the mumble strips worked fine but were problematic if turning mid-block over the mumble strips. Jordan added that the county could evaluate breaks in the mumble strips for any future implementation efforts.
- Tammy noted that she felt about the same after riding on Glenwood with mumble strips. She added that due to the speed of traffic, the mumble strips are positive. Judy said that it would be beneficial for the county to consider lowering the speed limits along Glenwood.
- Peggy observed traffic on Glenwood and saw that the mumble strips added to driver awareness.
- Greg said that one might encounter runners in the shoulder/lane area or a parked car might force someone into the travel lane. The mumble strips may make this move a bit more challenging.
- Lou noted that he drove over the mumble strips and the noise was different at two locations (straight segment versus curves). He said the noise inside the vehicle was noticeable.
- Dave Gepner noted that the double white lines helped better delineate the bike lanes.





Jordan asked if anyone perceived the mumble strips to restrict bicyclists' movements.

- Lou said that the mumble strips didn't add too much comfort, particularly for people traveling with kids.
- Jay stated that the mumble strips were an improvement, but not a huge improvement. When riding over the mumble strips on his bike, they were noticeable, but not jarring. He noted that it would probably not impact people's route choice, and that they might be more noticeable for people riding in groups or side by side.
- Hokan noted that the implementation (lack of breaks) was not perfect, but the idea is generally good.
- Ron stated that he likes the general use of mumble strips as a safety barrier.

Jordan also asked if anyone has noticed any change in driver behavior since the implementation of the mumble strips.

- Mackenzie said that new state bikeway guidance has been released and has a section for mumble and rumble strips, including guidance on spacing. Mackenzie will share the links to this information.

Next steps include a survey about the effectiveness of the mumble strips. Jordan will share the survey with the group once it is ready. Lou added that getting feedback from people who bike with children will be important. Erin seconded this comment (she noted the importance of getting feedback from the most vulnerable users). Jordan noted that the goal of the survey is to reach a diverse group of drivers and bicyclists. The survey will be sent to several county listservs and via social media.

• **Member Announcements**

5:05 – 5:15

- Judy added that the trail over 494 is paved.
- Peggy provided the link for the District 6 candidate forum hosted by the League of Women Voters. There is a question about bicycle infrastructure funding at 1:12:40.
- Billy provided an update on Glenwood Ave – the restriping is complete, but protected bike lanes were not added.
- Ron noted that the Schmidt Lake Rd bike facility between Nathan and Larch Lane will be resurfaced.

Next meeting:

Monday, July 20th 2020

4 – 6pm,

Teams Meeting





Meeting Minutes

DATE: Monday, July 20th 2020

TIME: 4:00 – 6:00 PM

LOCATION: Microsoft Teams conference call meeting

Committee Members:

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

Alternates:

- Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
 - ✓ Erin Daly, Dist. 3
 - ✓ Hoka, 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:

- ✓ Ash Narayanan, Our Streets Minneapolis
- ✓ Matthew Dyrdaahl, City of Minneapolis
- ✓ Arman Rajaeian, Metro Transit
- ✓ Danny McCullough, Three Rivers Park District
- ✓ Mackenzie Turner-Bargen, MnDOT

Approval of the June 2020 minutes

4:00 – 4:05

The June 2020 minutes were unanimously approved.

Hennepin County BAC integration of pedestrian projects and issues

4:05 – 5:00

- Ash Narayanan, Executive Director for Our Streets Mpls and Matthew Dyrdaahl, Transportation Planner with the City of Minneapolis presented about their experiences with Minneapolis bicycle and pedestrian advisory committees.
- In fall 2019, the Hennepin County BAC discussed the possibility of integrating more pedestrian projects into the group. Ash and Matthew joined the discussion to offer their perspectives on including pedestrians as part of the advisory committee.
- Ash shared his experience working on the Transportation Commission and Transportation Planning and Policy Board in Madison. Every transportation project went in front of the Commission (not separated by bike/ped or car). These issues were not thought of separately.





Hennepin County
Bicycle Advisory Committee

- Ash also noted that a few years ago The Minneapolis Bicycle Coalition transitioned to Our Streets to include walking/rolling issues in addition to bike issues and projects.
 - There were also separate pedestrian and bicycle working groups but the groups realized that they shared a common goal and merged.
 - One major factor in combining the two groups was to ensure that walking and biking issues weren't pitted against the other.
 - Ash shared that in order to make transformative changes, the county BAC could think through a prioritization process that puts people walking first.
- Judy asked about the Our Streets prioritization process. Ash noted that the prioritization process is based off of complete streets policies to prioritize people ahead of cars.
- Hokan asked if there was resistance from people biking to include people walking and rolling into the group mission. Ash noted that there was resistance, but this was not a majority opinion. The group noted that they could not be an effective transportation organization without talking about walking and rolling too.
- Ron asked if Our Streets addresses electric scooters. Ash noted that the group does not address how people use the scooters, but Our Streets does address the infrastructure to use the scooters.
- Lou asked if Our Streets focuses on transportation or recreation? Ash noted that Our Streets focuses more on the infrastructure, though specific projects can result in more people walking and biking for both transportation and recreation.
- Jordan reiterated Ash's key point about Hennepin County roadways, which often carry regional traffic, yet at the same time, they cut through many neighborhoods and communities with a high desire for better walking and biking infrastructure. Jordan noted that the Hennepin County BAC has a role to play in creating a more equitable environment for people walking and biking.
- Matthew also shared his experience in staffing and managing the Minneapolis pedestrian and bicycle advisory committees. Matthew expressed the need to include more viewpoints from people who walk and roll.
 - Matthew noted that it's easier to get people excited about biking projects than walking projects. He talked about how discussions around biking tend to be about properly accommodating bike space on the roadway, whereas walking issues tackle the entire roadway/ right-of-way (number of lanes, crossings, sidewalk space, etc.).
 - In working with the Minneapolis Pedestrian Advisory Committee (PAC), he notices that this group also makes larger program recommendations. He also shared that he hasn't noticed many conflicting resolutions between the city PAC and BAC.
 - Matthew added that walking representation for a county PAC may be difficult, but that it should not deter the group from thinking through these issues for Minneapolis specifically.
 - He also noted that the benefit of the separate committees is the level of detail that each group focuses on for each walking and biking.
- Judy asked if the city has ever considered combining the PAC and BAC. Matthew noted that the separate committees are working well and there is not a demand to do so.
- Judy asked if Matthew sees a lot of parallels between the PAC and BAC, specifically their resolutions. Matthew noted yes, it is infrequent for the groups to contradict the other. All resolutions, agenda and minutes are available here: http://www2.minneapolismn.gov/pedestrian/pac/pedestrian_committee and <http://www2.minneapolismn.gov/bicycles/BicycleAdvisoryCommittee/index.htm>
- Judy also asked if there is overlap in membership. Matthew said that members do not overlap in the PAC and BAC to allow more people to participate.





