**Meeting Minutes**

**DATE:** Monday, April 15, 2019  
**TIME:** 4 to 6 p.m.  
**LOCATION:** Hennepin County  
701 4th Avenue South  
Minneapolis, MN 55415

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**Committee Members:**  
Tammy McLemore, Dist. 1  
Dave Carlson, Dist. 3  
Peggy Kvam, Dist. 6  
Greg Anderson, Dist. 7

**Ex-Officio Members:**  
Jordan Kocak, HC Public Works  
Emily Kettell, HC Public Works  
John Ekola, HC Public Works  
Crystal Myslajek, HC Community Works

**Alternates:**  
Erin Daly, Dist. 3  
Hokan, Dist. 4  
Dave Gepner, Dist. 5

**Guests:**  
Cameron Muhic, MnDOT  
Forrest Hardy, City of Minneapolis

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1. **Approval of the March 2019 minutes**  
   The March 2019 minutes were unanimously approved.

2. **County Road 81 Bridges over Lowry Ave**  
   Presented by: John Ekola, Hennepin County Public Works

   John returned to the group (he previously presented in October 2018) to review the plans for the County Road 81 bridges over Lowry Avenue. The plans are currently at 0%, but he expects 30% plans mid-June, and will return to the group at this time. The project is scheduled for construction in July 2020. Goals for this project include balancing traffic and need for bridge replacement with the local parkway context, and using this opportunity to improve the project area for people biking and walking through the corridor.

   - This project will replace three bridges at the Robbinsdale and Minneapolis borders and will cross over Theodore Wirth Parkway and Victory Memorial Drive.
   - The County is working with both municipalities as well as two watershed districts and North Memorial Hospital.
   - The County has reviewed several concepts (one without any bridges); however, by moving the alignment of the bridges, there are opportunities to reduce crossing widths for people walking and biking. This approach also lessens impacts to the parkways.
   - The county considered removing some of the ramps; however, this may result in additional traffic, which would negatively impact the parkways.

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• This project would connect existing bike lanes on Lowry Ave to the Crystal Lake Regional Trail.
• Cameron asked if a traffic circle was proposed as an option at this location and John noted that this would delay the schedule by one year. The county would like to replace the bridges by 2020.
• Greg asked if new support piers would be built as part of this project. John stated that new piers would be built.
• John discussed the county’s engagement efforts, including community engagement over the past 2 months. One of the key comments that he heard was that people of all modes are uncomfortable with the 4-way stop at this location.
• John also noted that between the three bridges, there are 9-10 piers, and 3 piers will be eliminated, which is a huge improvement for visibility.
• Dave Gepner asked if there is traffic that travels westbound on Lowry and then turns southbound onto the parkway. John stated that there will be a turn lane to accommodate this movement.
• Dave Carlson asked if a high AADT is the main reason behind the free right turning eastbound onto Lowry. John noted that the main reason for this movement is because the county has to accommodate a pier.
  o Jordan added that the county is trying to eliminate pork chops and asked if the radius could be tightened. John said that the county is looking at ways to eliminate the pork chop, while leaving the pier. Also, the turning radius would need to accommodate truck traffic.
• Cameron asked how people walking on Lowry would travel through this intersection. John said that this project adds trail that connects to the sidewalks.
• Hokan asked if the county has considered that people may just walk in the roadway as opposed to the sidewalks and trails because the roadway is the most direct route. He also asked about a north/south crossing across Lowry at the eastern edge of the project boundary so that people walking have a more direct route. John noted that he was not sure if this crossing will be possible through this project, but will continue to evaluate improvements for people walking and biking.
• Dave Carlson asked if the sidewalks could be converted to trails. John will need to review the details as there may not be enough clearance to accommodate a trail.
• Dave Carlson also asked if bike lanes can continue through the intersection as people traveling eastbound and westbound might not want to access the trail as it is less direct. John will review this question.
  o Dave also asked if sidewalks and trails could be separated at intersections instead of being combined (for example, at the southwest corner of the project where the trail and sidewalk meet). John will review this comment.
• Cameron asked if a signal could be added to the ramps to create safer crossings. John will need to take a closer look at the details.
• Hokan noted that city and county complete streets policies prioritize pedestrian traffic, but that this project does not prioritize pedestrian traffic. John said that the plans under review are a first attempt and will need to be refined.
• Dave Gepner asked if better signage could be added to guide people walking and biking.
Hennepin County
Bicycle Advisory Committee

- Construction is anticipated to begin in July 2020 and the county will keep as many lanes open as possible. The goal would be to keep one of the Broadway bridges open at time, while also prioritizing ambulance needs.
- Share additional thoughts via a survey on the project website: https://www.hennepin.us/westbroadwaybridges. The survey is open through June 1, 2019.
- Current engagement plans include attending existing community events and the potential for an open house as the project progresses. Project updates will be posted to the website.

3. Hennepin County/Minneapolis Pedestrian Crossing Study 4:35 – 5:05
Presented by Forrest Hardy, City of Minneapolis.

Forrest presented an overview of concepts developed as part of the Pedestrian Crossing Study. He previously presented information related to this project in fall 2018. Since the last meeting, the city and county have finalized a list of 10 intersections that have moved forward to a more detailed concept level design. Two goals of this study are to create safer intersections through holistic changes and to develop additional tools that may be used at future locations. Note that all concepts require additional analysis, review, and funding ahead of implementation.

