



Meeting Minutes

DATE: Wednesday, January 31, 2018
TIME: 4:00 – 6:00 PM
LOCATION: Metro Transit
560 Sixth Avenue North
Minneapolis, MN 55411

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6

Ex-Officio Members:

Jordan Kocak, HC Public Works
Emily Kettell, HC Public Works
Tony Drollinger, Metro Transit

Alternates:

Hokan, Dist. 4
Dave Gepner, Dist. 5
Ron Uglow, Dist. 7
Pamela Fincher, District 6

Guests:

Dan Miller, resident
Paul France, resident

1. Approval of the December 2017 minutes

The December minutes were unanimously approved.

2. Metro Transit Tour

Tony Drollinger, Metro Transit BAC representative, and Monica Krieger, Metro Transit Assistant Manager for Bus Operations led a tour around the Fred T. Heywood Garage. The tour focused on driver training, bicycle and bus interactions, and bike racks on buses.

In regards to driver training, the BAC learned that while the minimum distance for a vehicle to pass a bicycle is 3 feet, Metro Transit drivers must pass bicycles with a minimum of 4 feet. All drivers undergo intense training that focuses, among many topics, on pedestrian and bicycle interactions with buses. The BAC asked if it is possible to review the video that is used in this training.

Tony provided an overview of how to use the bicycle racks on the front of buses. BAC members asked questions about how buses can accommodate more bicycles and if there is a way for buses to carry different types of bicycles, such as fat tire bicycles. At this time, that is not an option; however, adding a third slot on the bus rack, currently the largest possible configuration, may be considered in the future.

3. Resolutions

Lowry Avenue Bike Gap





The BAC revisited the Lowry Avenue bike gap resolution, which was drafted during the December 2017 meeting. Jordan explained that the layout was reviewed by external partners, who had raised concerns about the layout as is, and recommended that the BAC revise the resolution to focus on closing the bike gap rather than the current version of the layout, which is likely to change.

The BAC revised the resolution to read:

The Hennepin County BAC supports closing the Lowry Avenue (CSAH 153) bike gap between 2nd and 3rd Streets N. The BAC strongly recommends maintaining on-street bike facilities on both sides of the road.

Dave Carlson noted that he was unsure about the function of the multiuse path, and asked if an on-road treatment could be provided instead. Jordan stated that the layout will likely change as the project team explores new options, and he will bring a revised version to the BAC for review. The project timeline may be as soon as fall 2018, though this is not yet finalized.

Ron made a motion to approve the revised resolution. Judy seconded the motion. The revised resolution was unanimously approved.

Mill Street

The BAC reviewed the resolution to implement bikeable shoulders on both sides of the bridge over Highway 7, and include a refuge island at 3rd Street to facilitate access to downtown Excelsior.

Judy made a motion to approve the resolution as is. Marcy seconded the motion. The resolution was unanimously approved.

Jordan will send the approved resolutions to commissioners to inform them on the BAC's stance.

4. 2018 Hennepin County print bike map revisions

Jordan provided an overview of the Hennepin County print bike map. He noted that the county is looking to redesign the promotional backside of the map and is looking for input from the BAC. One idea that the county would like to move forward is to highlight certain rides, and include additional inset maps. The 2018 map will be refreshed to include all projects completed in 2017.

The BAC noted the following comments:

- It would be useful to include an inset map for parks with complex bike trails, such as Highland Park or Carver Park.
- The current map does not include local routes. It would be useful if local routes could be included in some way so that the interconnectedness of local systems with the county system is more obvious. Consider providing local networks in a light gray so that they are present on the map, but do not distract from other map elements.
- Provide resources for safety training and classes (online and in-person resources).
- Consider moving inset maps to the back side.
- Provide resources for bike maintenance such as the ABC quick check, night riding, and/or winter riding.
- Include trail closures for the year.





- Provide a matrix of distance to/ from various destinations

Jordan noted that the county is updating its data to include elements such as pavement type, which can be included in an online interactive version of the bike map, to be completed at a later date.

BAC members should email Jordan if they have additional thoughts about the 2018 bike map.

5. End of year reporting

Each year the BAC provides a summary report of their activities. This information is included in the bicycle and pedestrian team's annual report and is sent to commissioners. Jordan will email a draft to the BAC ahead of the February meeting. The BAC will discuss the end of year reporting at the February meeting.

6. Member Announcements

The next League Cycling Instructor (LCI) certification seminar will be held for women, and individuals who identify as trans, as well as/or non-binary, gender nonconforming, and intersex. The seminar is hosted by BikeMN, and will be held May 16-18, 2018.

Next meeting:

Monday, February 26, 4-6pm, 701 4th Avenue S, 18th floor, Minneapolis, MN 55415





Meeting Minutes

DATE: Monday, February 26, 2018
TIME: 4:00 – 6:00 PM
LOCATION: Hennepin County 701 Building
701 4th Avenue South
18th Floor, Room 1814
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist. 1
Dacia Durham, Dist. 2
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

Jordan Kocak, HC Public Works
Nate Hood, HC Public Works
Emily Kettell, HC Public Works
Dan Patterson, HC Public Works
Tony Drollinger, Metro Transit
Mackenzie Turner Bargaen, MnDOT

Alternates:

Billy Binder, Dist. 2
Lila Singer-Berk, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Duane Hookom, Dist. 6
Ron Uglow, Dist. 7

Guests:

Dan Miller, resident
Rob Luckow, HC Community Works
Crystal Myslajek, HC Community Works
Joan ValHalla, HC Community Works
Steve Mosing, City of Minneapolis

1. Approval of the January 2018 minutes

The January minutes were unanimously approved.

2. Minneapolis Pedestrian Crash Study

Steve Mosing, City of Minneapolis, presented on the city's recent Pedestrian Crash Study. The study examined numerous factors and some key findings are:

- 80 percent of all collisions happened on 10 percent of streets
- 75 percent of all major collisions happens on 5 percent of streets
- Hennepin County roadways are some of the most dangerous for pedestrians
- Four-lane undivided roadways were some of the most pedestrian unfriendly
- Leading pedestrian interval worked best at intersections where a left-turning crash problem existed

3. End of year reporting





Jordan Kocak provided a summary report of activities for 2017. This report will be shared with the Hennepin County Commissioners.

4. Lowry Avenue: Washington to Johnson

The Hennepin County BAC passed the following resolution in regards to Lowry Avenue (CSAH 153) from Washington Avenue to Johnson St:

RESOLUTION: The Hennepin County Bicycle Advisory Committee supports exploring the construction of safe and continuous bike facilities on CSAH 153 (Lowry Ave NE) extending from the Lowry Avenue Bridge to Johnson St NE.

Lowry Avenue is an important east-west connection that bridges the Mississippi River and the NE Arts District. Continuous bike lanes are important for the following:

- Limited east/ west bikeway access due to CP rail yard and rail road
- Limited existing east/ west bikeway facilities
- Existing bike facilities at Lowry Ave Bridge

5. Marshall Street Transportation Study

An update was provided to the BAC on the Marshall Street Transportation Study. Discuss and comments were kept short due to time constraints.

6. Member Announcements

Next meeting:

Monday, March 19, 4-6pm, 701 4th Avenue S, 18th floor, Minneapolis, MN 55415





Meeting Minutes

DATE: Monday, March 19, 2018
TIME: 4:02 - 6:07 p.m.
LOCATION: Hennepin County 701 Building
701 4th Avenue South
18th Floor, Room 1814
Minneapolis, MN 55415

Committee Members:

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

Alternates:

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

Guests:

Andrew Gillett, HC Community Works
Joan Vanhala, HC Community Works
Drew McGovern, HC Transportation
Antonio Rosell, Community Design Group
Paul Frenz, resident
Ron Russell, resident

Ex-Officio Members:

Jordan Kocak, HC Public Works
Emily Kettell, HC Public Works
Dan Patterson, HC Public Works
Tony Drollinger, Metro Transit
Danny McCullough, Three Rivers Park District
Mackenzie Turner Bargaen, MnDOT

1. Call to Order

Dave Gepner called the meeting to order at 4:02 p.m.

2. Approval of the February 2018 Minutes

The February minutes were unanimously approved.

3. Other Business

Dave Gepner requested that staff avoid using acronyms in presentations and minutes, or to at least define them, for clarity and ease of understanding.

Dave Gepner requested that after the committee adopts a resolution, that the language is promptly emailed to members, well before the next meeting.

Dave Gepner suggested that staff brief committee members on items in their district prior to the meeting, and that committee members become familiar with issues and develop comments prior to the meeting.





Duane Hookom asked for clarification on whether alternates vote when their district's members is present. Jordan Kocak replied that technically, alternates vote only in the absence of their district's regular member, but that typically discussion including alternates is the most valuable part of the meetings.

4. Lake and Excelsior Pedestrian Improvements

Drew McGovern, Hennepin County Transportation, presented on the county's 2019 project at Lake Street (CSAH 25/3) and Excelsior Boulevard (CSAH 3), which will include pedestrian improvements. Key points from the discussion include:

- The crossing and traffic issues were identified in the West Lake Multimodal Study
- The project received regional solicitation funding
- Would realign eastbound Lake to more of a 90 degree angle
- Improves crosswalk angles
- Eliminates left turns from eastbound Lake Street into housing west of Excelsior
- Improved accessibility, including accessible pedestrian signals
- Proposal to redevelop fuel station at west side with 120-room hotel three-stories with deck, then seven or eight story tower. Parking structure integrated into building.
- Jordan -- Not explicitly a biking project, but it's good to see because people are using the area to connect to regional trails. Redoing the geometry also helps with navigating on bike.
- Paul Frenz -- Conditions are horrible to the east on the east side of the Lake/Dean Parkway intersection. Would be nice to get the intersection redone; can we expand the scope to include this? Drew -- No. It has federal funding and they likely would not allow it.
- Judy Jones -- The Hotel going in, other development is going to increase traffic in all modes. Drew: This project does not decrease capacity of the roadway. It's already one of the county's busiest intersections and we won't reduce capacity.
- Dave Carlson -- As going westbound on Lake, is there a pedestrian signal to cross there? For the most part the signal is green. Drew -- Yes, there is a pedestrian signal.
- Dave Carlson -- In the concept: On eastbound lanes, you have two sets of pedestrian crossings; the one to the east would stop everyone. Does it make sense to have both crossings? Jordan -- We can look at timing and whether it's needed.
- Drew McGovern -- It's a 2019 project, final design in December out for bid February or March 2019, get under contract in June 2019.
- Billy Binder -- Is there nothing we can do for biking on Lake and Excelsior here?
- Danny McCullough -- You're going to get desire lines to the west, heading north to the shopping center. People do it today.
- Tony Drollinger -- Is there a possibility for a Barnes crossing, because it is such a complex intersection? Drew -- We can look at that.