- Hokan noted his interest in revising our existing BAC to include one member from each district to represent biking and one to represent walking. This would need to be finalized by the county board.
- Greg asked about timing, specifically with new commissioner elections. Hokan noted that it would probably be a few months before the group can make any changes (likely next year). Jordan added that the timeline is somewhat undefined but setting an internal deadline to complete a proposal would be beneficial.
- Lou asked how to find advocates for the pedestrian committee in suburban and rural Hennepin County. Hokan noted that this will need to be discussed with the group. Jordan and Mackenzie noted that there will be advocates in all districts, and that partnering with active living and Safe Routes to School will be one way to find these advocates. Erin agreed that it may be difficult to find advocates at first, but this can be overcome by utilizing the right communication channels.
- Dave Carlson asked if any commissioners have indicated interest or need in pedestrian advocacy representation. Jordan noted that the Hennepin County ADA Transition Plan, Toward Zero Death program, and a new disparities reduction department indicate that there would be support in pedestrian advocacy issues.
 - Dave asked if the group would have any role in the above initiatives. Jordan said that Public Works will be tackling many of these issues, but there is a role for the new group to advise, particularly in the disparity reduction realm.
- Judy asked Jordan and Hokan if they see the group as combined or separate. Hokan noted that his initial thought is to have a combined group, but the rest of the BAC would need to discuss and agree on next steps.
- Judy asked the group to share if they support moving forward with discussions to incorporate pedestrian issues:
 - Yes – Erin, Peggy, Lou, Hokan, Greg
 - No – none
 - Undecided – Dave Carlson
- Next steps include forming a subcommittee to inform next steps (and discuss with the existing BAC). The members include Hokan, Erin and Dave Carlson. Jordan can assist with organizing subcommittee meetings. If interested in joining the subcommittee, reach out to Hokan, Jordan and Judy.
 - The subcommittee will meet and follow-up in three months.
- Matthew will follow-up with some information about the Minneapolis PAC, including the past annual report. There is also an opportunity to attend Minneapolis PAC meetings and discuss this item with existing PAC members.

Three Rivers update

5:00 – 5:10

- Danny McCullough from Three Rivers Park District presented an update on the Diamond Lake Regional Trail master plan.
- Danny noted that outreach has begun and he encourages the BAC to share their feedback and to share the link with others who may be interested: <https://www.letstalkthreerivers.org/diamond-lake-regional-trail-master-plan>
- This trail will connect Dayton and Rogers to Corcoran, Medina, Long Lake and Wayzata (approximately 20 miles).
- Peggy asked if there were any plans to continue the Flying Cloud Drive trail. Jordan noted that this project was part of a reconstruction project so the trail will be extended when additional roadway segments are reconstructed (no specific timeline to share at this time).





Hennepin County
Bicycle Advisory Committee

- Dave Carlson asked when the Cedar Lake Trail detour through St. Louis Park will be resurfaced. Danny noted that there will be some patching work next year, but there likely won't be any changes until the regional trail segment is reconstructed.
- Billy asked if a trail can be added between Xerxes and Zephyr to connect to the North Minneapolis Bottineau LRT station as part of the Regional Solicitation application. Danny noted that the application has already been submitted and cannot be amended to include this section.
- Dave Gepner asked when the trail near Chaska will be constructed. Danny said that construction will start in August or September.
- Dave Carlson asked if there is any news on the Nine Mile Creek trail under Hwy 169. Danny said that construction will start this fall or winter.

Member Announcements

5:10 – 5:20

- Judy shared that Free Bikes for Kids is having a mini-season and is open for volunteers. Sign-up to volunteer here: <https://fb4kmn.org/>
- Kristel announced that Cycle Sisters is having a bike ride on Saturday (July 25th) from 3-5 pm. This ride will be a clothing swap – bring clothes to donate. View event information on the Cycle Sisters Facebook page.

Next meeting:

Monday, August 17th 2020

4 – 6pm,

Teams Meeting





Meeting Minutes

DATE: Monday, September 21st 2020

TIME: 4 to 6 p.m.

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ 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
Erin Daly, Dist. 3
- ✓ Hokan, Dist. 4
 - ✓ Dave Gepner, Dist. 5
 - ✓ Lou Miranda, Dist. 6
 - ✓ Ron Uglow, Dist. 7

Ex-Officio Members:

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

Guests:

- ✓ Arman Rajaeian, Metro Transit
- ✓ Carl Reim, HC Public Works
- ✓ Mackenzie Turner-Bargen, MnDOT

Excused Absent:

- Billy Binder, Dist. 2 alternate
Tammy McLemore, Dist. 1

Approval of the July 2020 minutes

4:03 – 4:05

The June 2020 minutes were unanimously approved.