- Forrest noted that many of the locations that were chosen are currently 4-lane undivided roadways. Many of the concepts involve lane reduction.
- Many concepts include dedicated space for motor vehicle turning movements (Forrest noted that 45-50% of crashes in the city are turning related).
- Lake and Lyndale: proposed changes include curb extensions, left turning improvements (including bollards), accommodation of future BRT platform. Additional options may include reducing the number of lanes.
  - Dave Gepner asked about left turns at busy intersections. Forrest noted that the city may restrict left turns when pedestrians are present.
  - Dave also asked if scramble crosswalks were considered. Forrest noted that it was considered but deemed infeasible at this location. It would be more likely in locations with higher pedestrian volumes, such as Nicollet Mall.
  - Crystal asked if a dedicated left turn lane would alleviate some of the crashes. Forrest stated that it would and that the city and county need to review this issue more closely.
- West Broadway and Lyndale: Adding bumpouts and posts would be the bare minimum. New York City has completed a study on left turning vehicle crashes after adding bollards, and has found them to be effective (More information can be found here: https://www1.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf).
- Franklin and Nicollet: The concept shows curb extensions, lighting, crosswalk improvements, and a potential 4-3 conversion at this location.
- Bloomington and Lake: Changes include adding bumpouts and a platform for future BRT.
- Franklin and 3rd Avenue: Proposed changes include a potential 4-3 conversion at this location, bumpouts, and narrowing of the local street.
  - Hokan asked how this intersection was chosen for the study. Jordan noted that the city and county didn’t just take the top ten intersections with the highest number of crashes. As part of the study, the city and county looked at intersections with 4 or
more crashes in a ten year time period and chose a variety of intersection types so that the city and county could pilot different treatment types to serve as a model for similar intersections in the future.

- Peggy asked if the bollards used for left turns are the same as for protected bike lanes. Forrest said that the bollards would probably be yellow. Jordan added that the bollards require people driving to make a right angle turn, which requires them to slow down when turning.
- Lyndale and 26th: proposed changes include bumpouts, median, and enhancing bike facilities (off-street).
  - Peggy asked if the bike facilities could be curb protected instead of off-street. Jordan noted that additional review and design work would need to be completed ahead of a decision.
- Lake and 28th: This is a T-intersection with proposed bumpouts, bike lanes, and potential 4-3 conversion at this location.
- Franklin and 13th Ave: Changes at this location would address the mid-block driveway, such as narrowing the driveway, adding a raised median, and better accommodating turning movements.
  - Dave Carlson asked if the driveway was signalized. Forrest stated that it is signalized.
- Cedar and 24th: There is an existing pedestrian bridge here but it is not well used. The city and county propose changes to the timing and responsiveness of the signal push button and improve ADA access.
  - Hokan noted that Cedar is a very narrow 4-lane roadway with parking restrictions during rush hour. Jordan stated that there would need to be a larger county conversation to reduce the number of lanes.
- Forrest noted that for locations with a proposed 4-3 conversion, the 4-3 conversion is just proposed near the intersection, not the entire corridor.
- Cedar and 6th St: Proposed changes include bumpouts, narrowing the street, and geometric improvements to straighten out the skew of the intersection.
- Hokan asked if bumpouts would be constructed if these intersections were re-built today. Forrest noted that bumpouts are a standard treatment and would likely be considered.
- Dave Carlson asked about conflicts between bumpouts and bike facilities. Forrest noted that the city would not want to impact existing bike lanes.
  - Cameron added that bumpouts are important because they shorten crossing distances for people walking.
- Forrest stated that next steps include implementation (as opportunities arise), monitoring, and evaluating each of these treatments to determine if they can be added to the city’s toolkit for intersection improvements.
- Hokan asked if the study looked at exposure. Forrest stated that the crash rate was weighted by the number of vehicles in the intersection.

4. **Twin Cities Bike to Work Day** 5:05 – 5:15
   - Bike to Work Day is Friday May 17th and there will be a celebration at the Government Center Plaza downtown Minneapolis.
   - Several cities are organizing commuter pit stops (Three Rivers is working with three cities to hold pit-stops on May 15-17th). For a complete list of these locations, visit: [http://www.tcbiketoworkday.org/](http://www.tcbiketoworkday.org/)
Dave Gepner will be leading a ride from Richfield to downtown Minneapolis, and Dave Carlson is working with the City of St. Louis Park.

5. **Topics of interest for future meeting agendas**  
   5:15 – 5:30
   - The group discussed the possibility of having a separate pedestrian committee or adding more pedestrian projects to the BAC agenda.
     - Hokan noted that if the BAC adds more pedestrian projects to the agenda, the committee name should reflect the new emphasis on pedestrians. He also said that this might be a way to better involve alternate members.
     - Cameron stated that other mobility advocates should be included.
     - Jordan said that the group could create a resolution at a future meeting. He will add this topic to a future agenda for further discussion.
     - Hokan also added that the group would need to work with commissioners to make this change and update the by-laws.
     - If interested, BAC members might consider creating a subcommittee to work through this potential change.
   - The BAC also requested that agency representatives regularly attend as they are important for discussion.
   - Jordan will bring a representative from the Southwest LRT project to provide a future update.
   - The group would be interested in meeting the new Our Streets Executive Director.
   - The group also asked if a project infrastructure ride could be part of the next meeting.

6. **Member Announcements**  
   5:30 – 5:35
   - Hokan is hosting an LCI seminar in Bemidji.
   - Dave Carlson is attending a meeting on the Dakota Avenue Bikeway in St. Louis Park.
   - BAC members in districts 1 and 2 are up for re-election. Staff have conducted interviews and will wait to hear from the commissioners for guidance.
   - Districts 4 and 6 also have openings. Jordan will promote these positions shortly.
   - The hands-free legislation was signed by the governor.

Next meeting:

Monday, May 20th
4 – 6pm,
Location: TBD