



---

## Meeting Minutes

---

**DATE:** Monday, March 22, 2021

**TIME:** 4:00 – 6:00 PM

**LOCATION:** Microsoft Teams conference call meeting

Committee Members:

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

Alternates:

- Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
  - ✓ Sarah Maaske, Dist. 3
  - Hokan, Dist. 4
  - ✓ Lou Dzierzak, Dist. 5
  - ✓ Lou Miranda, Dist. 6
  - ✓ Lee Newman, Dist. 7

Ex-Officio Members:

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

Guests:

- ✓ Josh Potter, HC Public Works
- ✓ Nariman Vanaki, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ John Hagen, Maple Grove
- ✓ Arman Rajaeian, Metro Transit
- ✓ Risa, Guest
- ✓ Alex Burns, Guest
- ✓ Kristy Janigo, HC Policy Aide for Commissioner Anderson

- **Approval of the February 2021 minutes** **4:00 – 4:05**  
The February 2021 minutes were unanimously approved.
  
- **Welcome new members** **4:05 – 4:15**  
Welcome to our two new members Sarah Maaske (District 3) and Bob Byers (District 6)!
  
- **Highway 610 Extension Project** **4:15 – 5:00**
  - Josh Potter, Hennepin County and John Hagen, City of Maple Grove - Introduction of project scope, process, timeline and multimodal elements
  
  - This project is located in the City of Maple Grove and will connect County Road 30, I-94 and Highway 610. John Hagen shared that funding for this project was secured via the Metropolitan Council's Regional Solicitation in 2018 (federal funding) and through state bonding in 2020. The total project cost is about \$53 million.





## Hennepin County Bicycle Advisory Committee

- This project will include a trail connection over I-94, including 10 ft trails along the project corridor. The multi-use trail is expected to be built on the south side of the bridge over I-94 before connecting with local bike routes at the Minnesota Health Village.
- A new intersection will be created where the 610 extension and County Road 30 meet. Currently, a traffic signal is planned, but a roundabout may be considered.
- Construction is tentatively scheduled for 2022.
- Judy asked if the trail will be added on both sides of the 610 extension. John answered that between Lawndale and County Road 30, the trail will be constructed on both sides. He also noted that the trail would transition to the south side to the east of these intersections. The city and county are evaluating future trail connections on both sides of the extension, including a future underpass. Judy asked if the new intersection will include bike-specific signals. John noted that there will be pedestrian signals and ADA compliant ramps at intersections. Judy also asked if the pedestrian phasing will be prioritized. John noted that the city is working toward that goal.
- Bob asked about the current speed as cars exit Hwy 610 and if the project team has started evaluating design cues for traffic calming. Josh noted that the team has discussed design speed given the local context.
- Lee Newman asked how the exit ramp will impact the trail. John noted that traveling from I-94 to eastbound 610 will not be a movement accommodated through the proposed improvements nor within the scope of this project; therefore, there will not be an impact to the multi-use trail at the exit ramp this time.
- Dave Carlson noted that there are currently 8 ft shoulders on Lawndale Lane and appreciated the proposed 10 ft trails. He recommends 10 ft trails on Lawndale Ave to accommodate future demand for people biking.
- Josh noted that it would be helpful to have a resolution from the BAC to formalize the group's comments. Josh noted that the resolution can be finalized at a later date and noted that the project is heading to 30% design. Jordan stated that the group will revisit this project at the April meeting in order to discuss the resolution in more detail.
- John will share his presentation with Jordan to distribute the materials to committee members.

- **Lyndale Avenue median project**

**5:00 – 5:45**

- Nariman Vanaki and Jason Staebell, Hennepin County – Project overview and concept review
- This project is located along Lyndale Ave S in Minneapolis at 25<sup>th</sup> and 27<sup>th</sup> avenues.
- In 2020, temporary delineators were installed to restrict left turn and through movements and to create temporary bumpouts to improve visibility along the corridor.
- Jason shared the interim safety improvements that Hennepin County plans to install later this year in order to replace the delineators that were installed last year. These improvements may include a raised concrete median, Rectangular Rapid Flashing Beacon (RRFB), intersection street lighting, and pedestrian ramps.
- At 25<sup>th</sup> St, the county is proposing a 12 ft wide median to prohibit left turn movements. There will still be a cut through for people walking across the median, RRFBs, marked crosswalks, and advanced stop bars. These proposed improvements can be implemented rather quickly and would not preclude future improvements along Lyndale Avenue.