Penn Avenue 2021 Mill and Overlay and Restriping, Carl Reim

4:05 – 4:55

- Penn Avenue from 66th Street to TH 62 to be milled, overlaid and restriped in 2021, with the restriping extending to about halfway between 67th and 68th streets
- Carl Reim from Hennepin County Transportation Planning shared the first version of the layout, which extends the bike lanes as far north as possible. Near 66th people biking would have to use the lane or get on the sidewalk. Bikeable shoulders return north of 66th.
- Northbound at TH62 returns to two northbound general lanes to have capacity for people driving motor vehicles through the signal.
- 66th was recently reconstructed and this project is a mill and overlay, so we can't do much with that intersection.
- Dave Gepner: Oliver used to be the preferred way to bike across 66th to avoid hills and Penn Avenue. We were promised there would be a cutout in the island the county installed in the 66th Street





reconstruction. There is not, despite our pleas and the county's promise. Since the county didn't deliver, I think the county should do everything you can to have a bike facility on Penn. Squeeze those lanes. It's a dangerous uphill and the safest way to do it is to be in the middle of the lane, and that frustrates drivers. The mill and overlay will last long enough that I probably won't see a reconstruction in my biking years. What you're proposing is not acceptable, with a sometimes bike lane. I know it's a tough area, but there's got to be a way to do it. Carl: I will be pushing for this; I certainly do appreciate that we should have a safe way to bike through.

- Judy Jones: People are driving across all the lanes outside Lunds. Is there a way to reroute the access at Lunds at least at a stoplight to make it safer if this is the configuration we have to live with. Carl: Lunds is redeveloping part of their property and we're working with the city and MnDOT to figure out safer traffic flow through here. At this point the driveways are not going to change.
- Dave Carlson: Can the gutter pan be reduce to 1 foot instead of 2 to give more space for a true bike lane? Carl: That would require quite a bit of concrete work to replace the gutter pan. That would be outside the project scope.
- Dave Gepner: Couldn't you mill down into the concrete at the same time you do the asphalt? And could you improve any pedestrian crossings with a median here? Carl: We have limited funding, especially with COVID, so this is more out of the scope.
- Dave Gepner: This roadway needs rebuilding rather than just an overlay. If you're going to the trouble and expense, why not rebuild it? Jordan Kocak: I think you have great points, and it certainly makes sense, but I'm going to offer a general reminder for our mill and overlay projects. Our program is quite limited to repairing the pavement surface and we're just taking advantage to restripe even if they don't always meet the goals and objectives we're trying to achieve.
- Judy Jones: The section between 63rd and the Crosstown, I don't know if it's an advantage to add a bike lane. I would take the lane rather than get squeezed out in a narrow bike lane.
- Judy Jones: Where we drop bike lanes like here, I'd like to see the county use the Bikes May use Full Lane signage. Jordan Kocak: Yes, we're trying to do this more. It is something I would advocate for here if we do have to drop the shoulders, but we're not at the point yet.
- Lou Miranda: Are there plans for Metro Transit to have bus rapid transit here? Carl Reim: I don't think so. (Arman confirmed there is no bus rapid transit planned here). What's the speed limit here? Dave Gepner: 30.
- Judy: In general we support the 4-3 concept for Penn. However, we would like to see a continuous and dedicated bike facility along Penn Avenue.
- Lou Miranda moves resolution, Kristel Porter seconds. The resolution is adopted with 8 yeas, zero nays and one abstention.

Hennepin County BAC Pedestrian Subcommittee Update, Hokan

4:50 – 4:55

- Hokan: Our subcommittee has met a couple of times to consider whether or how to incorporate pedestrian issues into our committee. We've generally agreed it's a good idea, but not exactly how. So we continue to meet. We've started modifying our charter that created this committee. We have a Google doc that Jordan will link to. It's definitely a draft and not done, but it would give you an idea what we're thinking. We're hoping to have a proposal next month.

Zane Avenue 2021 Mill and Overlay and Restriping, Dan Patterson

4:55 – 5:10

- Dan Patterson from Hennepin County Transportation Planning described the potential 2021 overlay candidate Zane Avenue (CSAH 14) and proposed restriping from about 78th Avenue North to 85th Avenue





North in Brooklyn Park. The proposed restriping would convert it from a 4-lane section to a 3-lane with buffered bike lanes.

- It's primarily a safety project to improve conditions for people driving, walking and biking. The county is restriping away from 4-lane undivided roadways where it can. The bike lane is not ideal, but it should improve safety, even if it weren't striped as a bike lane.
- The proposal would not connect to bikeways on either end with the expectation that people biking would choose to get on the sidewalks or control the general lane where the bike lanes end. There would be advance signage that the bike lane ends and that bikes may use full lane.
- Judy Jones: Where the bike lanes end, could you do a dashed line the way you would for any other merge condition? Dan Patterson: We'll look into that.
- Dave Carlson: It looks like there's some space at 85th next to the porkchop. Sometimes in intersections like this I've seen a little space striped outside the lane that people can bike in. Is that possible here? Dan Patterson: Maybe; I can look into that. At the same time, we don't necessarily want people biking in that space. The safer option would be for people to fully control the lane, especially when there isn't comparable space on the far side of the intersection.
- Judy Jones: Is it possible to narrow up the lanes from 11 feet? Dan Patterson: Sometimes the county has gone down to 10.5-foot lanes where constrained, but generally the county does 11-foot lanes in this sort of condition. Then there's the question of where that space goes. The bike lanes are at 5.5 feet, plus 2 feet of buffer plus 2 feet of gutter. If we add it to there we might get people parking or driving motor vehicles in the bike lane, and our maintenance folks would hesitate to widen the buffer.
- Lou Miranda: Are there any city bike lanes connecting to this? Dan Patterson: No. Jordan: It's a safety project, but we're doing what we can. It's incremental.
- Judy Jones: Is it on any bike plans? Dan: Yes, it's on the county's bike plan.
- Ron Uglow moves to adopt resolution; Peggy Kvam seconds. The resolution is adopted with 8 yeas, zero nays and one abstention.

