DATE: Monday, April 20, 2020
TIME: 4 – 6 p.m.
LOCATION: Microsoft Teams Meeting

Committee Members:
✓ Tammy McLemore, Dist. 1
✓ Kristel Porter, Dist. 2
✓ Dave Carlson, Dist. 3
✓ Jay Eidsness, Dist. 4
✓ Judy Jones, Dist. 5
✓ Peggy Kvam, Dist. 6
✓ Greg Anderson, Dist. 7

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

Ex-Officio Members:
✓ Jordan Kocak, HC Public Works
✓ Emily Kettell, HC Public Works

Guests:
✓ Jason Pieper, HC Public Works
✓ Tony Drollinger, Metro Transit
✓ Arman Rajaian, Metro Transit
✓ Carol HejIStone, City of Minnetonka
✓ Danny McCullough, Three Rivers Park District
✓ Stephen Shurson, Three Rivers Park District
✓ Mackenzie Turner Bargen, MnDOT

• Approval of the February 2020 minutes 4:00 – 4:05
   The February 2020 minutes were unanimously approved.

• Three Rivers Park District 2020 projects update 4:05 – 4:35
   Danny McCullough from Three Rives Park District presented an overview of 2020 projects in the planning and construction phases.

   Danny introduced the Diamond Lake Regional Trail project. He shared that Three Rivers recently kicked off the master planning process for a 21-mile corridor through Rogers, Dayton, Corcoran, Medina, Long Lake, Orono and Wayzata.

   Three Rivers will start the engagement process after updating city council members. Through the public engagement process, Three Rivers will present a series of alignment options. The trail will
make key connections potentially including the Dakota Rail Regional Trail, the Luce Line Trail and the West Mississippi River Regional Trail.

The best place to provide feedback and view updated information is via the Three Rivers website. Danny will update the BAC when engagement begins (likely in June).

Dave Carlson asked if the Luce Line trail will be paved if it connects with the Diamond Lake Regional Trail. Danny noted that this hasn’t yet been determined.

Peggy asked if this trail would connect to the Crow River trails. Danny noted that this trail would connect with the Crow River Regional Trail.

Greg asked if there are any future plans for Crow Hassan Park. Danny said that Three Rivers is finishing up a masterplan process for the park. The masterplan calls for a small amount of paved trail in the park (this would be the Crow River Regional Trail and would also connect to the Lake Independence Regional Trail).

Judy asked if the trail starting in Highland Park is moving forward. Danny said that Three Rivers expects some segments to be completed in the next five years.

Billy commented that the future trail from Regent to Douglas Drive will improve Golden Valley bike connections. Danny noted that Three Rivers is applying for funding for the Basset Creek trail design this year.

Additionally, the masterplan process for the Eagle Lake Regional Trail has just started. Danny will share more information in the coming months.

Danny also shared an update about 2020 construction projects:

- Signs for social distancing have been added to regional trails. Preliminary counts show between 200-300% increase in trail usage compared to this time last year.
- Dakota Rail Regional Trail:
  - Orono Orchard Road crossing and County Road 110 crossing – Construction will begin on April 22nd. These intersections will be re-aligned to improve safety, and an on-street detour will be available during construction.
  - Culvert replacement will begin also along the trail in Minnetrista after Labor Day.
- Shingle Creek Regional Trail – This trail will be reconstructed between Xerxes and 85th Ave.
- Lake Minnetonka Regional Trail – A segment of this trail will be closed after Labor Day in order to replace culverts.
- Medicine Lake Regional Trail – A small section on the east side of Medicine Lake will be reconstructed.
- Nine Mile Creek Trail – Three Rivers has constructed a tunnel under Hwy 169. Construction of the trail leading to the tunnel on either side will begin later this year.

Peggy asked about the landslide repair on the MN River Bluffs trail. Danny said that funding has been secured and the project will begin this summer. Dave Carlson asked if this trail will be
extended farther west. Danny responded that the trail will not likely be expanded, though there are several other future trail connections.

Judy asked about the Dakota Rail Regional Trail construction during the winter, specifically if there will be detour routes available in the winter. Danny noted that the detour plans still need to be determined, though there will definitely be a detour on the Lake Minnetonka LRT trail.

Tammy asked if the flooding will be addressed during the Shingle Creek trail construction. Danny said it will not. The construction limits are not near the flooded area.

Ron asked if construction will continue despite impacts from the virus. Danny said all projects are on schedule.

Erin asked if the trail use data will be publicly available. Danny noted that Three Rivers Park District is required to collect park and trail data each year; however, this year, counts may not take place because of virus impacts in hiring seasonal staff. Some trail data will be available from permanent trail counters. Danny can share trail data if requested.

- **City of Minnetonka trail projects**  
  Carol HejStone from the City of Minnetonka presented an overview of projects in the planning and construction stages in 2020.

  Construction will begin for a multi-use trail along Excelsior Blvd from Shady Oak Rd to Baker Rd and Phase 2 will commence next year.

