**Hennepin County**  
**Bicycle Advisory Committee**

**FINAL Meeting Minutes**

**DATE:** Monday, February 10, 2020

**TIME:** 4 – 6 p.m.

**LOCATION:** Pierre Bottineau Library  
1315 Lowry Ave N,  
Minneapolis, MN 55411  
North Meeting Room

**NOTE TAKER:** Dan Patterson

**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

**Ex-Officio Members:**
- Jordan Kocak, HC Public Works
- Dan Patterson HC Public Works

**Guests:**
- David Davies, Metropolitan Council
- Hans Jones, resident

**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 Uglove, Dist. 7

1. **Approval of the January 2020 minutes**  
4:00 – 4:05
   Dave Carlson corrected the notes in the Queen Avenue Bike Boulevard Broadway to reverse the one-way direction of McNair to run toward the southwest. Billy Binder moved to approve and Dave Carlson seconded. The January 2020 minutes were unanimously approved.

2. **Draft letter**  
4:05 – 4:15
   Finalize draft letter to MnDOT regarding 35W Bridge over Minnesota River. Dave Gepner moved and Billy Binder seconded. The BAC edited the letter and unanimously voted to send the letter to MnDOT Commissioner Margaret Anderson Kelliher.
3. **SW LRT Project Update**  
4:15 – 4:45

David Davies, Met Council – project update, trail detours

Construction is currently in utilities and site preparation. There is a lot of foundation work, putting in piles. Beltline bridge is showing good progress. Will carry both people walking and biking over Beltline and the railroad tracks. Davies previewed an interactive trail detour map. Cedar Lake Trail: Access at Chowen will close. Cedar Lake Parkway: Spring-summer closure for about six months access for biking and walking will remain open. Minnesota River Bluffs Trail section closed until summer; segment between 11th and 5th closed until fall 2021. Cedar Lake Trail from Hopkins to France Avenue is closed until fall 2021. Kenilworth trail is closed in Minneapolis from the Midtown Greenway to just south of W. 21st Street until summer 2022. Cedar Lake Trail from Linden Yard to Van White Boulevard is closed until mid-2021. Southwest LRT construction hotline: 612-373-3933 24/7 or swlrt.org.

Hokan: You’ve acknowledged a deficit in wayfinding, will it be fixed? Last summer I was going to Hopkins. Detour took me through a swamp that was underwater. It routed me far north of the trail. I had to abandon it because I felt I was too far out of my way.

David Davies: Yes, we are working on it. There is a lack of decent options for these detour routes.

Dave Carlson: Lots of people are taking Glenwood under 94. Only problem is westbound you’d be going wrong-way along a frontage road. Is it possible as construction progresses to open parts of the trail early? David Davies: Likely no. When we open something we have to safely plan for how to get on and off those segments. The contractor has been given this time, so it’s up to them how to use the time and space. It also is dangerous with lots of big equipment and an active rail line.

Lou Miranda: One issue with the detour in St. Louis Park and Hopkins is there’s lots of density, a lot of activity, along the closed trail. There isn’t a lot there on the detour or a way to get to those destinations. David: Yeah.

Tammy McLemore: The hotline is staffed by people in Florida; what resources do they have? David: They’re trained to do triage, but they aren’t supposed to provide solutions. If someone feels it’s unsafe, they’ll go to a phone tree from our office and find someone ASAP to address it. Dave Gepner: There has been some disappointment over promises broken on the project. The assurance years ago was that any detours would be good ones. We rode it with someone from Metro Transit back then. There’s a lot of frustration with the closures.

4. **Mill Street Study Update**  
4:45 – 5:15

Dan Patterson, Hennepin County – review study concept
Dan Patterson shared progress on the Mill Street Study from the cities of Excelsior and Shorewood. The contours of the study remain the same as when last presented to the BAC in fall 2019. There would be a trail on the east side of the roadway and shoulders will be retained with an exception between constrained retaining walls just south of Third Avenue. The road centerline would be shifted west to fit the trail, resulting in loss of the shoulder. People biking on-street would need to control the lane to safely proceed. The county and partner cities plan to meet individually with about a dozen property owners most impacted by a potential project in March, as well as with city councils as they deem appropriate. We had hoped to have a more refined layout or final report to share with you at this point, but we don’t. I’ll return to share this as the study wraps up.