5. 46th Street Transportation Study

Jordan Kocak reported on the 46th Street (CSAH 46) study from Hiawatha Avenue (TH 55) to the Mississippi River (Ford Bridge).





Hennepin County
Bicycle Advisory Committee

- We're in the beginning stages, you'll probably see it a few times. It's really in a visioning mode right now.
- Study is from Hiawatha to the Ford Avenue Bridge, with a connection to the 46th Street transit station.
- The road is due to be reconstructed in the next 10 years or so, having it set up ahead of time puts us in good position for the 2020 regional solicitation application.
- In the short term, we're doing a pavement maintenance project in 2020. The study can prepare us to redo smaller things then.
- It will include connections to the light rail and arterial bus rapid transit. The city upgraded trails in the area, there are lots of connections to biking. We just redid the Godfrey Bridge. This connects to Highland Village and the Ford site redevelopment.
- It's in the city's bike plan county's bike plan, and is unidentified whether on- or off-street.
- This builds on previous work from the county's Community Works' Minnehaha Hiawatha study, which could be summarized as creating a greener, more multimodal street.
- Paul Frenz – What's the bike facility on the Godfrey bridge? It's a sidewalk isn't it? Jordan – We're looking at off-street options now that we have a wider facility on the bridge, it's designed to handle biking and walking. It'll be more of a complete street option.
- Tammy McLemore – There's a Cub Foods going in on the west end of the project. Are you considering how that will change traffic and bike lanes? Jordan – We're making sure the developer doesn't do anything that would preclude us including a bike facility.
- Dave Carlson – Are the bus rapid transit stations already in? Tony Drollinger – Yes, the platforms are there today.
- Jordan Kocak -- The purpose is to identify short- and long-term options with reconstruction. We want to address safety for people walking, biking and driving. We've heard initially with residents that the road is a barrier, it's difficult to cross and it's tough to bike on.
- We're going to evaluate design options.
- We're in community engagement now and will be throughout the study. We'll develop concepts through the summer and will bring them back to you.
- We did a StreetMix activity at an open house on Feb. 22, with residents working in groups to come up with layouts and talk through the trade-offs.
- Ron Russell – Have there been crashes or safety issues here? Jordan – We pulled crash reports, it was a little above average but not a whole lot.
- Billy Binder – I'd sure like to see a curb cut so you can turn from going westbound into Minnehaha Park, or to get on the trail if you were on the road. Jordan – We'll look at that.
- Dave Gepner – It's a suburban style four-lane with no shoulder for biking. Can we do something about that? Jordan Kocak – Volumes are low enough that we should be able to do three lanes in a reconstruction.
- Greg Anderson – What about on-street parking? Jordan Kocak – At the Feb. 22 open house, it was pretty unanimous among residents that it's OK to remove parking. People aren't using it; it's like a highway and people are afraid their car would be hit if they did park there.
- They plan to extend Snelling farther south as part of the Cub Foods development, probably including a signal.





6. Bottineau Infrastructure Advanced Planning

Andrew Gillett and Joan Vanhala introduced the project and Antonio Rosell of Community Design Group, who's been working with the county in the Bottineau / Blue Line extension corridor.

- Antonio Rosell -- I'd like to get ideas from you on better connecting to light rail stations, especially on Bottineau.
- The project runs from Golden Valley Road to Oak Grove Parkway stations, and we've been doing engagement around each. The study looks at a half mile radius of the stations for walking and three miles for biking. The planning around the Minneapolis stations already has been done, so we're doing only station areas farther north.
- We've been asking residents what connections would be helpful.
- We're working on engagement in a first phase where we review all the plans that have been completed in the corridor, looking for potential connections in projects. We'll then whittle it down from maybe a few hundred potential projects to 20. For each of those we'll look at a few concepts, so maybe 60 ideas will move on to the next screening, where we'll get down to 10 projects. Those 10 projects will go forward to 60 percent design.
- We're looking for input on prioritization criteria to help us filter through these projects and what's important to people.
- We're using an active living framework, where we make it easier for people to walk and bike to destinations and transit as part of normal, everyday routine to get physical activity year-round.
- www.hennepin.us/bottineau has tools to gather people's ideas. One of those is a survey, another is a wikimap to place comments on destinations, routes or problems on the map.
- Dave Gepner – We gave similar input for Southwest. Did you look at what's already been done so you don't have to reinvent the wheel? Antonio Rosell – Yes, that's a key part of our work.
- Antonio Rosell -- We're going to places in the cities along the route where people already are, including people who don't usually participate.
- Dave Gepner – Is the county funding this, and are we expecting the feds to pay us back if the light rail gets built? Joan Vanhala – We're operating independent of that; these improvements would be good regardless of whether light rail gets built. Andrew Gillett – We're getting to a 60 percent design level to make it more likely to get built rather than just a concept. Beyond that we don't know whether it will get funded or who would do that.
- Antonio Rosell -- I have questions for you as a group that thinks a lot about biking and access to destinations by biking. You can write them on the form I've handed out and we'll collect that.
 - What are some assets or conditions that may be working well for walking or biking to other light rail station areas today?
 - Dave Carlson – For Southwest, we were looking for extension of trail facilities to connect along the line. Are you looking at it for Bottineau? Danny McCullough – Crystal Lake Regional Trail runs along several of these stations and already is in.
 - Jordan Kocak – Government Center plaza is nice how it's a pedestrian-only area, you don't have to deal with motor vehicle traffic.
 - Greg Anderson – You can take your bike right onto the trains.
 - Tammy McLemore – The connections between express buses and the trains.
 - Dave Carlson – Bike parking in an area that's secure and near the platform, in some cases, covered bike parking would be great.





Hennepin County
Bicycle Advisory Committee

- What doesn't work well for walking or biking to and from light rail station areas today? What are some typical issues or barriers?
 - Dacia Durham -- I work at the US Bank building (downtown Minneapolis). I cannot tell you how often they blow the warning horn either at someone walking or a car. Maybe some better signals would help.
 - Judy Jones -- Dedicated bikeways leading to stations.
 - Danny McCullough – On Southwest light rail, there are so many stations right on the trail. So a big concern for us is how you maintain it as a commuter route and have all that pedestrian activity. Every time I've gone through the Cedar-Riverside station, where there's the Hiawatha Trail right next to a station, it's worked OK, but I don't know what it's like all the time. Tony Drollinger – At the Franklin Station we've painted green paint. For years people have negotiated it with eye contact.
 - Duane Hookom – Security and storing a bike; I'd want to lock my bike but I'd be concerned about vandalism or theft. I'd like something like bike lockers or something that's more secure. Tony Drollinger – We do have lots of cameras at stations. We're working on bike parking at stations, and we do think about security a lot.
 - Billy Binder – Putting bikes on trails and mixing with people walking is tough. We need bike lanes connecting to them.
- How would you improve walking or biking to and from light rail station areas? What are some ideas to make things better?
 - Peggy Kvam – With a regional trail nearby, say within a mile, wayfinding would be really helpful.
 - Dave Carlson – I think Metro Transit could do more to promote and publicize connections to the light rail and other transit.
 - Greg Anderson -- The road, I think it's 63rd, is an unfriendly road and with an uneven surface.
 - Ron Russell – You might want to expand to bigger groups, like Twin Cities Bicycling Club and others. Antonio Rosell – Yes, that's a great suggestion. And if you could share our information, our Web site, with them, that would be a big help.
 - Dave Gepner – They're putting bike racks at the far end of stations, so the person's going to bike the full length of the station, through pedestrians, to get to the rack before they park. It would make more sense to have bike parking at each entrance.
 - Duane Hookom – Is there an app with schedules, fees, ticketing for transit? Tony Drollinger – Yes, you can buy tickets, find schedules, plan your trip. It's called NexTrip www.metrotransit.org/nextrip.
- Let's look at our draft list of prioritization criteria (handout) and rank them according to importance. Please add any criteria you think we might be missing.
 - What is missing in this list?
 - Judy Jones – You have connections to trails, connections to schools, but what about destinations in general in that particular station area?
 - Tammy McLemore – I would rank households without cars as No. 1
- Antonio Rosell gave a demonstration of using the project's wikimap to comment.





7. Washington Avenue bicycle signal

The Washington Avenue bicycle signal agenda item was tabled for a future meeting.

8. Member Announcements

Billy Binder – LimeBike is rolling out a project with 400 dockless bikesharing in Golden Valley, it will be the first dockless system in the metro. Minneapolis also is working on it. Let me know if you have ideas on what Golden Valley should do to help make this a success.

Peggy Kvam – The Cedar Lake Trail construction detour is delayed, right? Jordan Kocak – If the project is delayed, then yes.

7. Adjournment

The meeting was adjourned at 6:07 p.m.

Next meeting:

Monday, March 19, 4-6pm, 701 4th Avenue S, 18th floor, Minneapolis, MN 55415





Meeting Minutes

DATE: Monday, April 16, 2018
TIME: 4:00 - 6:00 p.m.
LOCATION: Hennepin County 701 Building
701 4th Avenue South
18th Floor, Room 1814
Minneapolis, MN 55415

Committee Members:

Tammy McLemore, Dist. 1
Dacia Durham, Dist. 2
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Alternates:

Billy Binder, Dist. 2
Lila Singer-Berk, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Duane Hookom, Dist. 6

Guests:

Joan Vanhala, HC Community Works
Paul Frenz, resident
Ethan Fawley, Our Streets MPLS

Ex-Officio Members:

Jordan Kocak, HC Public Works
Nate Hood, HC Public Works
Danny McCullough, Three Rivers Park District
Mackenzie Turner Borgen, MnDOT

1. Approval of the March 2018 minutes

The minutes from March 2018 were unanimously approved.

2. West Metro Regional Trail Study

Danny McCullough, Three Rivers Park District

Three Rivers Park District wants to determine the preferred routes for future regional trails in the west metro area; including a north-south corridor between Bryant Lake and French Regional Parks and the Dakota Rail Regional Trail extension, including connecting downtown Wayzata with Minnetonka City Hall.

The study has started; and it involves Three Rivers Park District engaging with local city staff and the general public to help identify preferred trail locations. Staff is looking for feedback to help narrow down some generalities.

