DATE: Monday, January 27, 2020

TIME: 4:00 – 6:00 PM

LOCATION: North Regional Library
1315 Lowry Ave N,
Minneapolis, MN 55411
North Meeting Room

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:
✓ Mackenzie Turner Bargen, MnDOT
✓ Cameron Muhic, MnDOT
✓ Josh Potter, HC Public Works
✓ Arman Rajaeian, Metro Transit
✓ Christian Sanchez, Resident
✓ Hans Jones, Resident

Approval of the December 2019 minutes 4:00 – 4:05
The December 2019 minutes were unanimously approved.

Member Announcements 4:05-4:10
- Billy: North Minneapolis Bicycle Advocacy Council (NMBAC) will host a conversation on Glenwood Ave protected bike lanes on Friday, Jan 31st at 10 am at Sammy’s Eatery.
- Erin: There is an Open house Thursday night for Grand Avenue reconstruction in south Minneapolis (6-8 pm at Painter Park Recreation Center)
Hennepin County
Bicycle Advisory Committee

- **35W Bridge over Minnesota River update 4:10– 4:35**
  Mackenzie Turner Bargen (MnDOT) presented an update on the bicycle and pedestrian facilities for the I-35W bridge over the Minnesota River. Mackenzie noted that some BAC members may have seen early plans for this project in 2015 or 2016, though the alignment has since changed in large part due to significant cultural resource impacts near the initial proposed alignment. On the Hennepin County side, the new alignment veers from the bridge and loops down to the parking lot facility for the Minnesota River Bottoms. On the Dakota County side, the new alignment connects the bridge to Black Dog Road. The bridge over the river will now include bike facilities, which is previously did not have. This project is being built through the design-build process, which provides the contractor with more flexibility for making necessary changes during construction. The project is likely to wrap up within a year. While there is no room for changes to this current project, Mackenzie has asked that the BAC provide feedback and share ideas for improved connections that can potentially be part of future projects.

- Judy asked if there was a discovery process to determine if there were areas of cultural significance early on. Mackenzie noted that MnDOT deemed the space identified for the previous alignment as infeasible early on based on historical knowledge of the area.

- Mackenzie noted that one point of ongoing concern is the severe flooding of the trails on both sides of the river.

- The MnDOT communications team has created an FAQ sheet for this project, available on the project webpage: [https://www.dot.state.mn.us/designbuild/i35w-mn-river-bridge/index.html](https://www.dot.state.mn.us/designbuild/i35w-mn-river-bridge/index.html)

- Tammy asked if MnDOT plans to contribute funds for the trails along the river bottoms. Mackenzie noted that the trails would be funded through the Department of Natural Resources (DNR) and potentially the City of Bloomington.

- Dave Carlson said that this is a popular bike commuter route, but it is lacking direct connections to 106ths Street. The City of Bloomington is planning a trail from 106th St to the north, and 106th St also has bike facilities, and can serve as a good east/west connection for people biking. It will also be important for the City of Burnsville to connect their trail network to Black Dog Rd.

- Judy added that while many confident cyclists may use this new alignment for commuting, this project fails to address the “interested but concerned” group of bicyclists.

- Kristel noted that MnDOT should work with partner agencies to create additional alternate routes outside of flooded areas.

- Billy asked if there was originally a plan to start the bike facility at 106th Street and travel south? Mackenzie was not sure, but she did note that earlier proposals included retaining walls, which are very costly to build and maintain. Billy asked if the previous concept utilized all MnDOT right of way.

- Jordan noted that the BAC did not pass a formal resolution in the past, but it may be something to consider if additional connections are desired.

- Dave Carlson said that the original concept showed options for both the east and west side, and he thought the committee passed a resolution in favor of an east side trail connection.

- Dave Carlson also asked if adding a connection to 106th St would need to be a new project. Mackenzie said yes. Judy asked how long before the connection could be addressed, and Mackenzie noted that she is unsure, though typically bike/ped improvements happen in tandem with other projects in the area. It may take several years.