5. **Franklin Avenue Corridor Study Update**  
5:15 – 5:45  
Jordan Kocak, Hennepin County – review corridor concept and cross sections  
This is a study to inform implementation of a future project. The study extends from Lyndale Ave to Bloomington Avenue. We’re in the second round of engagement. We’ve met with neighborhoods, advisory groups, business associations, individuals, created a community advisory group and met twice. We’re now going back to say, This is what we heard and how we’ve adapted. We plan to finalize the study in March. We might seek federal funds to pursue implementation. It probably would be 2024-2025 if we do.  
We’ve gotten 200 comments from the wikimap from 75 unique users.  
Billy Binder: It’s one of the highest crash corridors in the county.  
Jordan: We definitely heard a need for a biking facility. It is one of the few east-west corridors in the area and with a lot of destinations on it. Because of this, both options 1 and 2 include bikeways. For the most part we would do a 4-3 lane conversion. Both options remove most on-street parking, with the exception of some commercial nodes.  
The off-street bikeway design would somewhat function like a multiuse trail. Even though it’s only a five-foot sidewalk the bikeway provides pedestrian space. People biking might need to negotiate with people walking.  
Hokan: Is there consensus on boulevard for snow storage? Jordan: We’re at the minimum at 4 or 5 feet. Peggy Kvam: The road is narrower so there’ll be less snow to store.  
Dave Carlson: What’s the transition between the sidewalk and bikeway? Jordan: it’s grooves in the pavement, like we have on 66th Street in Richfield.  
Lou Miranda: Will these be one-way? Jordan: Yes.  
Peggy: The off-street bikeway option would move the utilities and the trees, that’s a lot of work. Jordan: Yes, it would be a full reconstruct.  
Judy Jones: The on-street bikeway is showing buffered. Could there be protection? Jordan: We would look at that based on which option we would move forward with. It’s possible.  
Lou Miranda: Are these BRT stops? Jordan: No, we’re leaving bus stops as-is wherever we can.  
Lou Miranda: No one’s going to bike in the gutter, so it’s not that wide. Jordan: We’re not showing it here, but we likely would use a 6-foot gutter pan  
Lou Miranda: Could you narrow the lanes if the speed limit were lower. Jordan: Theoretically, yes. But the county’s position has been 11 feet is as low as we would go.  
 Billy Binder: What are people saying they prefer? Bikeways behind curb or on the road. Jordan: I think they’re preferring them at sidewalk level.
Lou Miranda: With MPLS 2040, is this guided to be more density? Jordan: There is room for development. Kristel Porter: There definitely is room for development, with empty lots and other opportunities.

Greg Anderson: Are you considering signals to handle the cycle tracks. Jordan: That will come more in the implementation phase. Generally, Washington Avenue signals were not popular due to how they were implemented. You should be able to just use the green ball since they are one-way.

Peggy Kvam: The wikimap slides showed a lot of pedestrian concerns. How does this address those? Jordan: That’s something I should draw more direct connections to. We’re able to add some refuge islands, improve ramps, the 4-3 conversion generally reduces crashes 30 percent to 50 percent, a lot of pedestrian crashes are due to left turns — now people driving have a dedicated space to wait to turn, there can be protected left turns. Crossing distances are shorter. Would get obstructions out of the way.

Hans Jones: During the overview, maybe give examples of those concerns and then later how those will be addressed.

Hans Jones: This is the study time and it wouldn’t be done for four or five years. Is there feeling it will need to be reconstructed bit by bit or the whole corridor? Jordan: Chicago to the east was reconstructed in the 1990s, so that would be the last one to be done. West of Chicago, we’ll try to make the case for reconstruction. It’s a pretty long segment, so we might do in phases with a reconstruct for part and a temporary retrofit.

Dave Carlson: Has there been opposition to bike facilities?