The Hennepin County Bicycle Advisory Committee is encouraged to comment on the plan and attend public events. An interactive “Wiki” Map and public survey is currently being developed and Three Rivers Park District staff is in the process of updating the project webpage.





Additional update: The Minnesota River Bluffs slope repair will be occurring this summer. It's been closed for 3 years. And thanks to the work of Jordan Kocak, it'll open soon.

3. Lowry Ave NE Reconstruction

Lowry Avenue (Washington St to Johnson Ave) will be submitted as a 2018 Regional Solicitation application by Transportation Planning staff.

Leadership is advising that no bike facilities be constructed west of Central Avenue to correspond with the recommendations in the Lowry Avenue NE Community Works Corridor Study. This will provide more space for pedestrians. There will be bike facilities built east of Central Ave.

Staff discussed funding questions on the project, including exploring the burying of utilities which currently obstruct the sidewalk and limit pedestrian access along the corridor.

4. Lowry Ave Bike Gap Update

Hennepin County staff provided updates on the progress of closing the Lowry Avenue Bike Gap. The City of Minneapolis and Hennepin County Operations staff had objections to removing a lane due to traffic delay. Transportation Planning staff was able to craft a plan that would accommodate space for bike facility on both sides of the roadway.

Staff is currently investigating what right of way issues may exist as they develop the project.

5. University Ave/ 4th St Protected Bikeway Study

5:05 – 5:35

Hennepin County staff provided an update on the recommended alternative for the University Ave/ 4th Street corridor from Central Ave to Oak St. Staff recommendation is to proceed with two one-way pairs, one-way protected bike lanes on both University Ave and 4th St. County staff will begin designing the striping plan this summer for a 2019 implementation to coincide with a 2019 mill and overlay of University Ave.

Committee members questioned how the floating bus island would work on 4th St at the charter bus drop off, or if it was even necessary there. Committee members asked if bicycle signals would be needed on this project. It is an option that will be explored during the design phase of the project.

6. Marshall St. NE Transportation Study update

5:35 – 5:55

Hennepin County staff provided an update on the preliminary layout for Marshall St. NE. The current alternative shows a two-way sidewalk level cycle track on the west side of the roadway. County and city staff are currently working through this study with a project study group made of business representatives, neighborhood association representatives, and community leaders. Staff will also bring the project to a community meeting on April 25th for broader community input. To date public reaction to the alternative has been positive, there is wide support for enhancing the pedestrian realm and providing dedicated bicycle facilities.





Committee members noted that in a two-way configuration dedicated bicycle signals may be needed at the Broadway Ave and Lowry Ave intersections. There was some discussion of how the two-way cycle track would transition back to the on-street bike lanes at 10th Ave.

Committee members asked about potential funding options, currently there is not a dedicated funding source to reconstruct the road. Committee members asked about funding through the 2018 Regional Solicitation, staff indicated that this project is not being considered for application to the 2018 Regional Solicitation. Committee members Billy Binder and Dacia Durham proposed the following resolution which passed unanimously:

WHEREAS; The Hennepin County Transportation Department will be submitting project recommendations to the County Board for Metropolitan Council for federal funding grants in 2018; and,

WHEREAS; The Marshall Street was designated as a provisional project (CP-9845) and has been identified in the County Capital Improvement program for over 20 years; and,

WHEREAS; a bikeway was added to Main Street / Marshall Street in 2004 from 1st Avenue NE to 10th Avenue NE with the intention of extending a future bikeway facility further to the north; and,

WHEREAS; Current evaluations of the roadway condition of Marshall Street have found a limited life remaining and diminishing effectiveness of routine maintenance efforts; and,

WHEREAS; a working group of County and Minneapolis staff with neighborhood and other stakeholder representatives was established in 2014 to examine options for improving the Marshall Street, the group has developed a concept plan to reconfigure the corridor to improve traffic operations, expand landscaping opportunities, improve pedestrian spaces and add a protected bikeway consistent with the Hennepin County Bike Plan and the Minneapolis Protected Bikeway Plan; and,

WHEREAS; the Hennepin County Bicycle Advisory Committee has reviewed the proposed concept and discussed its merits with County staff;

NOW THEREFORE IT BE RESOLVED;

The Hennepin County Bicycle Advisory Committee, with the goal of making this corridor safer and more convenient for pedestrians and bicyclists, states its support for applying for a 2018 federal funding grant for the improvement of the Marshall Street corridor.

7. Member Announcements

5:55 – 6:00

Mackenzie Turner Borgen of MnDOT provided the following project updates upon committee member request:

- 5th Street Bridge over 35W
 - Design has wrapped up
 - Project will be constructed in 2019
 - Coordination with University Ave 4th St protected bikeway project is needed
 - Alignment of new bridge span allows the old one to stay in place for a majority of construction





Hennepin County
Bicycle Advisory Committee

- 494 trail programmed and funded
 - Hennepin to Dakota county
 - Bridge over the river
 - Repaving scheduled for 2020

Next meeting:

Monday, May 21st, 4 – 6pm, Minneapolis Park and Rec Board offices





Meeting Minutes

DATE: Monday, May 21, 2018
TIME: 4:00 - 6:00 p.m.
LOCATION: Minneapolis Park and Recreation Board Offices
2117 West River Rd N
Minneapolis, MN 55411

Committee Members:

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

Alternates:

Billy Binder, Dist. 2
Hokan, Dist. 4
Duane Hookom, Dist. 6
Ron Uglow, Dist. 7

Guests:

Josh Potter, HC Public Works
Jason Staebell, HC Public Works
Paul Frenz, resident

Ex-Officio Members:

Jordan Kocak, HC Public Works
Nate Hood, HC Public Works
Danny McCullough, Three Rivers Park District
Mackenzie Turner Borgen, MnDOT

1. Approval of the April 2018 minutes

Prior to approving minutes, there was a debate about Nate Hood's whereabouts during the April meeting. Hood was present for half of the meeting, but had to leave to pick up his child at daycare due to his wife working late that evening. This information was requested to be placed in the meeting minutes, per a Committee Member.

The minutes were approved unanimously.

2. Other Business

The "University Avenue and 4th St" Resolution language was provided by Hennepin County staff, per request from the Committee. A draft copy was emailed to the Committee prior to the meeting.

The City of Minneapolis BAC has been supportive of this proposal.

Comments are as follows:

- Committee Member, Hokan, raised concerns regarding Floating bus stops, and how research was not conclusive on whether or not they are, or are not, safer for bicyclists. Staff will research and continue conversations with stakeholders.





- Committee Member, Anderson, inquired about how potential bike lanes would be incorporated into the design. Design is not yet final, but a protected scenario is likely the preferred option.
- Committee Guest, Frenz, inquired about bike boxes; of which were requested by the Minneapolis BAC. Staff said that they could be incorporated into the design, but design is not yet finalized.

The Hennepin County BAC passed a resolution in support of protected bike lanes on University Avenue. There was one objection, Hokan, who was a “no” vote.

3. Midtown Greenway Update

Soren Jensen, of the Midtown Greenway Coalition, is visiting to inform the Committee about the efforts to “Extend the Greenway” across the Mississippi River.

Jensen provided a background of the organization, including history and structure. There is an effort to enhance and create a trail that would go all the way through Saint Paul. They have partnered with organizations in Ramsey County.

The effort to “Extend the Greenway” partnership was launched about a year ago. They are ending a crowdfunding effort. The money will be for a new engineering study. The old engineering study was asking the question, “Can pedestrians and bicycles safely use the existing bridge structure?” The answer was “no”. The new study is asking a different question, “What will it take? And how much would it cost?”

The organization has hired Kimley-Horn, an engineering firm. It should finish in about 4 to 6 months.

Other updates from the Midtown Greenway Coalition, include:

- **Minneapolis Great Streets Initiative:** Grant to create new wayfinding signage in an attempt to connect to local businesses, specifically along Lake Street.
- **Creative City Place-making Grant:** Organization has hired an artist to design the wayfinding signage. Hennepin County is a funding partner.
- **Safety Improvements:** Crossing improvements, including 28th St and Minnehaha Avenue are being developed. Also, each at-grade crossing that hasn’t already been improved will have some type of crossing improvement, as per Hennepin County project, and it will enter the design process soon.

4. Webber 44th Reconstruction Project

Jason Staebell, Hennepin County Design, presented an overview of the reconstruction project on Webber Parkway, 44th Ave N, and Lyndale Avenues (project titled: “Webber44”).

CSAH 152 will be reconstructed in 2021 from Penn Ave to 41st Ave (1.25 miles). Community engagement on the design will kick-off soon, and the BAC is encouraged to weigh-in and attend local community meetings. The project will provide a multi-modal benefits to residents; and will plan to accommodate the D-Line A-BRT project (on the western segment, near Penn Ave N).

Comments are as follows:





Hennepin County
Bicycle Advisory Committee

- Committee Member, Carlson, prefers bike lanes on 44th Ave N.
- Committee Member, McLemore, would like to see a connection to Patrick Henry High School. Currently, there is not a good connection for students.
- Minneapolis Park Board Staff, Pederson, prefers a new roadway configuration that resembles a “parkway” feel. He is also concerned about drainage into the new community pool, which was built recently.

A parking study for the area is underway.

5. Hennepin Ave Concrete Rehab Project

Josh Potter, Hennepin County Design, provided an overview of the 2018 concrete rehab project on Hennepin Ave NE in the City of Minneapolis.

Hennepin Avenue will be conducting a concrete rehab. The striping will remain the same. No restriping was possible, for the addition of bike lanes, due to the placement of the existing concrete pads. Hennepin County will continue to explore bike facilities on Hennepin Ave, but it was not structurally possible as part of this rehab project.

The wider plan to add bike facilities will be on-going. The scope of this project is limited and not in order because it’s a maintenance issue. Pedestrian and bike improvements need to come through a different project and funding route.

6. Minneapolis Park and Rec Board Update

Tyler Pederson, staff at the Minneapolis Park Board provided an overview of current and upcoming Park Board projects and initiatives.

Projects:

- Hall’s Island Restoration – Park Board recreated a historic channel on the Mississippi River. The BAC toured the facility after the meeting. Fundraising is still needed to develop the site. No one is allowed on it. There may be a land lease for “park friendly” amenities (such as Nicollet Island).
- Minnehaha Parkway Master Plan – includes creek, parkway, and all that is near it – from Harriet to TH 55. We should look at comments for things at cross Hennepin County ROW. Community Engagement is ongoing.