Member Announcements

5:10 – 5:15

- Judy Jones: There will be a Free Bikes for Kids drive October 3. There will be 42 clinics where you'll be able to drop off around the metro <https://fb4kmn.org/donate>
- Kristel Porter: Big thank-you to Quality Bicycle Parts for donating a bike fix-it station at Girard and Golden Valley Road at the Minneapolis Public Schools Building. We didn't have one in north Minneapolis before.
- Kristel Porter: Move Minneapolis is organizing a car-free Minneapolis day on September 22. If you pledge to not drive you can enter to win an e-bike. <https://www.carfreemsp.com>
- Lou Miranda: If you haven't seen it, Our Streets Minneapolis has a safer county streets effort: <https://www.ourstreetsmpls.org/countystreets>
- Peggy Kvam: Is the county doing anything for Bike to Work Day? Jordan: No, with COVID it got rescheduled and we've had to cancel the county's participation.
- Dave Carlson: St. Louis Park is continuing its Connect the Park efforts. The bikeway along Dakota Avenue is mostly complete from Lake St./Wooddale north to 26th Street at Dakota Park. Final funding for the proposed Dakota-Edgewood Bike-Pedestrian Bridge over the North Cedar Lake Trail and BNSF RR tracks was approved unanimously by the City Council and construction starts this fall with completion by Fall 2021.

Adjourned at 5:22 p.m.





Hennepin County
Bicycle Advisory Committee

Next meeting:

Monday, October 10th 2020

4 to 6 p.m.

Teams Meeting





Meeting Minutes

DATE: Monday, October 19, 2020

TIME: 4 to 6 p.m.

LOCATION: Microsoft Teams conference call meeting

Committee Members:

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

Alternates:

- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2 alternate
- ✓ Erin Daly, Dist. 3
- ✓ Hoka, 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:

- ✓ Josh Potter, Hennepin County
- ✓ Arman Rajaeian, Metro Transit
- ✓ Mackenzie Turner-Bargen, MnDOT
- ✓ Scott McBride, Bolton & Menk

Excused Absence:

Lou Miranda, Dist. 6

- **Approval of the September 2020 minutes** **4:00 – 4:05**
The September 2020 minutes were unanimously approved.

- **Hennepin Avenue and 1st Avenue Bikeway Project** **4:05 – 4:35**
 - Scott McBride, Bolton & Menk – project introduction and overview
 - The project limits extent to 8th Ave to Main St in Minneapolis.
 - Project partners include the City of Minneapolis, Minneapolis Park and Recreation Board, Metro Transit and MnDOT. Metro Transit is currently working through the E-line project, which is slated to run along the corridor.
 - Goals of the project include safety and accessibility, multimodal connectivity, active living and environmental health, and to support land use context and the business district.
 - This corridor represents a gap in the bike network, one of the key reasons to construct this project.





Hennepin County Bicycle Advisory Committee

- In 2016, the Hennepin and 1st technical study resulted in different concepts for bike facilities, improved sidewalks, shortened crossings, on-street parking, and greening opportunities.
 - Funding for this project was awarded through Regional Solicitation in 2018 (Hennepin County received \$5.5 million in federal funds). Note that it is not a full reconstruct.
 - The project is currently at 0%. Design is anticipated through 2021 and 2022, with construction scheduled for 2023.
 - Public engagement began in August and is ongoing through the end of the year. There will be an online open house in November of this year. To engage a larger group, the project team hopes that there can be some in-person meetings in 2021. The project team will also conduct virtual tours of the corridor.
 - Project website for more info: <https://www.hennepin.us/hennepin-and-first>
 - Dave Carlson asked if part of Hennepin Avenue was just reconstructed in the area. Jordan noted that we completed a concrete restoration project, which did not lead to additional improvements for the bike network in the area (completed in 2018). Josh noted that CenterPoint Energy replaced concrete between Main or 2nd to 5th St.
 - Billy asked if the project team has engaged with the Saint Anthony West Neighborhood Association. Scott noted that they have not spoken with Saint Anthony West, but they are in the process of engaging neighborhood associations and will look to get in touch with the group.
 - Judy asked about what type of bike facility will be added. Scott noted that they are looking to hear back from the community. One limitation of this project is that it is not a full reconstruct. Scott will bring back future concepts back to the group for review.
 - Dave Carlson noted that even without dedicated bike infrastructure, this corridor sees frequent bike and pedestrian traffic.
 - Mackenzie asked about who has been involved with MnDOT Metro District. Scott noted that Aaron Tag has been involved from MnDOT. He is coordinating other studies that intersect with the project corridor.
 - Jordan noted that even though this is a bikeway project, pedestrian elements will be a big component of this project.
 - Kristel noted that she supports having a bikeway along the corridor.
 - Dave Carlson asked if the roads will continue to stay as one-way pairs. Scott said that it is not within the scope to change the streets to two-way.
-
- **BAC Pedestrian Subcommittee Update** **4:35 – 5:00**
 - Hokan – discussion of proposed charter updates and addition of walking and rolling as official committee focus area
 - Hokan shared proposed changes to the Hennepin County Board resolution establishing the BAC and asked the group to comment on the proposed changes.
 - Dave Carlson noted that he is opposed to the proposed provision for term limits. He believes that it does not allow for the historical knowledge of the group to continue and he noted that it is difficult to recruit new members. He also does not think that the bike and ped components necessarily need to be separated since many BAC members are actively involved in both modes.
 - Jordan noted that term limits will be helpful in bringing in new voices and perspectives.