Jordan: The city brought up whether bikes belong on the corridor rather than maximizing pedestrian space. We argued there are logical connections and a lot of people already biking on it.

Dave Carlson: Do the traffic volumes work for a 4-3?

Jordan: Mostly. A sticking point might be around 35W. We’re modeling that and if it works there it should work on the whole corridor.

Gilbert Odonkor: What are the thoughts on removing parking?

Jordan: We did a parking study and it’s mostly used below 50 percent, partly because it’s chaotic and feels unsafe. Even business owners say no one parks on it.

Kristel Porter: If you had off-street, would the city maintain it? Jordan: That’s a question to answer further down the road. Right now the county’s position is we do the capital and the city does the maintenance. We’re trying to put forward the best design and figure out the rest later.

Billy Binder: I’m in favor of cycle tracks because it’s in a high-crash area, transit-dependent area, low-income.

Kristel Porter moves to support a 4-3 conversion with a bikeway and limited parking as presented, Greg Anderson seconds.

Lou Miranda: Can we change the part about the options?

Billy Binder: I definitely suggest narrowing traffic lanes. You’re going in the right direction. A few years ago Hennepin County would never think about a cycle track behind the curb. I think we should support cycle tracks, and I think we have a role to play here. I think we should say we support the cycle tracks.

Jordan: We’re going to carry forward multiple options; we aren’t going to choose at the end of the study.

Billy Binder: I think we ought to say we support cycle tracks and not just be silent about it.

Hans Jones: You could say you support all the options but you favor a cycle track.

Peggy Kvam: As you go about the study, think about scooters. They aren’t going anywhere.

Jordan: We talked with blind residents and they were fine with a bikeway behind the curb.
Extended discussion on whether to explicitly support the off-street bikeway options.
Kristel Porter: Has the city seen the off-street options? I’m worried about maintenance. If you put something like this in and the city says no, then you’re going to have a facility that can’t be used.
Gilbert Odonkor: Other modes of transportation need to be factored in and whether you want scooters on the sidewalk or not.
Judy Jones: Can we get a show of hands in a preliminary vote to adopt as is, without a preference for cycle tracks (most raised hands).
Gilbert Odonkor: How do you convey what you’re hearing here to the design team?
Jordan: Once they investigate utilities and everything else in the corridor, they’ll come to you from square one to talk through those details. You’ll be able to pass multiple resolutions on this project. This would be just on the study to answer the big questions. That’s all the study will be able to answer at this point.
Jay Eidsness: I do support all those things, I do think it would be powerful to encourage off-street cycle facilities. Maybe it is too early, but we could signal that this is important without being overly specific.
Dave Carlson: I think we would jump the gun favoring off-street, but I would not be opposed to telling the community and others as the study proceeds. I don’t want to scare people away.
BAC members independently discuss whether to signal the BAC prefers off-street.
An amended motion including was passed with Dave Carlson abstaining.

6. Member Announcements  5:45 – 5:50
Dave Carlson: I will send an email about the Broadway Avenue bridges. The BAC passed a resolution to continue bike lanes on Lowry, but they took them off. John Ekola said the Minneapolis Pedestrian Advisory Committee people didn’t like the sightlines, but they added right turn lanes that impair sight lines more than bike lanes would. I think we should revisit it. We passed a resolution yet we didn’t hear about it until I happened upon it. They just disregarded our thoughts and resolution.
Judy Jones: Especially in light of what happened with the 35W bridge. We should be ahead of it rather than behind.
Ron Uglow: It would be nice to have some feedback process to come back and say why they did or did not act upon our advice.
Dave Carlson: Legislature starts meeting tomorrow, mostly a bonding year. Next month might be a good agenda item for a few things: Completion of the Grand Rounds.
Judy Jones: March 5 MN Bike Summit.
Billy Binder: We’ve talked about connecting Lowry to downtown. Commissioner Irene Fernando liked the concept of removing parking. Jordan: There’s potential for a retrofit coming and there will be opportunities there.

Next meeting:

Monday, March 16 2020
4 – 6 p.m.
Bloomington City Hall