Next meeting:

Monday, June 18th, 4 – 6pm

701 South 4th Avenue, Minneapolis, MN

Greg Lie Room, 7th Floor





Meeting Minutes

DATE: Monday, June 18th, 2018
TIME: 4:00 – 5:30 PM
LOCATION: City of Richfield City Hall
Heridia Room
6700 Portland Ave
Richfield, MN 55423

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Ex-Officio Members:

Nate Hood, HC Public Works
Dan Patterson, HC Public Works
Bob Byers, HC Public Works

Guests:

Jack Broz, City of Richfield

Alternates:

Billy Binder, Dist. 2
Lila Singer-Berk, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Duane Hookom, Dist. 6
Ron Uglow, Dist. 7

1. Approval of the May 2018 minutes

The Meeting Minutes from the May BAC meeting were approved, contingent upon modifications to the attendance. The following modifications were made:

- Judy Jones, Dist. 5, was present
- Dave Gepner, Dist. 5, was not present

2. Welcome / Local updates

- Jack Broz, City of Richfield

Jack Broz, City of Richfield, provided the BAC with a quick update of the local project and how Richfield prioritizes transportation modes. The city views mobility and choice as part of a wider conversation. They are also proponent of flexibility in design, which works to provide the following hierarchy of modes: 1) Pedestrians, 2) Transit, 3) Bikes, and 4) cars.

Richfield has completed half of their bike plan. Within 3 years, the city's identified internal bike network will be nearly complete. The next priority will be to provide safe crossings of county and state-owned right of ways, specifically TH 62 on the city's northern border and I-494 on the city's southern border.





3. Marshall Street Transportation Study

4:05 – 4:35

- Bob Byers, Hennepin County – provide a study update on concept layout, typical cross sections and cost estimates

Hennepin County is working on a corridor study of CSAH 23 (Marshall St) in the City of Minneapolis. A consultant has developed a layout with protected bikeway, which was shared with the BAC during the meeting. The layout includes a protected bikeway on the west side of the roadway and a boulevard and on-street parking on the east side.

There was a request for higher curb heights to provide a better barrier between protected bikeway and the roadway. Byers indicated that this design element would be something that Hennepin County would explore when the project moves to design phase.

One reoccurring issue neighbors have brought forward is the “greening” of the corridor, which is not something Hennepin County is typically involved with. Hennepin County will work with the City of Minneapolis to explore ways to address this concern. Additionally, with the currently layout, approximately 50 percent of on-street parking will be removed on Marshall St. Community engagement is on-going with City of Minneapolis’ bike and pedestrian committees; and neighborhood associations.

The cost estimate for the first phase (Marshall St, from 16th to 27th) is \$10m to \$14m.

The BAC passed a resolution to support this project in April 2018 (however, it was passed based on slightly larger, different project limits).

Added discussion item: CSAH 15 @ Arcola in the City of Minnetonka Beach

Work is ongoing. Demonstration project is underway. Bob has been working on this project for about 1 year. There are currently plastic delineators on the roadway. Feedback thus far has been generally positive feedback. Hennepin County will not be widening the roadway.

Added discussion item: CSAH 29 @ CSAH 12 (Railroad Bridge) in the City of Maple Plain

Three Rivers will help provide funding to participate with a railroad bridge / tunnel to continue to provide a bike connect. It will add to the local bike network.

4. 46th Street Transportation Study Update

4:35 – 5:05

- Dan Patterson, Hennepin County

Dan Patterson provide a study update, with a review typical cross sections that are being developed for both the short and long-term. Short-term is for a 2020 overlay (including concrete rehab). The study started in summer of 2017, including a study advisory committee. Due to a politically sensitive issue (Riverview Corridor), it was determined to delay the study.

The study has restarted, and is aiming to complete in September.





New development coming onboard (new Cub Foods and Apartments). Public engagement and open houses have occurring and will continue to be ongoing. The goal is to make CSAH 46 a friendlier street for bicycles and pedestrians (and hopefully reduce vehicle speeds in the corridor).

Long term plan include a protected bikeway.

BAC Request: The westbound bike lane needs to have a curb cut so people don't have to "hop the curb" at the location where the bike lane over the bridge ends. Hennepin County will look into this request. Another Open House will occur in the summer; and they will present updated concepts. This may be included in the plan.

5. Minnetonka Boulevard Pedestrian Crossing Study

5:05 – 5:25

- Nate Hood, Hennepin County – Study limits Hw100 to Hw169. Provide an overview of study goals and objectives

Hennepin County is kicking off a pedestrian enhancement study on CSAH 5 (Minnetonka Blvd), east of TH 100 to TH 169. There is a 2018 overlay that will improve bicycle facilities across the corridor. This study came out of the work and public engagement being done by that project.

Hennepin County Transportation Planning staff will be conducting public engagement in the late summer and early fall of 2017.

Next meeting:

Monday, July 16th

4 – 6pm,

Location: TBD





Meeting Minutes

DATE: Monday, July 16th, 2018
TIME: 4:00 – 6:00 PM
LOCATION: Golden Valley Library
Meeting Room
830 Winnetka Ave N
Golden Valley, MN 55427

Committee Members:

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

Alternates:

Hokan, Dist. 4
Dave Gepner, Dist. 5
Ron Uglow, Dist. 7

Ex-Officio Members:

Nate Hood, HC Public Works
Dan Patterson, HC Public Works
Jordan Kocak, HC Public Works
McKenzie Turner-Bargen, MnDOT

Guests:

David Davies, Metro Transit
Sarah Ghandour, Metro Transit
Paul Frenz, Resident
Fiona Lockhart, Resident

1. Approval of the June 2018 minutes

The Meeting Minutes from the June Bicycle Advisory Committee meeting were approved.

2. Southwest LRT Project Update

Presented by: Sarah Ghandour and David Davies, SW LRT Project Office

SWLRT staff provide BAC members with a handout detailing detours in station areas. The bike detours will aim to create a balance of access and safety. With the exception of Minnetonka Blvd (CSAH 5), the detours will be primarily designated by signage.

Detours will be occurring on county roadways, local streets, and other trails.

Breaking news today (7/16/2018): The bid period has been extended by 60 days. The award will be issued in September (as opposed to August). If bids are successful, detours would occur as soon as spring of 2019 (estimated). Staff had to make difficult decisions on numerous detours, including the Cedar Lake Trail (at I-394). There are numerous ways, but staff decided to make the detour the safest route.

SWLRT staff will do construction outreach via their communication plan. They will use best practices, such as outreach coordinators, construction information workgroups, and a 24-hour construction hotline. They will also be having live construction cameras, social media outreach, and public tours of construction.





3. Golden Valley Road 2019 Mill and Overlay

Presented by Dan Patterson, Hennepin County Transportation Planning

There is a 2019 mill and overlay of Golden Valley Road in Minneapolis from W. Broadway to Xerxes.

Transportation Planning is looking to conduct community outreach to get feedback on a potential road diet and bike lane on Golden Valley Rd in 2019, as part of a mill and overlay. This agenda item is looking to be wrapped up in September. Conceptual layouts are under development using in-house staff.

There will be some impacts to parking. A parking study was conducted and usage is about 50%. Parking will still exist, but not on both sides of the street.

This project will connect up to the Bassett Creek Trail in the City of Golden Valley, which is currently being submitted as a Regional Solicitation project (partnership of Hennepin County, Golden Valley, and Three Rivers Park District).

4. Dakota Rail Trail (near CSAH 15) and Orono Orchard Rd.

Presented by Jordan Kocack, Hennepin County Transportation Planning

Shoreline Drive (CSAH 15) parallels the Dakota Rail Trail, which is maintained by Three Rivers Park District. This is an intersection at CSAH 15 at Orono Orchard Rd. Jordan Kocak provided four options.

1. Two Phase: Skew trail to create a 2 stage crossing (on the pork chop island)
2. Move trail north with pork chop removal
3. Move trail further north, but pork chop remains
4. There is also a hybrid option (no rendering available) that blends the two concepts

5. Glenwood Ave Mill and Overlay

- Jordan Kocak, Hennepin County – Glenwood Ave in Golden Valley from Highway 100 to Xerxes

This project is similar to the Golden Valley Road project. More updates will be coming at future BAC meetings.

Next meeting:

Monday, August 20th

4 – 6pm,

Location: TBD





Meeting Minutes

DATE: Monday, August 20, 2018
TIME: 4 to 6 p.m.
LOCATION: Hopkins Library
Meeting Room
22 11th Avenue North
Hopkins, MN 55343

Committee Members:

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

Alternates:

Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
David Gepner, Dist. 5
Duane Hookom, Dist. 6

Ex-Officio Members:

Dan Patterson, HC Public Works
Jordan Kocak, HC Public Works
Arman Rajaeian, Metro Transit

Guests:

Josh Potter, HC Transportation Design
Jason Staebell, HC Transportation Design
Sean Hayford O’Leary, HC Public Works

1. Approval of the July 2018 minutes

The Meeting Minutes from the June Bicycle Advisory Committee meeting were approved.

2. Portland Avenue Bicycle and Pedestrian Link

Presented by: Josh Potter

Portland Avenue over the Crosstown is a bike gap, with a long distance between alternate crossings at Nicollet and 12th. The County is coordinating the project with Minneapolis, Richfield and Metro Transit. There is a BRT station at 60th and 66th, bookending this project. There are bike lanes both north and south of this gap, both installed with a 4-3 conversion. This segment currently is four-lane undivided south of Park Avenue transitioning to three lanes north of 61st Street.

The timeline includes engagement in 2018, final design in 2019 and construction in 2020. So far staff have met with the Minneapolis Bicycle Advisory Committee and Pedestrian Advisory Committee, tabled at the Richfield Farmers Market and will present to Hale-Page-Diamond Lake neighborhood organization on August 27.

Goals of the project are to maintain the surface, improve safety, better connect modes, improve access to jobs and economic activity, improve public health and support local land uses. The project will fill bikeway





and sidewalk gaps, improve the pavement, potentially replace the signal at Portland and 60th, convert to three lanes in Richfield and coordinate with Metro Transit's D Line.

Josh Potter showed the draft layout for the corridor, which includes buffered bike lanes, removal of parking and one through lane in each direction. At least one business has objected to potential removal of parking. A parking study showed about half of the parking typically is in use.

Judy Jones asked whether the bike lane will carry through the intersections, particularly to the north side of 60th Street, to avoid leaving a small gap. Josh said it will.