Hennepin County Bicycle Advisory Committee

- Peggy also noted that the historical perspectives are very important, as are the relationships that have been built between members and agency representatives. She noted that turnover happens naturally, and new voices will be brought in as this occurs.
- Judy asked if the term limits could be extended (5 year term for example) or if existing members could be part of the committee past a term limit if no one new was interested in joining at that time.
- Dave Carlson asked if term limits could be deleted and addressed at a later time.
- Dave Gepner asked when alternates get to vote. Judy noted that alternates only vote when the primary member is absent.
- Judy asked what the group thought about whether the group will represent both bike and pedestrian issues or whether pedestrian issues should be represented as a separate group at the county. Jordan recalled that there was previously support to formally integrate more pedestrian issues. He also added that it may be difficult to recruit members from all districts. for a separate pedestrian committee.
- Erin noted that the committee often thinks of pedestrian issues in tandem with bike projects, though these modes may also be at odds for certain projects. She did support finding a place for having more fruitful discussions about pedestrian issues.
- Dave Carlson asked if there's a desire in the administration at the county to combine bike and pedestrian issues into one committee. Jordan said that this initiative began from within the committee. He also added that from a safety perspective, having a forum to discuss pedestrian issues around safety aligns with county goals, though there has been no formal request to combine the committees.
- Hokan added that the subcommittee for this group spoke with both the City of Minneapolis and Our Streets. Both groups noted that a combined bike/ped group has been more effective.
- Judy noted that the group currently lacks the viewpoint of someone who is visually impaired and using county roadways.
- Jordan reiterated that bike and ped issues are not mutually exclusive. He also added that he likes the changes proposed around alternate members. Judy clarified that by having a combined bike and pedestrian committee, the alternate slot would become a pedestrian focused member.
- Dave Carlson supports having 14 voting members on the committee.
- Kristel said that she would like to advocate for both people biking and walking. She noted that all plans that go before the committee should incorporate both bike and pedestrian elements.
- Mackenzie added that with a combined committee, the group can more quickly resolve conflicting bike and pedestrian issues. She also noted that it is important to include more voices around ADA.
- Peggy agreed with the new name, Active Transportation Committee.
- Ron said that he is in support of taking a pedestrian focus as an alternate.
- Tammy supports combining bike and ped issues into one committee.
- Gilbert supports combining bike and ped issues and added his support to allow alternates to vote. Hokan clarified that in his proposal, there will not be any alternates – there will be one biking focused member and one pedestrian focused member for each district.
- Arman noted that from a transit perspective, it would be helpful to have a unified voice when coordinating transit projects.
- Hokan proposed that he would make changes and bring the document back to the group for a final vote at the next meeting.





- All were in support of this plan with the exception of Billy and Dave Gepner. Dave Carlson noted that he is in favor of moving forward but would like the committee to be mindful to not dilute the current focus on biking.
- The majority of the group is in favor of Hokan revising the document and bringing it back to the group for next meeting.
- Judy noted that “rolling” needs to be clarified in the next iteration of the document. Hokan noted that rolling refers to people using wheelchairs and mobility devices. Judy asked if scooters and skateboards would be included in the committee’s mission. Jordan noted that all of the micromobility modes fall under the umbrella of walking and rolling.
 - Erin added that these terms are defined by existing county policy documents.
- **CSAH 60 (Baker Road) 2021 Mill and Overlay and Restriping** **5:00 – 5:40**
 - Emily Kettell, Hennepin County – Review project scope and striping concept
 - In 2021, Baker Road from Martin Dr to the bridge under I-494 will undergo a bituminous rehab project. The county is proposing a four-to-three lane conversion between Valley View Rd and County Road 62. As a result, there is an opportunity for either a buffered bike lane or bikeable shoulder along the corridor. A trail currently exists on one-side, but the on-street connection would provide another option for people biking and provide a buffer space for people walking along Baker Rd. North of County Road 62, the county is looking at adding a dedicated bike lane or shoulder to connect with the Minnesota River Bluffs Regional Trail.
 - Dave Carlson noted that he hopes bike lanes can continue to the south.
 - Greg had a question around the collection of crash data.
 - Peggy said that the exit from Lifetime is somewhat blind. It is a safety concern for people on all modes.
 - Dave Gepner asked if the layout could be shared in advance.
 - Peggy asked about green paint to highlight bike crossings. She would prefer the signed and striped bike lane so people driving are aware of the dedicated space.
 - Judy noted that she had several concerns around signage and would like to see signs that indicate a shared lane for bikes as the roadway transitions back to a four lane section. She would like to see the *bikes may use full lane* sign.
 - Judy asked about lowering the speed. Jordan noted that it could happen independently but does not match the scope or timeline for this project.
 - Judy noted that she is in support of buffered bike lane.
 - Billy supports the 4-3 conversion. He is concerned about the 40 mph speed limit and supports lowering the speed limit. He would like to see a mumble strip like on Glenwood.
 - Jordan noted that the county is collecting data on the mumble strips along Glenwood.
 - The group drafted a resolution in support of buffered bike lanes as part of the restriping project, noting their preference for bike signage and striping. The resolution was passed unanimously.
- **Member Announcements** **5:45 – 6:00**
 - David Gepner – MAC reconstruction of Glumack Drive
 - Dave Gepner asked if the meeting time could be moved to earlier in the day. This will be a future discussion item.





Hennepin County
Bicycle Advisory Committee

- Peggy will serve on the Hennepin County Nine Mile Creek Board of Managers and will no longer serve on the Hennepin County BAC starting in 2021.
- Kristel – Cycle Sisters at Freedom Square on November 3rd – partnering with Lyft and Move Minneapolis for scooter and bike discounts to the polls. They will also have a ride on Saturday, October 24th in partnership with Met Council. More information available on the Cycle Sisters Facebook Page.
- Jordan Kocak – bi-annual committee chair and vice chair election in December

Next meeting:

Monday, November 16th 2020

4 – 6pm,

Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, November 16, 2020

TIME: 4 – 6 p.m.