- Dave Carlson also asked if MnDOT has been looking into solutions to minimize flooding. Mackenzie said that the City of Burnsville has begun to investigate flooding impacts to the trail.
• Billy asked how much the original concept would have cost to implement. Mackenzie was unsure of the exact amount, but said that retaining walls would have added significant costs.
• Billy noted that the project as it is being built today is more of a recreational bike/ped project, not a transportation project as it was originally intended.
• Hans asked if the alignment of the road was affected by the cultural sites. He wanted to know if the design for the bike/ped component was changed because of an area of cultural significance, why wasn’t the road alignment changed as well. Mackenzie noted that the area of cultural significance was likely between I-35W and Lyndale Ave.
• Mackenzie noted that the new statewide bicycle plan does acknowledge the need for a more all ages and abilities network.
• Judy and Jordan started discussion of a resolution, which would be shared with the county board, and perhaps a separate letter to MnDOT with a greater explanation.
  • The BAC drafted a resolution in support of improved connections to 106th St, connections to the Burnsville trail, and to address flooding issues.
  • Dave Carlson made a motion to approve the resolution and Billy seconded the resolution. All present BAC members voted in favor of the resolution.

• I-494 corridors of commerce: Airport to Highway 169  4:35 – 5:30
Josh Potter from Hennepin County presented an overview of the corridor study and work to-date, focusing on Hennepin County roadway crossings of I-494. The project corridor spans Eden Prairie, Edina, Bloomington and Richfield, and the termini are the airport to Hwy 169. The project is funded through Corridors of Commerce, a governor-approved program that allocates funding to MnDOT. MnDOT then looks for project submissions and projects are ranked – the I-494 corridor ranked as a top project. While MnDOT is leading this project, the county and local city partners have been heavily involved. Currently, MnDOT is working with stakeholders to identify a preferred alternative, then final design will take place in 2021, with construction in 2022 and 2023. Josh noted that while there is a vision for greater improvements across the entire corridor, this money only funds a portion of the vision, with project improvements focusing on the I-494 mainline (airport to Hwy 169), 1-494 access changes and the I-35W/I-494 interchange. MnDOT received $200 million to complete this project, but the overall vision would require at least $700 million. Josh’s presentation focused on these changes and how to integrate multimodal access (bike/ped and D-Line transit) into the project elements.
  • Josh noted that one key component of the study is to add MnPASS lanes so that there is a reliable option for people traveling across the corridor, and to encourage transit and carpooling.
  • As part of the access change evaluation, the project team is looking at Lyndale, Nicollet, Portland, 12th and 24th. Josh shared that it is likely that Nicollet and 12th would become overpasses, that access at Lyndale and 24th would stay as-is, and that Portland would have full interchange access.
    ▪ One of the reasons for these changes is because there is a lot of conflict for all modes within a short distance. From a crossing perspective, these locations are also very uncomfortable for people walking and biking.
  • Josh also mentioned that the project team is looking at some alternatives for the 82nd St ramps. It is likely that the ramps will stay, but the team is reviewing an alternative with no ramps.
  • For the full interchange access at Portland Avenue, the team is reviewing several options and are weighing these options against the following criteria: conflict points, exposure time, connectivity, geometry, user comfort, type of crossing, and type of facility.
The options under consideration include a tight diamond, diverging diamond, single point interchange, roundabouts and Texas U-turn.

- Judy asked if the current designs reflect a bike facility. Josh noted that the facilities are included, but they are high level. The details will come during the design stage.
- Josh also noted that the project team is aware of the bike gap between 77th St and American Blvd, and the team will be working to close this gap.
- For the diverging diamond design, Hans asked if American Boulevard and 77th become constricting points in the overall interchange design, similar to the single point interchange design. Josh noted that this is correct.
- Josh noted that if chosen, a roundabout design would likely require changes to 77th and American Blvd intersections.
- For the Texas U-turn design, Josh noted that this design would maintain connectivity to 12th and Nicollet.
- At this time, the tight diamond interchange ranks the best for people biking and walking.
- A recommended alternative is likely to be released in the spring, and then the details of multimodal facilities will be discussed after that time.
- Peggy noted that it seems the Texas U-turn did not take into consideration that additional traffic would be circulating, which is uncomfortable for people walking and biking. Josh added that this analysis focused on Portland Ave, but Nicollet and 12th would also need to be considered.
- Dave Carlson added that familiarity is important and many of these types of interchanges are new and/or confusing for people. He also asked if there was any consideration of bike/ped facilities along the frontage roads. Josh responded that for all alternatives except the Texas U-turn, the frontage roads will be disconnected. He agreed that it will be important to ensure connectivity for people walking and biking.
- Josh also noted that there is an existing pedestrian bridge (with stairs) over 494 between Nicollet and Portland. There have been discussions about moving the bridge to a new location, possibly at Chicago.
- Judy asked why Hwy 169 was the chosen end point. Josh said that there is a gap in MnPASS reliability between Hwys 100 and 169 so MnDOT chose to extend the limits to 169.
- Peggy asked if a connection can be made to the new LRT station. Josh noted that this has been discussed in project meetings.
- Josh will return once a preferred alternative has been chosen.