  The city recently completed a trail improvement plan that would add 17 new segments, totaling 42 miles of new trails.

  Several trail segments are being planned including one along Minnetonka Boulevard from The Marsh to Fairchild Ave and along Hopkins Crossroad from Wayzata Blvd to Cedar Lake Rd. These would be 8 ft. multi-use trails with concrete curb and gutter. The city will also try to maintain a boulevard space and preserve the roadway shoulder where possible.

  For the Minnetonka Blvd segment, the city is also looking at enhanced pedestrian crossings at Sussex Rd and Tonkawood Rd. For the Hopkins Crossroad segment, the city is looking at an enhanced pedestrian crossing (median) at Live Oak Dr.

  Carol noted that most crosswalks along the project corridors would not be marked to avoid providing a false sense of security for people walking and biking. Carol also noted that the city will maintain the trails, including snow removals and maintenance of the boulevard.

  The layouts are available on the city of [Minnetonka website](http://www.minnetonka.gov). Currently, the city is taking a closer look at the funding for future trails. Construction for the Minnetonka Blvd trail is expected to start in 2022, and Phase 1 of the Hopkins Crossroad trail would begin in 2024.
Many BAC members were happy to see that the shoulders would be maintained along the roadway to accommodate people who bike at a higher speed. Peggy noted that the new Plymouth Road trail has been a success.

- **Hennepin County Regional Solicitation 2020**

  Jason Pieper from Hennepin County presented an overview of the 2020 Regional Solicitation process, including the applications that the county plans to submit.

  Regional Solicitation is administered by the Metropolitan Council and there is approximately $200 million available every two years (in 2018, Hennepin County was awarded $37 million). Jason noted that between 9%-20% is expected to be allocated to bike and ped projects. Final decisions are made by the Transportation Advisory Board.

  The scoring process is meant to be transparent and data driven. The Metropolitan Council also focuses on comprehensive plans (and other plans like the Regional Bicycle Barriers study and the Regional Bicycle Transportation Network), accessibility, and reducing disparities.

  The Metropolitan Council will make the final funding decisions in December 2020.

  The application candidates include the following:
  - Hi-Lake Interchange in Minneapolis: This project would convert the single point urban interchange to a tight diamond and improve multimodal connections and crossings.
  - Franklin Avenue in Minneapolis: This project would reconstruct Franklin Avenue and convert the roadway from four lanes to three lanes, adding dedicated bicycle facilities and improving the pedestrian realm.
  - Rockford Road in Plymouth and New Hope: In partnership with MnDOT, this project would update the interchange to a folded diamond design and provide walking and biking facilities across Hwy 169. This project is anticipated in 2023.
  - County Road 19 in Corcoran and Hanover: This project would convert a three-way stop intersection to a roundabout at County Road 19 and County Road 117 to improve safety and reduce speeds through the intersection. There are also two trail crossings at this location.
  - Hennepin Avenue in Minneapolis: This project would add an enhanced bicycle facility along Hennepin Avenue to connect with the city’s planned cycle track along Hennepin Ave. The project limits would be Washington Ave to the Hennepin Ave bridge.
  - Washington Ave in Minneapolis: This project would extend the existing cycle track along Washington Ave from 5th Ave S to 11th Ave S.
  - Washington Ave bridge replacement in Minneapolis: This project would replace a culvert under Washington Ave at Bassett Creek.
  - Lowry Avenue reconstruction in Minneapolis: This roadway reconstruction project would provide an opportunity to discuss safety improvements and additional pedestrian and bicycle improvements along Lowry Ave between Marshall St and Washington St.
  - Americans with Disability Act (ADA) retrofits at various intersections: This project would provide ADA upgrades along planned Metro Transit Bus Rapid Transit (BRT) routes along county roads and at intersections around the station area. Through this project, all four quadrants of the...
identified intersections would be upgraded and would include accessible pedestrian signals and updated curb ramps.

Billy asked why the county is not re-applying for a bikeway project along Marshall St in Northeast Minneapolis. Jason noted that Franklin and Lowry have a greater need for improved pavement condition. Jason added that there is a planned bicycle facility project along Marshall St in coordination with our repaving program in 2021.

Jason noted that funding for projects will be provided in 2024 and 2025.

For County Road 19, Dave Carlson asked if a tunnel could be constructed so that people walking and biking could use a grade separated crossing. Jason said that the funding would specifically be allocated toward the roadway, but if successful, the county could discuss the best configurations for people walking and biking.

• **Member Announcements**

  Dave Carlson had two announcements:
  - The City of St. Louis Park will be rescheduling Bike to Work Day.
  - The City of St. Louis approved a bike lane project on Wooddale.

  Jordan noted that Bike to Work Day will be rescheduled. Twin Cities Bike to Work Day will likely be rescheduled for August, though there is no official date yet. The National Bike to Work Day was moved to September.

Next meeting:

Monday, May 18th 2020
4 – 6pm,
TBD