**Hennepin County**  
Bicycle Advisory Committee

- The improvements at 27<sup>th</sup> mirror those at 25<sup>th</sup> Street.
- Nariman shared that Lyndale Avenue is currently listed as a provisional project in the 2021 Transportation Capital Improvement Program (CIP) as the county works toward a fully funded improvement. In order to make additional safety improvements and changes, a full reconstruct is the most suitable option.
- Additionally, the county is currently evaluating the feasibility to implement a pilot project to convert the roadway from four lanes to three lanes ahead of a full reconstruct.
- Judy asked if the raised median will prohibit emergency vehicles. Jason has been working with Minneapolis Fire Department to develop a design that would allow flexibility for emergency vehicles.
- Alex Burns noted the urgency of making safety improvements along Lyndale Ave. He noted that the temporary fixes have not been successful because vehicles are still able to move around the delineators. He asked if the county has studied the speeds along Lyndale Avenue. He believes that vehicles do not go slower than 30 mph. He is concerned that with the interim improvements, there will be safety hazards between the speeding vehicles and people crossing at the proposed medians. He also asked about the timing for a pilot project. Nariman noted that the county understands that speed is the issue. Nariman noted that the best way to fix the roadway completely is to reconstruct it. In the meantime, the county hopes that the interim improvements will begin to address the safety concerns. In regard to the pilot three-lane conversion, the analysis is underway but no specific timing has been identified, though it likely would not be 2021 (2022 would likely be the earliest timeframe for the pilot). Alex reiterated his concerns about people crossing at the proposed median next to speeding vehicles.
- Risa asked if the county could share the cost and staff time needed to implement the proposed interim upgrades versus the three-lane pilot. Nariman noted that the interim improvements and pilot lane conversion are not exclusive of the other.
- Bob agreed that the incremental improvements will remove some of the cross-traffic conflicts that exist today. He noted that he is in favor of piloting improvements along Lyndale Ave.
- Lou asked if by removing cross traffic and conflicts, the interim improvements will actually make Lyndale Ave easier for people driving to speed. Jason acknowledged the statement but noted the median will help remove conflict points. Lou also noted his concern with RRFBs, particularly because this design does not remove the multiple threat crash scenario. Jason noted that the RRFBs will be placed in the median and quadrants to highlight the crossing. He noted that the stop bar will be placed further back so that vehicles will stop in advance of the crossing.
- Alex Burns asked why a four-three lane study was not launched in 2019. Nariman noted that the county has been working toward these different projects (temporary improvements, interim improvements, pilot project and reconstruction).
- Jay asked about the yellow striping shown on either side of the median in the exhibits that Jason presented. Jason noted that the plan is to not include delineators and that yellow striping would taper to the median north and south of it. Jay reiterated the importance of making safety improvements along Lyndale.
- Risa asked why changes along Lyndale were not addressed sooner. Specifically, she's wondering why the lane conversion pilot can't occur this year. Nariman noted that the interim improvements and potential four-to-three lane pilot will complement each other, but it is necessary to complete an analysis ensure the proposed improvements are feasible and will improve safety.





**Hennepin County**  
Bicycle Advisory Committee

- Lou Dzierzak asked if there's been any studies about the impact of the buses at 25<sup>th</sup> and 27<sup>th</sup>. He asked if the bus stop and median combination could cause additional safety issues. Arman will follow-up about frequency of the buses at this location. The predominant route at this location is route 4, scheduled for every 30 minutes. He noted that Metro Transit preferred the near side stops in their discussion with the county. He added that the advanced stop bars could mitigate conflicts at the crosswalks.
- Lou Miranda asked about the design speed (30 mph). Jason added that the design speed/posted speed for Lyndale is 30 mph. Lou asked if the primary goal was to reduce car crashes or improve pedestrian safety. Jason noted that the primary goal of the project is related pedestrian safety.
- Alex asked if the county would consider striping across 25<sup>th</sup> and 27<sup>th</sup> and also if the county is reviewing Lyndale and 29<sup>th</sup> near the Greenway. Jason noted that he will follow-up with the city regarding striping on 25<sup>th</sup> and 27<sup>th</sup> since those two streets are not within the county's jurisdiction. Nariman noted that based on the input from the community, the county chose to focus on 25<sup>th</sup> and 27<sup>th</sup> at this time.
- Nariman noted that these interim improvements are within 30-60% design. Jordan added that a resolution can be discussed at a future meeting.

- **Member Announcements**

5:45 – 5:50

- Upcoming webinar for MUTCD updates: <https://mutcd.fhwa.dot.gov/>
  - The webinars will also be recorded on the same site.
  - A representative from MnDOT will also provide an update at the April meeting.
- Dave Carlson shared an update about the trails in St. Louis Park in relation to the Southwest Light Rail. He noted that the bike trail opening is delayed and asked if members from the Southwest Light Rail project team can provide an update to the group. Jordan will follow-up with the project team to provide an update at a future meeting.
- Tammy and Gilbert virtually met with Commissioner Lunde last week.

Next meeting:

Monday, April 19<sup>th</sup> 2021  
4 – 6pm,  
Microsoft Teams Meeting