Queen Avenue Bicycle Boulevard Project

5:30 – 6:00

Mike Samuelson from the City of Minneapolis presented an overview of the Queen Avenue bicycle boulevard project, focusing on the design of crossings at Hennepin County roadways. Mike noted that the project will start in Basset’s Creek Park and travel north to 44th Avenue (this leaves a gap between the project limits and the Osseo Rd reconstruction project, but the project team is actively looking at this). The goals of the bike boulevard project are to create a low stress bikeway, improve bicycle and pedestrian crossings, create safer streets, provide opportunities for landscaping and increase user comfort. Note that parking removal is not anticipated. This project is funded via federal funding, and while the alignment is locked in place, this is a crucial time for feedback on the actual design (detailed design will take place in the summer and fall of this year).
• Broadway and Penn intersection:
  • A 2-way curb protected bikeway on W Broadway and 2-way bikeway on McNair is proposed. In addition, safer crossings for people walking and biking will be constructed and left turn lanes on W Broadway will be removed.
  • Kristel asked if the timing of the traffic lights will be adjusted when the improvements are constructed. She noted that she does not think the removal of the left turn lanes will change the way people use the roadway.
  • Dave Carlson asked if the traffic signal at Penn and Broadway also controls McNair, and also asked if there was any thought of turning McNair into a one-way roadway. Mike said that it was considered, but determined not to be the preferred option.
  • Judy asked if bike-specific signals would be added. Mike said that it has been considered, but a final decision won’t be made until later in the design process.
  • Kristel noted that it will take time for people driving to adjust to these changes. Many people speed and treat W Broadway like a highway.
  • Mike also noted that Penn Ave and W Broadway are identified as high injury streets in the city’s Vision Zero plan.
  • Dave Carlson asked how bus stops will be affected with the two-way trail. Mike responded that buses currently stop in the lane of traffic and will continue to do so. Dave noted his concerns about potential conflicts between people biking and alighting at the bus stop. Mike noted that there are other similar shared spaces across the city. Signage will help guide and orient users.

• Queen at Dowling and Glenwood intersections:
  • A closed median will be constructed to reduce the traffic on the Queen Ave bicycle boulevard and improve comfort for people walking and biking as they cross the street.

• Queen at Lowry and Plymouth intersections:
  • An open median will be constructed at these locations. An open median maintains access for vehicles while still improving the crossing for people who walk and bike.

• Queen at Golden Valley Road:
  • A flashing beacon will be added at this intersection to alert drivers to the presence of people crossing. Golden Valley Road is too narrow to accommodate a median so the beacon will be added instead.

• Queen at Lowry and Penn intersections:
  • Lowry Ave will be restriped so that a single travel lane is maintained between Russell Ave and Newton Ave. Left turn lanes will be provided at Penn and Oliver. Parking will remain and existing bus stop locations will stay as-is.
  • Erin asked if leading pedestrian interval (LPI) is a city default or if it is determined on a project-by-project basis. Mike said that this decision is made on a project-by-project basis and noted that the Queen Ave bike boulevard only passes through two signalized intersections.
  • Peggy asked about the difference between green and white paint in crossings. Mike said that the paint details are still not determined (but will be determined in a later design phase); however, he anticipates that most of the crossings will have white paint because they accommodate people walking in addition to people biking. Peggy responded that as a
driver, green paint alerts her that she can expect people walking and biking along the corridor.

- Greg asked if the speed limit will be reduced to 25 mph. Mike said the city is in the process of reducing speed limits across the city.
- Christian asked if there will be flashing lights at the street level in addition to the flashing beacon at Golden Valley Road. Mike said that the city is not planning to install in-pavement lights. Maintenance considerations, particularly in winter are one reason to not install them.
- Dave Carlson asked if there will be a detour crossing Olson Memorial Highway. Mike responded that there will be a short detour and that off-street trails will guide users on both sides of the street.
- Dave Carlson asked why a contra-flow bike lane is included. Mike noted that there is a small portion of the corridor that is a one-way street, but the bike boulevard will accommodate people traveling in both directions.
- Billy asked if there will be any streetlight improvements. Mike said that the city is undergoing a discussion about lighting on bike boulevards, but there is no money in this project’s budget for new lighting. Small lighting adjustments can be made during implementation.
- The group drafted a resolution in support for the project as presented. Kristel made a motion to approve the resolution. Billy seconded the resolution. Nine BAC members approved the resolution, and one BAC member opposed it.

Next meeting:

Monday, February 10th 2020
4 – 6pm,
Pierre Bottineau Library