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ 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
- ✓ Dan Patterson, HC Public Works

Guests:

David Elvin, MnDOT
Aaron Tag, MnDOT
Colin Harris, Alta Planning
Arman Rajaeian, Metro Transit
Mackenzie Turner-Bargen, MnDOT
Bill Emory, HC District 2 aide

Excused Absence:

None

- **Approval of the October 2020 minutes** **4:02 – 4:08**
After discussion of changes, Dave Carlson moved to approve and Jay Eidsness seconded
The October 2020 minutes were approved.

- **MnDOT University/Central Aves (Hwys 47/65) Corridor Study** **4:08 – 4:45**
 - David Elvin, MnDOT - The Minnesota Department of Transportation (MnDOT) is developing a future vision for Hwy 47 (University Ave.) and Hwy 65 (Central Ave.). Overview of study process and feedback.
David Elvin — It's a large study area with TH 47 and TH 65 from where they meet in Minneapolis to US 10. 145,000 people in the study areas in six municipalities; 60,000 jobs, 4,000 businesses, many in trucking.





Hennepin County
Bicycle Advisory Committee

Planning and environmental linkages study at a high level to build context. It's data-driven with lots of public engagement.

Safety is the biggest driver. There have been fatal and debilitating crashes, especially on the north end, where speeds are higher. Between 30 percent and 40 percent of the serious crashes involved people walking and biking. People of color and older people tend to make up more of these crashes, making this an equity issue as well.

Traffic volumes range from 8,000 vehicles per day at the south to 40,000 a day on the north end. Most car trips are short and local.

Little to no traffic growth or a reduction is expected in the next 20 years.

Not a safe corridor for people walking and biking relative to people driving automobiles.

17 percent of bus stops not connected to pedestrian network.

Bicycle level of traffic stress shows very stressful for most of University and Central.

Many freight originations and destinations in the corridor, about 2,400 related businesses.

Nine focus areas to address high crash rates and level of stress, four of which are in Hennepin County.

Dave Carlson — I believe Central has some bike lanes north as it straightens out toward Broadway and Lowry. I have seen bikers use it. Is it working? If it is, is it a template for how it could be done north of there? Aaron Tag — I've heard more complaints about that segment than accolades, which is not surprising. There are concerns about all sections from what we've heard. I personally haven't ridden in that section on a bike, but I think there are improvements that can be made to all sections.

Jordan Kocak — I bike Central a lot, I am grateful bike lanes are there at all, but there is room for improvement. It's a door-zone type of bike lane and traffic is pretty fast. It doesn't always feel the most comfortable. There are some critical spots where the bike lane drops. I think a lot more people would use it if it were a more comfortable facility than it is today.

Billy Binder — 10 or 12 years ago MnDOT was repaving Central Avenue, with a lot of public meetings. Consensus was to add bike lanes, MnDOT said they hadn't done that in the metro. Some phone calls were made and they put in a bike lane for part of it. So we don't have bike lanes from 14th across the 3rd Avenue bridge into downtown. Between 8th and 4th it's too narrow for bike lanes as-is. 8th to 14th would be easy to do. The idea was to do it properly you'd need a 4-3 conversion. The City and MnDOT haven't studied whether it would work, but I think it's exactly what we need. City Councilmembers Fletcher and Reich support it. We never looked at Central because it's much narrower. David Elvin — We're very aware of the 4-3 concept from the city. Aaron Tag — I think this is the study that is needed; I fully expect a 4-3 will be one of the alternatives we come up with next year.

Mackenzie Turner-Bargen — I'd encourage people to think not only about the vision for facilities on the corridors but also how you get across them. Complete Streets is both along and across roadways.

Tammy McLemore — How are you addressing equity and getting feedback in this phase of the study? David Elvin — We're working with ProPublica to reach out. We can't do pop-ups, so we're doing phone calls with businesses owned by people of color and talking with them and their employees. When we get to the next phase with alternatives we hope the pandemic will have





abated and to be able to have workshops. People who are losing their lives are disproportionately people of color or low income or older. And it needs to stop.

Greg Anderson — I've ridden to the north end and I tend to avoid those roads. The connections to East River Road are important; it's a much better place to ride but you have to be able to get there.

David Elvin — We're trying to understand how far out of the way people biking and walking are being forced to go. Federal Highways Administration is interested in finding this out, and it can make the case for doing project improvements.

Judy Jones — Is there a timeline? David Elvin — Yes, engagement now, early next year a purpose and need document, mid-2021 develop alternatives, fall 2021 select a corridor vision. There is not currently a timeline for any construction.

Jordan Kocak — For people going out their way, commuting downtown or for recreation, a lot of people tend to use neighborhood streets. That's my preferred route. I could go faster on Central, but I and others choose to take the more comfortable routes.

Billy Binder — There are very few railroad crossings in Northeast, so you can't really take an alternate route. Could we do a pilot 4-3 from 8th to 4th at the bottleneck? I don't think we have width constraints elsewhere. David Elvin — I am going to suggest that we do, but I don't have the power to decide that. With motorized traffic we have all kinds of models and statistics, but for biking we don't have that information, so we need things like a pilot project. I hope our document can make the case that to vet the alternatives we need to do a pilot project.

- **BAC Pedestrian Subcommittee Update**

4:45 – 5:15

- Hokan – discussion of proposed charter updates and addition of walking and rolling as official committee focus areas

Hokan — I think we pretty well talked about it last month. We went back and made a few revisions based on that discussion.

Judy Jones — Typically pedestrian-only groups don't do as well. Would the Vision Zero committee be a good place for this? Jordan Kocak — There was a committee set up in Minneapolis, but I'm not sure that group continued past the planning effort.

Dave Carlson — Glad to see it's referred to as rolling along with definitions including skateboards, Rollerblades, etc.

