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## Meeting Minutes

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**DATE:** Monday, January 25, 2021

**TIME:** 4 – 6 p.m.

**LOCATION:** Microsoft Teams conference call meeting

Committee Members:

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

Alternates:

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

Ex-Officio Members:

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

Guests:

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

Excused Absence:

None

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

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

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





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

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

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

Gilbert Odonkor: I generally agreed with the proposals.

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

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

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

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

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

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

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

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





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

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

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

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

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

- **BAC charter update**

**4:35 – 4:55**

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

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





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

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

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

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

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

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

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

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

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

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

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





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

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

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

Motion carries with nine yeas and one abstention.

- **Upper Harbor Terminal**

**4:55 – 5:52**

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

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

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

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





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

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

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

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

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

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

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





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

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

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

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

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

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

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





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

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

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

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

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

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

- **Updated member contact list**

5:52 – 5:57

- What information to share with the committee and how to share it

Judy Jones: I want to get a feel for what information people want shared.

Lou Miranda: Email is fine with me and if someone needs a phone number they can email for it.

Dave Gepner: More is better for me, as we can get to know each other a little better.

Hokan: I am OK with all the information.

Dave Carlson: I'm fine with email, for phone number I could go either way. Maybe you don't need the full home address, but maybe just the city for context.

Billy Binder: Address, email and phone would be good for me.

Judy Jones: I don't know about address, but certainly the city.





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Jay Eidsness: I'm fine with email and phone.

Tammy McLemore: I am OK with all communications.

Gilbert Odonkor: Email, phone number and city would be good.

Kristel: I'm OK with all that, email, phone and city.

- **Member Announcements**

**5:57 – 6:03**

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

Next meeting:

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

4 – 6 p.m.

Microsoft Teams Meeting