David Gepner asked what Plan B is if parking is not removed. Josh said they are looking at a variety of combinations to allow for some parking while also filling the bike gap.

Dave Carlson said Metro Transit has made it difficult to accommodate bikes on Penn Avenue. Would this be the same time as Penn, in 2020? Josh said they are working with Metro Transit, and the idea is to keep the transit stop at the current curb line and the stations shouldn't interrupt the bike lane.

Billy Binder asked whether the concept is the same the BAC looked at about 18 months ago. Jordan said it basically is, with some refinement. Josh and other staff are interested in hearing the group's preferences for tradeoffs such as reducing parking.

Billy Binder asked whether there is room for both parking and bike lanes. Josh said there is not, the road is 48 feet wide.

Judy Jones said she rides the corridor pretty frequently and there always are cars parked in this area. Jordan asked what parking use on the side streets was. Josh did not recall. Josh said one option would be to leave parking on one side, potentially at the cost of a buffer.

Judy Jones asked whether the south side of the corridor would also have buffers. The cross section showed 9-foot median, 11-foot through lanes, 2.5-foot buffers and 6-foot bike lanes.

Billy Binder suggested narrower dimensions to fit bike lanes and parking.

Josh said the bridge over the Crosstown is the main constraint. The concept is to narrow the through lanes and widen the pedestrian and bicycling space. The sidewalks would be 10 feet. He said the county is looking at adjusting the radius to tighten up the turns. The current concept would remove the free-right turn lane on the Richfield side at the 62 interchange.

Staff also are looking at reducing the number of lanes in the roundabout. People biking would have the option to go off-street at the roundabout.

Judy Jones said Richfield Police say it's their highest crash reporting zone.

David Gepner said it's frustrating that the concept doesn't follow the initial study closely enough. He asked what Minneapolis thought about removing parking. Josh Potter said their biggest concern is getting the bike lane through the area. He said when the county and cities did the study, they didn't do much outreach.





Erin Daly asked whether the county could include newer signalization and signage to help with some of the safety issues.

We're now out getting more feedback and adjusting the design based on that. Dave asked how the county can reach the people who would bike the corridor, to find a viewpoint different from that of neighbors who would be affected. David also asked how he could help get this done.

Dave Carlson expressed concern about mixing of walking and biking, and about visibility of people biking behind the curb.

David Gepner moved to adopt a resolution to loudly and strongly support continued development of the concept largely as presented with buffered bike lanes and without motor vehicle parking; and to pursue reducing the number of lanes in the roundabout; and to improve visibility and crossings. The motion was seconded by Billy Binder. The resolution passed.

3. Webber44

Presented by: Jason Staebell

The county is partnering with Minneapolis and the Minneapolis Park and Recreation Board on this project. Engagement is scheduled for 2018, final design in 2019 and construction in 2020. Metro Transit's D Line uses this roadway. The segments are 44th Avenue from Penn Avenue to Fremont Avenue. There might be potential for mini-roundabout at Victory Memorial Parkway due to the intersection skew. The project will reduce crossing distance and improve crossings for people walking to and from Webber Park and pool.

It is unclear how the Park Board's parking lot might change, but the county is showing a concept of eliminating one access. It's an old lot from when the library was there.

The bike facility would transition to on-street at Lyndale in Option 1.

Option 2 would have offstreet at Webber Park, then keep a two-way off-street facility on the east side down to 42nd. We would have to work out how to get off-street at 41st.

Option 3 is a cycle track with directional off-street facilities. One downside is the number of driveways on the west side of Lyndale, with a fair amount of conflict.

Jordan Kocak said he liked Option 2 with the trail, at least for the one block. The bridge over 94 and the Mississippi River connects to the Parkway and the Grand Rounds.

To the south, Lyndale does not have bike facilities, but to the north the city is repaving it with bike facilities. Pedestrian and bicycle counts in the area were unknown at the moment.

Tammy McLemore said she doesn't feel safe riding to second for fear of getting run over. And the Mississippi River Trail doesn't feel safe from crime.

Billy Binder there's a lot on this stretch, with River Road. It's important to include off-street bike facilities.





Dave Carlson said he's concerned about eastbound and the almost left-turn movement at 44th.

Billy Binder said Webber Parkway should match what Robbinsdale did very well.

4. Golden Valley Road 2019 Mill and Overlay

Presented by Dan Patterson, Hennepin County Transportation Planning

There is a 2019 mill and overlay of Golden Valley Road in Minneapolis from W. Broadway to Xerxes.

Transportation Planning is looking to conduct community outreach to get feedback on a potential road diet and bike lane on Golden Valley Rd in 2019, as part of a mill and overlay. This agenda item is looking to be wrapped up this fall.

Dan Patterson showed the draft concept, to remove parking on the south side of the corridor (chosen to avoid disability parking zones and one-way streets). There will be some impacts to parking. A parking study was conducted and usage is about 50% across the corridor.

This project will connect to the Bassett Creek Trail in the City of Golden Valley, which is currently being submitted as a Regional Solicitation project (partnership of Hennepin County, Golden Valley, and Three Rivers Park District). It will connect with the Blue Line Extension station to the west and D- and C-line arterial bus rapid transit stations.

Hokan said the county should look at buffering on the parking side rather than the through-lane side. Dooring is a greater hazard that needs to be communicated.

Dave Carlson asked whether the right turn lanes at Penn are really needed. Dan Patterson said there hasn't been interest or funding to remove them, as it is at this point a simple mill and overlay.

Billy Binder asked what would happen if there was much opposition to removing the parking. He suggested installing 10-foot general lanes, 5-foot bike lanes and 7-foot parking lanes on both sides. (The roadway is 44 feet wide curb to curb.) Dan Patterson said on paper it could work, but in practice the county does not want to go to minimum dimensions on all aspects of a roadway. Hokan said he would not support such a configuration and would rather see no bike lanes than a 10-5-7 cross section.

Dave Carlson said there still would be 50 percent of the parking on a corridor that uses closer to 25 percent and the BAC should support removing parking.

Tammy McLemore said there are allies from a health and wellness perspective who could help, and that she would share their contact information.

Tammy McLemore said a lot of people are parking on Golden Valley Road or side streets because people don't feel safe from crime driving and parking in the alleys.

Billy Binder moved to adopt a resolution that the Bicycle Advisory Committee supports improving Hennepin County residents' health and wellness and access to transit by including bike lanes as part of the 2019 mill





and overlay of Golden Valley Road from Xerxes Avenue to Girard Avenue. Dave Carlson seconded the motion. The resolution was adopted.

5. Overview of County Bike Facility Types

The scheduled overview of bike facilities was tabled for a future meeting.

6. Adjournment

The meeting was adjourned at 6 p.m.

Next meeting:

Monday, September 17

4 to 6 p.m.

Location: TBD





Meeting Minutes

DATE: Monday, September 17, 2018
TIME: 4 to 6 p.m.
LOCATION: North Regional Library
Meeting Room
1315 Lowry Ave N
Minneapolis, MN 55411

Committee Members:

Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

Alternates:

Billy Binder, Dist. 2
Hokan, Dist. 4

Ex-Officio Members:

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

Guests:

Forrest Hardy, Minneapolis Public Works
Arman Rajaeian, Metro Transit

1. Approval of the August 2018 minutes

4:00 – 4:05

The meeting minutes from the August Bicycle Advisory Committee meeting were approved.

2. Minneapolis Pedestrian Crossing Study

4:05 – 4:50

Presented by: Forrest Hardy, Minneapolis Public Works

The City of Minneapolis is building off of their 2017 Minneapolis Pedestrian Crash Study, and is currently undergoing the Minneapolis Pedestrian Crossing Study in partnership with Hennepin County. The purpose of this study is to take the results 2017 Pedestrian Crash Study a step further, analyze priority locations for additional treatment, and to identify capital project and program opportunities for implementation. The scope of the project allows for approximately ten intersections to be taken to concept level and will allow the city and county to identify shared priorities as future funding and project opportunities become available. The locations under consideration include at least one county road.

The 2017 Pedestrian Crash Study can be found online:

<http://www.minneapolismn.gov/pedestrian/data/WCMSP-206913>

The schedule for the Pedestrian Crossing Study is as follows:

- Location selection (June-September 2018)
- Development of treatment concepts (September-November 2018)
- Final report (December 2018)





Hokan asked about how the city obtained pedestrian count volumes for each roadway as part of the 2017 study. Forrest explained that the city does not have pedestrian count volumes for each intersection, and that the city used vehicle counts as a way to calculate exposure.

Peggy asked if the city is solely looking into pedestrian crashes or if the scope also includes vehicle crashes. Forrest explained that the study will focus on pedestrian crashes, but that many of the proposed improvements will also reduce vehicle crashes.

Dave asked if the city has evaluated how safety improvements have reduced the crash rate for each roadway over time. Forrest stated that the city is tracking this information.

Billy noted that there is an enforcement issue around drivers running red lights, and asked if there will be an enforcement component to this study. Forrest replied that this study will not focus on enforcement, but other city initiatives, such as Vision Zero will focus on enforcement issues.

Jordan asked the BAC their thoughts on the geographic distribution of the proposed list of locations. He also asked if, in ranking the locations, it is more important to stay true to the analysis or spread projects around the city. Dave noted that this would depend on the number of pedestrians in a given area. He noted that there aren't many proposed locations near the university.

Greg asked if the crash data includes time of day and the lighting conditions. Forrest noted that this data is included in individual crash reports, but that the study is more high level so this information is not taken into consideration for ranking locations.

Marcy asked if the crash locations in south Minneapolis correlate with construction detour traffic. Forrest noted that the most recent data used in the report is from 2015/2016 so it would not take into account recent construction activities.

Forrest is asking for general comments from the BAC as the city narrows down the list of locations for concept level development. He can be reached by email at Forrest.Hardy@minneapolismn.gov and will provide an update on the study in early 2019.

3. Enhanced Bikeway Network Study

4:50 – 5:35

Presented by: Jordan Kocak

Jordan presented the study results from the Enhanced bikeway Network Study. The BAC was informed about this study about a year ago when the process began. Jordan presented the results of this study to the Hennepin County Board of Commissioners as part of a board briefing in August.

The study was driven by a desire to better understand enhanced bikeways, particularly the maintenance and construction costs associated with building out a network. The Hennepin County Board of Commissioners passed resolution 17-0381 R1 to “undertake a comprehensive review of the county roadways that may support bikeways that provide physical separation from motor vehicles.”





