

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, August 16, 2021

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

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

Ex-Officio Members:

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

Guests:

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

Agenda

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

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



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

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

- **Upper Harbor Terminal project update**

4:13 – 4:45

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

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

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

- **Member announcements**

4:57 – 4:59

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

Next meeting:

Monday, September 20, 2021

4 – 6 p.m.

Microsoft Teams Meeting