Lou Miranda — In the mission and guiding principles, it doesn't say anything about climate change or equity. Was that discussed at all? Jordan Kocak — It was not, but it doesn't mean it shouldn't be included. The mission and principles didn't originally include them and we went through to add walking and rolling without rewriting all the existing language. The subcommittee didn't break it down and rebuild it. Lou — I think if we're going to change it, now would be the time to do it. Both of those issues have really come to the fore over the past year and I think they should be part of the mission. Erin Daly — I tried to keep an equity lens on it as we rewrote it, and we did a few things like removing enforcement and adding safety. Equity was thought about more implicitly than





explicitly. We didn't add climate change, but thank you for bringing that up. Dave Carlson — I think they belong there. We weren't going to bring it up to commissioners until next year. Should we table it for a month rather than coming up with it off the top of our heads? Jordan — We have an internal process on our side for board action; I'm hoping some or all of you would give the board a briefing prior to their taking action. There will be three new board members, so some education is useful and it's good for the other commissioners, too. This will help the board understand the direction the group is going. There is lead time and it takes several months to get on a board agenda, particularly with new commissioners. At some point the bicycle advisory committee should pass a resolution saying what it wants, and waiting a bit wouldn't hurt, though I wouldn't want to let it languish too long. Dave Carlson — Maybe finalize in the next month or two and get it to the commissioners around March. Judy Jones — Lou, any particular points on those topics? Lou — Not specific wording, and I think it can be a couple of sentences. I could come up with something if wanted. Jordan — The general idea is good and the subcommittee can come up with language similar to what we have for the others. Ron Uglow — I agree, climate change is all-encompassing. You could make something simple. And diversity and inclusion. I think we should endorse them. Judy — Hokan, Jordan, Erin and Dave Carlson will work through it, then. Jordan — If there's anything you'd like to add outside the meeting, you can feel free to email me comments.

- **Member Announcements**

5:08 – 5:15

Jordan Kocak – biennial committee chair and vice chair election in December
Your charter states that biennial elections for chair and vice chair. Judy Jones and Greg Anderson have both expressed interest in continuing in their roles and I haven't heard anyone else express interest. Let me know if you are interested and we'll go forward with that in December.

Billy Binder — I'd like to thank Jordan Kocak and Commissioner Fernando for a great project on Golden Valley Road from Girard to Xerxes with bike lanes freshly put in. It eliminated parking on the south side and put bike lanes in. It connects north Minneapolis to the Chain of Lakes. It's a great project that's going to be very helpful to the community. Kristel Porter has been troubleshooting with Wally's Foods where parking was removed. We're looking at coming up with potential options to restore parking.

Judy Jones — There is a virtual meeting Nov. 17 at 3:30 p.m. for the I-35W bridge project. If you're interested, register and attend.

- **Adjournment**

5:15

The meeting was adjourned at 5:15 p.m.

Next meeting:

Monday, December 21, 2020

4 – 6 p.m.

Microsoft Teams Meeting





Meeting Minutes

DATE: Monday, December 21st 2020

TIME: 4:00 – 6:00 PM

LOCATION: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Kristel Porter, Dist. 2
- Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Judy Jones, Dist. 5
- ✓ 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:

- ✓ Amber Klein, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Mackenzie Turner Bargaen, MnDOT

Excused Absence:

None

- **Approval of the November 2020 minutes** **4:00 – 4:05**
The November 2020 minutes were unanimously approved.

- **Osseo Road Reconstruction Project Update** **4:05 – 4:35**
 - Amber Klein, Hennepin County – project update, review of proposed concept

Amber presented an update to the Osseo Road reconstruction project. The project limits are between Penn Avenue and 49th Avenue in Minneapolis. Construction is anticipated to begin in 2022.

The initial design was presented to the BAC in May of 2020 and shared with the public during the open house over the summer.

Some updates since that time include proposing a trail on only one side of the roadway, a sidewalk on both sides, boulevard, additional ADA upgrades, and pedestrian level lighting. Travel lanes vary





Hennepin County
Bicycle Advisory Committee

throughout the corridor and include a mix of two lane and three lane sections, including a raised median in some locations.

A dynamic speed sign has been installed ahead of Penn Avenue and the city has completed tree trimming to improve sight distance at the curve in the near term.

Amber shared that a bus rapid transit (BRT) station is proposed at Osseo Road and 47th Ave.

Visit the project website hennepin.us/osseoroad for more updates or to view the outreach materials.

Dave Gepner asked on which side of the roadway the bike path will be. Amber noted that the bike path will be on the west side.

Tammy asked about the configuration of the multi-use path when approaching the Penn Ave and 44th Ave N intersection. Amber noted that this section will connect with the Queen Ave Bike Blvd and that the project team is evaluating a path all the way to the Penn Ave intersection.

Amber noted that the team plans to take this layout to the Minneapolis City Council in January ahead of final design.

Peggy asked if the buses will completely stop traffic at the BRT stop. Amber noted that the stop will be quick, and the project team is evaluating opportunities for medians so that cars do not travel around the stopped bus.

Jordan asked about the current level of design. Amber noted that once the City of Minneapolis approves the layout, the team will move into 60% design. Jordan also asked about the best time to provide comments. Amber added that comments related to large geometry changes should be shared at this time.

Judy asked if there were specific bike and pedestrian issues that needed to be addressed through this project. Amber said that vehicle speeding was a key concern, as well as the curve near Penn Avenue. She added that the narrow traffic lanes and medians will help calm traffic providing a more comfortable environment for people walking and biking.

Billy noted that he'd like for the project to match with trails on the northern end of the project, and that he'd like to see striping on the trail, wayfinding, and marked crosswalks.

The group reviewed a resolution in support of the current Osseo Road layout. Billy noted the importance of adding in text around creating a continuous connection with the trail north of the project segment in Brooklyn Center. Amber noted that the Osseo Road trail project will connect with the trail in Brooklyn Center and the Webber 44 project in Minneapolis.

The resolution was moved by Ron Uglow and seconded by Billy Binder. Dave Gepner and Hokan abstained. All other present members voted to support the resolution.