Additionally, the Hennepin County 2040 Bicycle Transportation Plan calls for the planning and designation of “an enhanced bicycle network composed of high comfort bikeways that provide physical separation from motor vehicles.”

The goals of the study were to review the suitability of enhanced bikeways on county roads; evaluate the maintenance costs associated with a network of enhanced bikeways; and, identify a list of roadways that are suitable for enhanced bikeways.

The analysis was twofold. First, a level a traffic stress analysis was used to evaluate the comfort of a particular roadway segment. The criteria used as part of this evaluation included: speed, volume, number of thru lanes, average bicycle crashes per mile between 2009-2015, and lane width.

The second piece of the analysis aided in prioritizing the results. This qualitative component incorporated equity and demand criteria, a review of bikeway network connections, existing demand and bicycle volume, and future project coordination.

Jordan shared a map of potential roadways for enhanced bikeways. These totaled 48 miles, and were divided into a 0-10 and 10-20 year horizon. The estimated construction cost building the entire network was \$15 million.

Jordan discussed the next steps for the study. These include continued discussions with cities regarding maintenance costs and cost participation; assess impacts to the county’s cost participation policy; continue studies, plans and projects that incorporate enhanced bikeways; reach out to residents and partner agencies on a project by project basis; clarify the real cost of maintenance, and explore funding opportunities. Jordan will also present the results to the Minneapolis Bicycle Advisory Committee.

Jordan clarified that the list of proposed enhanced bikeways does not necessarily guarantee an enhanced bikeway will be built. The list does guarantee that as project opportunities arise along the proposed roadway segments, consideration of an enhanced bikeway facility will be part of the initial project conversations.

Billy noted that it was good to see segments of Glenwood included in the recommendations, but would also like to see an enhanced bikeway facility on Glenwood to Hwy 55. He asked if the county is at a disadvantage if the road is reconstructed, but the roadway is not included in this plan. Jordan noted that we had to limit the number of proposed miles in the plan, and that in many places, the county felt that a trail would be a better fit than an enhanced bikeway given the local context. Trails, while they offer the highest level of protection for people biking, were not included in the definition of enhanced bikeways for the purpose of this report. Jordan noted that this plan does not negate the Hennepin County 2040 Bicycle Transportation Plan.

Billy stated that the plan is Minneapolis focused and asked if the BAC should lobby for broader city inclusion. Jordan stated that the plan is Minneapolis focused because there are higher volumes of people biking in urban areas. First ring suburbs don’t have as high of bike volumes, and in many instances, a trail may be more appropriate.





Peggy asked if the study delves into the pros and cons of different types of enhanced bikeways. Jordan said that the type of enhancement would be determined on a project by project basis.

Greg asked if the county could develop a flow chart to guide the decision making process in determining the type of facility that should be used. Jordan responded that the county does not have a flow chart, but that the Pedestrian and Bicycle Team can look into this further.

Billy asked about the geographic distribution of the roadways with proposed enhanced bikeways and if the county should seek more formal support from the Hennepin County Board of Commissioners. Jordan noted that the local land use in some districts is more supportive of a trail than enhanced bikeway as it is being defined in this report.

Arman asked if the study included information about how enhanced bikeways interact with transit operations. Jordan noted that this will be evaluated on a project by project basis. Arman discussed an example in St. Louis Park where buses would allow passengers to exit the bus onto a cycle track. The BAC concluded that there should be a separate space for people taking transit and biking.

4. Overview of County Bike Facility Types

5:35 – 5:45

Presented by: Jordan Kocak

Jordan provided a handout with a description bikeway types found across the county network including bicycle boulevards, bikeable shoulders, conventional bike lanes, buffered bike lanes, on-street protected bike lanes, cycle tracks, and multi-use trails.

5. Member Announcements

5:45 – 5:55

- 2018 bike maps can be found at libraries and service centers across the county. BAC members can also request maps as needed.
- Dave Carlson announced that there will be a meeting for the Cedar Lake Road reconstruction next week.
- Billy has been working to get in touch with Northpoint about support for bike lanes. He is waiting to hear back.
- September 20th – Dan Patterson will present about Golden Valley Road to the Jordan Area Community Council.
- The City of Minneapolis enhanced the bike lanes on Plymouth between Lyndale and Penn. The bike lanes are protected with a concrete curb.
- Hokan – 2017 ACS data shows 3.89% bike commute mode share for Minneapolis.

6. Optional post meeting bike ride to Webber44 project area

The meeting adjourned at 6 pm. The bike ride was cancelled due to bad weather.

Next meeting:

Monday, October 15th, 4-6pm, location: TBD





Meeting Minutes

DATE: Monday, October 15, 2018
TIME: 4 to 6 p.m.
LOCATION: Greg Lie Room (7th Floor)
701 4th Ave S
Minneapolis, MN 55415

Committee Members:

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

Ex-Officio Members:

Emily Kettell, HC Public Works
Tony Drollinger, Metro Transit

Alternates:

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

Guests:

Sean Hayford Oleary, HC Public Works
John Ekola, HC Public Works
Crystal Myslajek, HC Community Works
Paul Frenz, resident

1. Approval of the September 2018 minutes

4:00 – 4:05

The meeting minutes from the September Bicycle Advisory Committee meeting were unanimously approved. Committee members noted completeness of September minutes.

2. W Broadway / Bottineau Blvd (CSAH 81) bridges over Lowry Ave

4:05 – 4:40

Presented by: John Ekola, Hennepin County Public Works

John Ekola presented the West Broadway/Bottineau Blvd bridges over Lowry Ave project. The existing three bridges were built in 1964, and are to be replaced around 2020. The location straddles the border of Minneapolis and Robbinsdale, adjacent to North Memorial Hospital. Minneapolis Park and Recreation Board is also a stakeholder, since Victory Memorial Dr passes beneath. Ekola expressed a strong goal of maintaining hospital access during and after construction. Ekola stated that the existing project is at “0% design”, but that there is a desire for potential trails on both the east and west sides of CSAH 81. Ekola anticipated 30% design would be ready by February/March 2019.

Hokan expressed concerns about conflict points on potential trail, although he felt comfortable with southbound trail routing. Ekola stated he did not feel northbound CSAH 81 could be safely accommodated, and proposed a permanent detour route using Lowry. Hokan objected, noting increased trip length for cyclists.





Carlson questioned the value of the project given limited current trail connections on existing CSAH 81. Ekola stated that this is more about planning for future CSAH 81 off-street bikeways within the 75-year lifespan of the new bridge. Carlson suggested a reroute for the southbound trail from the routing shown on the map, with a trail crossing at 37th Ave N rather than following cloverleaf to Lowry.

Hokan asked if a HAWK signal or similar could be used to manage trail crossings of ramps. Ekola stated that could be considered.

Gepner stated that existing WB Lowry to NB CSAH 81 movement was too prominent. He once inadvertently entered NB 81 when he intended to go to SB Wirth Pkwy.

Drollinger expressed concerns about access to route 14 bus (mainly from the perspective of construction staging).

Gepner questioned if on-grade crossings beneath bridge could be improved. He expressed concerns about free rights at Wirth/Victory/Lowry intersections. Carlson expressed a desire to improve separation of bike and ped trails. Carlson also preferred to maintain Lowry/Oakdale bike lanes through intersection (currently a gap between Abbott Ave N and Washburn Ave N).

Binder praised openness of existing piers, and says he hopes to maintain openness with new structure, in order to minimize impacts to aesthetic and maintain safe sight lines. Ekola stated that they are considering reusing existing piers. Binder also stated desire to have wider shoulders on bridge. Binder feels that more direct connections are needed between North Minneapolis's West Broadway and downtown Robbinsdale.

Binder expressed importance of northwest bikeways, that this could be a critical route toward Brooklyn Park, Maple Grove, etc.

Hayford O'Leary asked if it was being considered to have CSAH 81 on-grade, given relatively low volumes of both Lowry and CSAH 81. Ekola stated that that is being evaluated under this process, but it seems unlikely, especially considering impact to park trail and parkway. BAC members defended the value of grade separation for the trail.

Additional comments can be sent to John.Ekola@hennepin.us.

3. Midtown Greenway at-grade crossing improvements

4:40 – 5:10

Presented by: Crystal Myslajek, HC Community Works

Myslajek described history of Midtown Community Works program. She reminded BAC that corridor is owned by HCRRA, but trail is operated by City of Minneapolis. Although the trail and corridor are a "crown jewel" for Community Works, there is still room for improvements. Her project is to close out Midtown Community Works program, including spending allocated funds to crossings in need of improvement.





Hokan asked if a goal is to connect border-to-border (across the Mississippi). Myslajek said this is outside the scope of her work.

Gepner asked who else is responsible for Greenway work. Myslajek said she is the only Community Works employee on this; however, HCRRA also has maintenance employees for the corridor.

Hokan asked if HCRRA can intervene if there are engineering errors on the Greenway. Myslajek stated that they may be able to, but Community Works cannot.

Myslajek stated that design is coming next year for improvements of most grade crossings (including Minnehaha and Hiawatha Aves). This presentation is to ask for feedback on potential improvements at 21st, 26th, 27th, and 30th Aves S.

The committee offered the following feedback specific for two intersections:

21st:

- Concern was expressed about conflicts with turning vehicles on E 28th St
- Hokan noted that 4-to-3 was considered at time of adding median
- Hokan said he did not feel unsafe currently, acknowledging issue of turning vehicles on 28th
- Drollinger stated he objects to NB cars blocking crosswalk, and stated support for raised crosswalk.
- Hokan expressed irritation at 20th Ave S stop signs, and noted stop signs do not meet MnMUTCD standards. Myslajek stated that she is aware of the stop signs, but is focusing efforts on 21st, where there is more vehicular conflict.

26th:

- Myslajek noted that we she has more leeway to make improvements here, as it carries CSAH 48. Discussed potential median/refuge island, given higher volume roadway.
- Drollinger expressed concern because of Swanson trucks blocking bike lane (south of their driveway). He felt that if the median were too long, it could result in southbound bikes being boxed in between parked trucks and vehicular traffic southbound.
- Drollinger said that drainage issue just east of 26th should be addressed.
- Carlson said it was important not to disrupt bike lanes on 26th.
- Hokan was concerned that median would not be adequately wide to provide refuge to a larger bike. He preferred adding a signal (such as the existing signal on Minnehaha) to adding a median.
- Gepner preferred narrowing outside edge rather than median. Carlson asked if a center-installed "stop for bikes/pedestrians" sign would be adequate.
- Binder agreed with Myslajek that more should be done to help motorists identify that they are crossing the Greenway.
- Various committee members expressed support for more intense lighting at trail crossings.

