

## **Hennepin County Bicycle Advisory Committee Southwest Light Rail Resolution**

Approved by the Hennepin County Bicycle Advisory Committee, October 21, 2013

The Hennepin County Bicycle Advisory Committee (BAC) recommends that the existing bicycle and pedestrian trails within the Southwest Light Rail corridor remain in the corridor regardless of the future decision to relocate or co-locate freight rail traffic. Because of the importance and popularity of the bicycle and pedestrian trails in the Southwest LRT corridor for commuting and recreational purposes, as well as the critical connections to other trails and bike routes, the BAC strongly recommends the following:

- 1. Trail continuity...** Keep the trail well-delineated and free-flowing (allowing for through-riders) especially in the vicinity of congested LRT stations (avoid or buffer around station platform areas); design for at least 15-20 mph bike traffic with adequate sightlines and no severe (90 degree) turns.
- 2. Greenway aesthetics...** Keep the corridor as a greenway as much as possible; establish natural vegetation, shade trees, windbreaks and berms to create a greenway feel.
- 3. Construct separated pedestrian and bike trails** where possible and appropriate, especially near LRT stations where there will be more foot traffic.
- 4. Grade separation at busy intersections between the trail, LRT, and roadways**, especially Cedar Lake Parkway, Cedar Lake Trail (in the park), Beltline Boulevard, Wooddale Avenue, and Blake Road.
- 5. Add trails and on-road bike lanes on adjacent roadways** that connect to the trail and LRT stations. (Proposed bike lanes on 8<sup>th</sup> Avenue in Hopkins is a good example.)
- 6. Bike parking** ... Adequate covered racks and lockers at all LRT stations; examine security issues.
- 7. Cedar Lake Park issues...** Grade separation of Cedar Lake Trail at LRT crossing, integrity of current separated pedestrian and bike trails; generally ensure that the LRT line is as unobtrusive as possible
- 8. Good wayfinding** (directional and informational) signage.
- 9. Keep trail open as much as possible during construction** and provide direct and convenient bicycle and pedestrian detour routes when necessary.

Emailed by BAC Chair David Gepner to Commissioners and staff on 11-22-2013

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