- **Bi-annual Hennepin BAC chair and vice chair election** **4:35 – 4:45**
 - BAC members and alternates to vote of chair and vice chair positions

Hokan proposed that the committee approve both positions at one time (Judy Jones for chair and Greg Anderson for vice-chair). All present members voted to keep Judy and Greg in their current roles.

- **I-494 Corridor Pedestrian and Bicycle Mobility** **4:45 – 5:50**
 - Josh Potter, Hennepin County and Mackenzie Turner Bargen, MnDOT – project progress update, review of draft concepts

The projects limits are I-494: Airport to 169. Josh previously presented this project to the BAC in January of 2020. This project received funding through the 2018 Corridors of Commerce program.

This project is focusing on improvements to the 35W interchange and additional MnPASS lanes. Earlier in 2020, the project team received feedback on the current status of bike facilities and is working to include this information in the design, focusing on the bikeway gaps on Nicollet and Portland avenues. Since the last update, the limits were expanded to Hwy 169 instead of Hwy 100.

Josh shared the different interchange designs considered, including a tight diamond, diverging diamond interchange, roundabout, Texas U-Turn, and single point urban interchange.

Since January, the project team has been meeting monthly, and has been meeting with cities and Hennepin County to discuss local street treatments beyond 494, including a focus on bikeways and pedestrian facilities. Project engagement has been paused but is expected to resume early next year.

Dave Gepner noted that 494 presents a major north-south barrier for people biking.

Major project considerations include equity, connectivity, implementation plan evaluation criteria, bike and pedestrian facilities. Equity will look at inclusion in the planning process, air quality, households without vehicles, income, access to services, and access to transit.

Josh shared that the project team created a user benefits and impacts map including statewide users, commuters, local users, and local minority or low income users. It focuses on understanding who benefits and who bears the burden.

The project team is proposing to remove ramps at Nicollet and 12th avenues and providing ramps at Portland Ave.

The project team focused on connectivity through the SPACE score. As part of this, the project team also looked at destinations and crossings over 494. One of the key destinations is Walmart, and other destinations include nearby grocery stores.





Implementation Plan Evaluation Criteria include the following:

- Constructability
- Community support
- Equity
- Asset management
- Cost/budget
- Operations/safety for all modes
- Funding

Josh reviewed the different crossings along the corridor:

- 82nd (City of Bloomington street) – bike lanes and wider sidewalk will be added; the free right movement is still under evaluation
 - Judy noted that she did not see bike lanes on the rendering along 82nd St. She asked if there will be a 4-3 lane conversion along the roadway. Josh can follow-up with more information.
- Nicollet Avenue -
 - Three Rivers has a search corridor for a regional trail at the railroad crossing between Nicollet and Lyndale, though this may be a long-term plan. The bridge will include a wider space for a future regional trail. Nicollet is a three-lane section north and south of I-494. The project team proposed restriping Nicollet to a three lane section from 76th south to this bridge. The ramps would be removed at Nicollet Ave. The project team will work to ensure there is not a bike gap around American Blvd.
- Portland Ave – The project team is still evaluating the best configuration, but this location is proposed to still have access to I-494. A cycle track and sidewalk is proposed north, south, and through the intersection to connect to existing bicycle facilities.
 - Peggy added that a 5 ft cycle track is very narrow. Josh noted that the project team will need to discuss this further. Lou and Judy seconded this comment. Josh noted that there is a buffer between the cycle track and walkway. The sidewalk would be 6 ft wide.
 - Jordan added that once complete, Portland will have a dedicated bikeway from Bloomington to Minneapolis.
 - Judy asked how the cycle track will be separated from vehicle traffic. Josh added that the cycle track will be raised and behind the curb (similar to 66th Street). She also asked if there will be specific bike signals. Josh noted that this has not yet been determined.
 - Lou asked if this project will look more seriously at climate change. He said we should design for less vehicle miles traveled each year. Josh noted that Hennepin County's climate action plan is out for comment right now. Billy noted that he agrees with Lou's comments.
 - Dave Gepner asked where the snow will be stored in the winter.
 - Peggy noted that she would prefer a 12 ft multi-use trail with a dashed line in the center.
 - Chicago Avenue – a pedestrian bridge (with an ADA compliant ramp) will be added at this location.
 - 12th Avenue: On the Bloomington side, the frontage roads will be disconnected. The regional trail crosses here as well (the project team is still proposing barrier separation for people walking and biking).





Hennepin County
Bicycle Advisory Committee

- Judy asked if the 12th St bridge will be taken down or expanded. Josh noted it will need to be replaced. The trail will now be on the same bridge as vehicles, though barrier separated.
- Dave Gepner asked if the frontage road will be eliminated at Chicago. Josh noted that this is correct and a trail will be constructed between Portland and 12th avenues.
- Judy asked if bike connections along Lyndale will be addressed through this project. Josh noted that Lyndale will be retained as-is so there haven't been as many discussions about this roadway. Upgrades to pedestrian curb ramps have been discussed. Note that Lyndale is a city street in this location.
- Billy noted that he is in support of reducing the outer lane widths from 13 to 11 feet and adding the additional space to the bike facility buffer.
- The group reviewed a resolution in support of the bikeway improvements along the project corridor, and asked that this item be discussed in more detail in January. Tammy asked if the committee would be open to holding a separate meeting to discuss this project ahead of the next meeting. Dave Gepner also asked for committee contact information. Judy will send this information to the group.
- Josh will send the presentation to the group.

- **Member Announcements**

5:50 – 6:00

- This was Peggy's last meeting as she is now a member of another Hennepin County committee. Lou will be the voting member for District 6. Thank you, Peggy!
- Three-year terms for Districts 5 and 7 are up at the end of the year. Submit your application here: <https://www.hennepin.us/residents/transportation/bicycle-advisory-committee-application>
 - The current deadline is January 15th

Next meeting:

Monday, January 18th 2021
4 – 6pm,
Microsoft Teams Meeting