Due to time constraints, discussions of 27th and 30th Aves S were skipped. Myslajek stated that she will send out an electronic copy of the materials, and requests additional comments via email. BAC members can send comments to Crystal.Myslajek@hennepin.us.





4. Hennepin County annual bike count program

5:10 – 5:40

Presented by: Emily Kettell

Kettell presented on the County's bike and pedestrian count programs. The county conducts automated bike counts and manual bike and pedestrian counts. 2015 was first year of automated program, modeled after vehicle count program.

Kettell noted that the County's manual count program is collected only outside of Minneapolis, but is standardized with Minneapolis's system (both use standardized methodology from the National Bicycle and Pedestrian Documentation Project). Hennepin County is able to use Minneapolis's data for county roads within Minneapolis. For both manual and automated counts, Kettell expressed the importance of geographic equity and the representation of a variety of facility types to better understand usage across the county.

Hokan asked if there was experimentation on days of week to use counters. Kettell replied that the count program only systematically measures Tuesdays and Wednesdays as best practices indicate that short term counts be conducted on Tuesday, Wednesday, and/or Thursday if week-long counts are not an option.

Kettell noted variability in bike-ped activity, and how to account for outliers (especially for two hour counts). Example was a Minnetonka site where a track team ran through during the 2-hour period.

Anderson asked if dockless bikes store data on trip paths, and if that can be used for counting purposes. Kettell was unsure about Limebike, but said rudimentary data for user origin and destination is available from Motivate.

Uglove asked if data has contributed to making improvements. Kettell said that these data are used by the County Safety and Operations Committee as questions and comments are received from cities, agencies, and residents. Kettell noted that there has not yet been a proactive approach to undertaking new projects based on the count data.

5. Member Announcements

5:40 – 5:45

- Binder: Hennepin County is having an open house for Golden Valley Rd open house on October 18th
- Uglove requested that BAC members get information about parking situation at Government Center in advance of the next meeting
- Gepner: Corporate bike forum to be held in Eagan, October 30th
- Gepner requested a current roster

The meeting adjourned at 5:50pm

Next meeting: Monday, November 19th, 4-6pm, location: TBD





Meeting Minutes

DATE: Monday, November 19th, 2018
TIME: 4 to 6 p.m.
LOCATION: Golden Valley Library
Winnetka Ave N
Golden Valley, MN 55427

Committee Members:

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

Alternates:

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

Ex-Officio Members:

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

Guests:

Peter DeMuth, HC Transportation Project
Delivery - Design
Arman Rajaeian – Metro Transit
Mackenzie Turner Bargen - MnDOT

- 1. Approval of the October 2018 minutes** **4:00 – 4:05**
The minutes from the October meeting were unanimously approved.
- 2. Lake and Excelsior Intersection Improvements** **4:05 – 4:40**
Presented by Peter DeMuth, Hennepin County

In 2019, Hennepin County will reconstruct the W Lake St and Excelsior Blvd intersection so that it is safer for people passing through and crossing at this intersection. Today, people walking may have to cross up to seven lanes of traffic. This project will shorten crossing distances by providing pedestrian refuge islands and construct geometric improvements that improve sight distance for people driving. This project received funding as part of the Met Council’s 2016 Regional Solicitation, and the BAC has previously reviewed the project earlier in 2018.

The safety improvements were outlined in a concept that Peter presented to the group. Most notably, there will be two pedestrian crossings across Excelsior Boulevard, both with a center pedestrian median. There will also be two new crosswalks across Lake Street, and a large refuge island with the potential for landscaping, maintained by the City of Minneapolis. Outside of this project, a new hotel will be built in place of the gas station, and several new developments are under construction on the north side of Lake Street. As part of this new construction, several access points will be permanently closed reducing the number of conflict points.

The project reached 90% design and the next step includes developing the phasing plan for construction.





- Dave Gepner asked if the County has coordinated with the Minneapolis Park Board. Peter responded that he will reach out to them to ensure that they are able to review the concept.
- Jordan asked about the timing of the pedestrian ramp construction and the driveway closure of the northernmost crosswalk. Peter responded that the timeline for this particular driveway is still under negotiation.
- Ron asked if the developers for all new properties were the same, and Peggy asked about the type of development being built north of Lake St. Peter noted that there are multiple developers constructing residential developments north of Lake St.
- Peter added that the phasing plan for construction is still under development, but the County will try to leave lanes open for vehicle travel during construction.
- Jordan asked if people walking will have to push a button to get the walk signal. Peter stated that all crossings will be actuated by push buttons, and noted that push buttons will also be provided in the medians.
- Dave Carlson asked about the demand for crossing Excelsior. Peter said that two crossings across Excelsior are proposed to simplify the pedestrian crossing movement.
- Greg noted that the pedestrian refuge islands need to be visible at night as drivers travel through this intersection. Tammy asked if the islands will have any reflective features. Peter noted that there will be reflective elements to make the islands more visible.
- Billy asked if this project includes connections to nearby retail. Peter noted that the scope of the project only includes the Lake/Excelsior intersection. Jordan added that the Park Board may have some ideas for how to connect a multi-use trail through the new developments and to the Grand Rounds.

3. 46th Street Transportation Study

4:40 – 5:30

Presented by Jordan Kocak, Hennepin County

Jordan presented a layout for short and long-term options of the 46th Street corridor spanning from Hiawatha Avenue to the Ford Bridge. There is a mill and overlay scheduled for 2019 or 2020, and curb ramp upgrades are tentatively scheduled for 2019. The pedestrian and bicycle team has been working with Toole Design Group on a 46th Street study, and plans to wrap it up by the end of the year.

- Peggy asked if in the near-term, a curb ramp could be added near the Ford Bridge to help transition to and from the street by bike. Jordan will follow-up to see if this curb ramp will be included in 2019.
- Long-term options:
 - 46th Street and Hiawatha Avenue: A two-way cycle track is proposed on both the north and south sides of 46th street between Hiawatha and Snelling. Given the A-line, and connections to the blue line transit station, the County believes the high demand warrants a two-way cycle track on both sides of the street.
 - Dave Carlson discussed the crossing for people biking at Hiawatha and crossing the porkchop islands. Specifically, he noted that there may be lots of people queuing on the islands.
 - Tammy asked about the signal timing at Hiawatha. Jordan noted that the County would not impact the signals. The signals would be hard to change





- because of their coordination with the light rail. There may be long wait times at the Hiawatha signal.
- Jordan noted that ideally, the long-term scenario would be funded by the county, city, and through outside sources like Regional Solicitation.
- Dave Carlson asked if the buffer along the cycle track could be moved between the road and the cycle track and also asked if there would need to be certain tactile warning strips to differentiate the sidewalk from the cycle track. Jordan noted these comments.
- 46th Street and Minnehaha Avenue: The County is proposing a protected intersection. Most BAC members noted that they would prefer to stay on the road instead of waiting in the protected intersection, especially in the winter when snow piles may make this difficult.
 - Erin added that from a recreational standpoint, it is important to keep the protected intersection because there are many families traveling to and from Minnehaha Falls and the surrounding neighborhood that may not be as comfortable with biking in the road.
- 46th Street and E 44th Ave: This is an example of where the County is exploring enhanced crossings at an unsignalized location. At this time, the concept shows two crosswalks across 46th St with 9 ft medians (at standard curb height). Jordan noted that the County may also explore right-in, right-out scenarios, though people biking and walking could still access the neighborhood at all locations.
 - Dave Carlson asked if the pedestrian sign could also include a bicycle. Jordan said that he will have to check if that would be allowed.
 - Greg asked if the County would keep the two crossings across 46th St with an RRFB. Jordan noted that the County is still reviewing the options, and Mackenzie noted that it would be possible for both crossings to be protected.
- 46th Street and Ford Bridge: The concept shows that a curb cut will be angled at the end of the bridge to allow people biking to transition from on to off-street. Mackenzie noted that signage and/or staggering the crossing could help with proper usage of the curb ramps.
- Billy asked about removing the medians to make room for bike lanes in the short term (2019 or 2020 mill and overlay). Jordan noted that the medians would not be removed in the short-term because the County does not want to create four-lane undivided roads. The additional space from the median would not contribute substantial width for a consistent bike lane throughout the corridor.

4. 2019 Memberships up for reappointment

5:30 – 5:40

- District 1 and 2 members are up for reappointment in 2019 – Tammy, Billy, Dacia
 - All current members are encouraged to reapply. Current members should reapply through the standard application process.
- Jordan noted that he plans to talk with the new commissioners about the Bicycle Advisory Committee.

5. 2019 Board Chair and Vice Chair selection

5:40 – 5:50

- The Chair, Vice Chair, and any other officers will be selected by the committee bi-annually with the appointment of members.
 - The BAC will re-visit these opportunities after the new year.





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- The BAC might also consider adding a committee secretary. Currently, HC Transportation Planning staff assist in notetaking.
- If interested in any position, reach out to Jordan.

6. Member Announcements

5:50 – 6:00

- Glenwood Avenue Open House: In 2020, Hennepin County will mill and overlay Glenwood Avenue from Highway 100 to Thomas Ave in Golden Valley and Minneapolis. An open house is scheduled on Wednesday, December 5th from 6-8 pm at Golden Valley City Hall. The County will provide a project overview, answer questions, and listen to resident comments and concerns.
 - Billy noted that this is a heavily traveled route for people biking and would like to see bike lanes added to the bridge over Highway 100. He also asked about outreach and Emily noted that the County has sent a mailer to over 800 residents, the city announced the open house in a monthly newsletter, and an email will also go out to the County's mailing list.
- Jordan presented the new multi-modal counts map. This map is publicly accessible and will soon be available on the bicycle webpage.
- Jordan announced that Southwest LRT was approved to begin construction. He will be able to share more about the bicycle detour early next year.
- MnDOT project updates – Mackenzie will return at a future meeting to present on MnDOT bike and ped project updates.
- Billy and Tammy attended the open house for Golden Valley Road in October. The repaving has likely been pushed to 2020 and Jordan will talk to the new commissioner about this project.
- Jordan will send out a Doodle Poll to confirm the December meeting date.

Next meeting:

Monday, December 17th

4 – 6pm,

Location: TBD





Meeting Minutes

DATE: Monday, December 17th, 2018
TIME: 4 to 6 p.m.
LOCATION: 701 4th Ave South
Greg Lie Room, Floor 7
Minneapolis, MN 55415

Committee Members:

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

Ex-Officio Members:

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

Guests:

Paul Frenz – Resident, Minneapolis BAC
Liz Heyman – City of Minneapolis
Jason Staebell – HC Public Works
Josh Potter – HC Public Works
Arman Rajaeian – Metro Transit

Alternates:

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

- 1. Approval of the November 2018 minutes** **4:00 – 4:05**
The November minutes were unanimously approved.
- 2. Portland Avenue Bicycle and Pedestrian Link** **4:05 – 4:40**
Presented by Josh Potter and Jason Staebell – Hennepin County

Jason presented an update to the Portland Avenue Bicycle and Pedestrian link project that spans from 60th to 66th Street in Minneapolis and Richfield. This project fills both sidewalk and bikeway gaps through on and off-street accommodations along the corridor. The entire corridor will also be repaved as part of this project. The BAC has reviewed past iterations of this project, and Jason noted that there has been an extensive engagement process to date. In addition to coordination with the cities of Minneapolis and Richfield, the County has been coordinating with Metro Transit regarding the new D-line route. Final design for this project will take place in 2019, and construction is scheduled for 2020.

- Portland at 66th Street is the location of a roundabout and an on/off-street transition for people biking. Modifications at this location since the last iteration include:
 - Adding RRFBs at the pedestrian crosswalks
 - Adding bicycle markings (green paint) at crossings
- Portland at 64th Street updates include on-street bicycle lanes with a buffer.
- Highway 62 on/off-ramp modifications include:
 - Median refuge island across Portland Avenue





Hennepin County
Bicycle Advisory Committee

- Removal of free right at the Highway 62 ramp
- Off-street shared-use trail (10 ft. wide) that continues over the bridge
 - Jordan asked if the trail could be separated into a dedicated cycle track and sidewalk (5 ft for each).
 - Jason noted that this hasn't been considered; Liz added that the shared use trail will likely be used for two way traffic given key destinations along the corridor.
- North of bridge over Highway 62 changes include the replacement of an 8 ft. sidewalk with a 10 ft. shared-use path.
- Portland at 61st St modifications include:
 - Transition to on-street parking protected bike lanes with buffer
 - Bumpout on east side of street
- The bicycle facilities north of 60th Street will be a standard bike lane.
- Jason noted that some parking will be retained throughout the corridor (approximately 19 spots).
- Hokan asked that the bikeway markings be striped when approaching an intersection.
- Jordan asked about the level of protection for people biking. Jason noted that that buffer in Minneapolis would be enhanced using delineators or curb protection (similar to Plymouth Ave). As of right now, the Richfield portion will not have a vertical barrier because of maintenance concerns.
- Dave Carlson asked about floating parking south of 60th and if there has been any confusion about people parking in the bike lane in other areas where this design has been implemented. Liz noted that the city has seen high compliance with parking protected bike lanes.
- Judy stated that there needs to be education for passengers exiting their vehicles and entering into the door zone. Liz noted that there will be a buffer between the bike lane and the parking.
- Paul stated that Minneapolis BAC supports this project.
- Erin asked if the refuge median/crossing north of the bridge could be moved to the intersection, closer to the bus stop. Jason responded that right-of-way constraints prevent the crossing from being moved closer to bus stop.
- Liz noted that the city does not generally stripe green paint at unsignalized intersections.
- Dave Carlson asked there would be a "no turn on red" at the ramps for the safety of people biking. Jordan noted that the county tends to implement "no turn on red" for sight distance issues.
- Hokan asked about shared-use paths, specifically he asked why the bicycle facilities had to move off-street, especially since people biking on sidewalks are more unexpected than people biking in the street. Jason said that due to the busy nature of the interchange, the safest option for people biking would be moving off-street.
- Paul asked if the county could install yield signs or "watch for bikes" signs at the on/off-ramps so that cars yield to people walking and biking.
- Hokan asked if the roundabout could just be one lane, and Jason noted that the issue is that the high volume of vehicles will likely require two lanes.
- Paul asked how bikes travel through roundabout. He asked if people biking can stay on the road and noted that many people won't want to go out of their way to cross at the crosswalks. Jordan stated that the design was developed for people biking who are less comfortable navigating through the roundabout on-street.





- Judy asked about crash data for roundabouts in general, especially since multi-lane roundabouts are known to have higher crash rates for people walking and biking. Jason noted that while there still may be discussions about the roundabout, the final design will likely include multiple lanes.
- Construction for this project will be coordinated with Metro Transit's D-line project. While there are several locations where people waiting for the bus will have to mix with people walking and biking, during the peak hours, the bus will only stop every 15 minutes.
- Next steps include the following:
 - Presentation to the Minneapolis Pedestrian Advisory Committee
 - Post materials to project website
 - Continue outreach with residents and businesses around parking removal
 - Present layout to the Minneapolis Transportation Committee
 - Approval of layout by Richfield City Council
- The Hennepin County BAC can amend a past resolution for this project in January.

3. MnDOT Hennepin County Project Overview **4:40 – 5:10**

- Presentation from Mackenzie is postponed until 2019.

4. 2019 Hennepin County Mill and Overlay and Capital Project Overview **5:10 – 5:30**

Presented by Jordan Kocak, Hennepin County

Jordan reviewed capital and maintenance projects with bicycle and/or pedestrian components scheduled for 2019.

Capital construction projects

- Brooklyn Park - 93rd Avenue reconstruction will include a multi-use trail on both sides of the road and connect to future Bottineau LRT station. The construction of this project may be delayed as it is tied to LRT construction.
- Brooklyn Park – County Road 103 connections to Bottineau LRT.
- Bottineau Boulevard in Brooklyn Park – final segment of the Crystal Lake Trail. Additional trail segments on Brooklyn Boulevard will tie into existing trail.
- St. Anthony – County Road 94 trail connection to Ramsey County.
- Minneapolis – reconditioning of the Hennepin Avenue Bridge with no additional bike/ped component.
- Minneapolis - Lake and Excelsior geometric improvements will improve mobility for pedestrians crossing at this intersection. The BAC reviewed the plans for this project in November 2018.
- Minneapolis – 46th Street curb ramp project. This road was recently converted from a 4 lane road to a 3 lane road, but ADA accessibility was not improved at the time of the repaving.
- Edina - France Avenue over Hwy 62 project will not add bicycle facilities. Judy noted that there are limited connections in this area.
- Richfield – 77th Street in Richfield will go under Highway 77 to connect to the airport. This project will include a multi-use trail. Jordan will share the MSP airport study.
- County Road 19 at County Road 15 - roadway will be converted from 4 lanes to 3 lanes with shoulders.





- Post-2019, Wayzata Boulevard reconstruction project will add a trail. Funding constraints may push the completion of this project back to 2022.
- Peggy asked if there is an update on projects such as Beltline and Blake that are tied to Southwest LRT. Josh noted that the funding has been passed to Metro Transit for construction, which is why the projects may not appear on the capital construction map. Jordan/Josh will follow-up on the status of these projects.
- Eden Prairie – Flying Cloud Drive project will add multi-use trail. This reconstruction project is currently underway.
- Jordan will share an updated construction map when it has been developed.
- Judy asked about the status of the trail at the 494 Exchange and W Bushlake Road. Jordan will follow-up.

Mill and overlay projects

- Typical county practice is to extend shoulders where possible.
- Minneapolis – W Broadway Ave: no bicycle facilities planned.
- Minneapolis - University Ave: repave with a 6 ft concrete gutter pan and 2 ft buffer. The County will add buffered bike lanes on 4th Street. MnDOT will restripe and add protected bike lanes on Central to facilitate a better connection.
- Minneapolis – 46th Street: Repaving will likely occur with no changes to striping. The County is looking at potential mid-range solutions for constructing an off-street facility. In the short-term, the County will try to add a curb cut to facilitate a better transition on/off the bridge.
- Bloomington - Normandale – no bike/ped improvements incorporated into the repaving project. There is an existing trail in poor condition.
- Edina/Bloomington – Xerxes: American Blvd to 76th St will not change existing facilities.
- Spring Park: County Road 15 repaving will not change existing facilities.
- Next steps: Jordan will share a map of 2020 mill and overlay projects once finalized.

5. Glenwood Ave, Golden Valley 2020 Mill and Overlay

5:30 – 5:40

- Presented by Emily Kettell – Hennepin County

Emily provided an overview of the timeline and outreach activities for Glenwood Avenue in Golden Valley and Minneapolis. Hennepin County is planning to repave Glenwood Avenue from Highway 100 to Thomas Avenue in 2020. The repaving project provides an opportunity to evaluate additional short and long-term improvements.

Emily shared a PDF with a timeline for potential improvements along Glenwood Avenue. The County is in the early stages of planning and will continue to do so into 2019. Early next year, the County and City of Golden Valley will form a study group comprised of residents to address local concerns. Glenwood Avenue will not be reconstructed for at least ten years; however, there are interim improvements to sidewalks, bike lanes, and crossings that can be improved in the meantime.

The County and City of Golden Valley held an open house on December 5th. The County heard many concerns about the pedestrian realm (specifically crossings and sidewalk condition), need for better delineated bike space, slower speeds, and improved wayfinding and landscaping along the corridor.





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The County will continue to take resident comments. Follow up with Emily or submit a comment using the form provided on the project website: www.hennepin.us/glenwoodgoldenvally

- Billy noted the importance of traffic calming throughout the corridor and would like to know more details when the county reviews crash data. He also stated the importance of striping new bike facilities to connect to those west of Highway 100.
- Greg asked if the county could add permanent speed feedback signs to the corridor.
- Ron noted that he has seen a lot of congestion at Theodore Wirth Pkwy and Glenwood. Jordan noted that we may need to collect data at this location as part of the study.
- Dave noted that the existing bike facilities are too narrow because of mud and debris.
- Bill asked if the county would narrow the lane widths. Emily responded that this will be addressed through the study.
- Next steps: Emily will return to the group with updates as the project progresses.

6. Member Announcements

5:40 – 5:50

- 2019 Memberships up for reappointment: appointments are for three year terms. Districts up for reappointment include districts 1 and 2 (and potentially 4). Follow-up with Jordan directly if you plan to reapply.
- 2019 Board Chair and Vice Chair selection – Every two years the BAC has the opportunity to elect a new Board Chair and Vice Chair. The group will vote in January or February.
- If you'd like to set-up a meeting with your commissioner, contact your commissioner directly.

Next meeting:

Monday, January 28th

4 – 6pm,

Location: TBD

