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

2. Three Rivers Park District project and initiatives update 4:05 – 4:35
   - Danny McCullough, Three Rivers Park District – overview of 2019 projects and initiatives in Hennepin County

   Danny presented several Three Rivers projects that will be underway in 2019. He also shared a regional search corridor map for the county, which guides trail development over the next 20 years. He noted that a study of the Diamond Lake Regional Trail, connecting the Maple Grove and Dayton area to the Dakota Rail Regional Trail, will begin this year.

   - 2019 Initiatives:
     - CP Rail Regional Trail (Edina segment):
       - The CP Rail Regional Trail will run from Crystal to the Minnesota River. As part of this initiative, Three Rivers is looking at ways to connect Hyland Park to the Nine Mile Creek Trail. The master plan approval process is currently in progress.
       - The first segment of the trail will be fully master planned in the next year so that Three Rivers can apply for construction funding through Regional Solicitation in 2020.
       - Trail already exists from 84th Street to the river, though minor improvements will be needed.
Judy asked if there are planned safety improvements for crossing over I-494. Danny noted that crossing improvements will be studied through the master planning process.

- **West Metro Regional Trail Study:**
  - The goal of this project is to identify the preferred route for several regional trail corridors, including:
    - Dakota Rail Regional Trail Extension – connections to Minnetonka City Hall
    - Future Eagle Lake regional Trail
    - Future Bryant Lake Regional Trail
  - The public engagement for the study is nearly complete, and final recommendations will be released shortly.
  - Dave Carlson asked if building a trail along McGinty Road would require removal of the shoulders. Danny noted that these decisions would be made later in the design process, but there will likely be room for both a trail and shoulder.

- **Crystal Lake Regional Trail:**
  - The segment from W Broadway to 83rd will be under construction in 2019.
  - When complete, the trail will be 11.8 miles long.
  - The Osseo portion is the only remaining portion without funding.

- **West Mississippi River Regional Trail:**
  - Three Rivers is working to complete a section of the trail from Dayton to the Coon Rivers Dam.
    - This portion of the trail has already been master planned, and Three Rivers is working with cities and Hennepin County to determine next steps.
    - Three Rivers is actively buying land to complete additional trail segments.

- **Dakota Rail Regional Trail crossing at County Road 19**
  - Three Rivers, Hennepin County and Orono will complete the Navarre park and ride connection to improve access to the Dakota Rail Regional Trail.
  - The project includes ten parking stalls dedicated for trail users and an off-road connection between the trail and parking lot.

- **Nine Mile Creek Regional Trail – Highway 169 Tunnel**
  - New, more direct, connection to Nine Mile Creek Trail through existing tunnel at Highway 169.

- **Wayzata Lake Effect Project**
  - The goal of this project is to make Lake Street more safe and comfortable for people walking and biking and to build a connection to the Dakota Rail Regional Trail in coordination with an upcoming city project.
  - From Barry Ave S to Broadway Ave S, there will be a separated bike and ped facility. There will be a 10 ft wide multi-use trail from Barry Ave S to Ferndale Rd.

- **Southwest LRT construction schedule will be released in about two weeks.**
  - The Cedar Lake Trail will likely be closed for four years from the Hopkins Depot to the Midtown Greenway. The North Cedar Lake Trail will be the primary bicycle route.
Hennepin County
Bicycle Advisory Committee

- The Minnesota River Bluffs trail will be maintained and open during construction.
- Danny will send additional detour details to the group once the information is released.

- Billy asked about the completion of the Bassett Creek Regional Trail on Golden Valley Rd. Danny noted that Three Rivers applied for funding during the last cycle of Regional Solicitation, but was unsuccessful. Three Rivers will talk more with the city and county to determine next steps.
- Dave Gepner asked about winter maintenance of the trail network. Danny stated that cities can opt-in to maintain the trails if they choose, and Three Rivers will provide $500/mile to help cover some of the costs.

3. 46th Street Pedestrian Improvements
   4:35 – 5:00
- Nathan Ellingson, Hennepin County and Kelly Besser, Stonebrooke Engineering – overview of project to upgrade pedestrian facilities along 46th Street in Minneapolis

Hennepin County received federal funding for this project in 2016. In 2016, 46th Street was repaved and bike lanes were added. This project is the final component to make the corridor more accessible to people walking and biking. As part of this project, the county is upgrading the pedestrian ramps at 21 intersections between Garfield and 18th avenues in Minneapolis. Construction of the pedestrian ramps is scheduled for 2020.

- The group asked about the design of the pedestrian ramps. Kelly noted that the best design for this corridor will be fan ramps.
- There are three signalized intersections throughout the corridor and each will include Audible Pedestrian Signal (APS) and countdown timers. These locations are at Stevens Ave, 2nd Ave S and Bloomington Ave.
- A rectangular rapid flashing beacon (RRFB) will be added to enhance the existing pedestrian refuge median at Oakland Ave. There will also be additional lighting added to this location.
- The pedestrian ramp upgrades at Grand and Chicago avenues will be completed through Metro Transit and City of Minneapolis projects.
  - Despite this, the federal funding award remained the same as the County is still providing funding at these locations.
- Nathan and Kelly expect to have 30% plans in March and final plans by fall of 2019.
- The group asked how the corridor was chosen for ADA improvements. Nathan noted that this project comes from a larger corridor vision to make it safer and more comfortable to walk and bike; however, it was not possible to upgrade the ADA ramps at the time of the repaving in 2016.
- Jordan will follow-up with the county’s ADA Transition Plan Implementation Engineer, who can talk more about the corridors chosen for ADA improvements and the County’s ADA Transition Plan.

4. Nicollet Ave Study - Bloomington
   5:00 – 5:30
- Emily Kettell, Hennepin County – roadway restriping project in Bloomington - review study limits, scope, outreach and objectives
Emily presented about the Nicollet Avenue repaving and restriping project in Bloomington. The limits of the project are Nicollet Avenue from American Boulevard to Old Shakopee Road. The project is being completed in coordination with a CenterPoint project, which provides an opportunity to re-evaluate the striping concept for the corridor. The vehicle volumes are within an acceptable range for a four-to-three lane conversion. This conversion will improve safety and comfort for people walking, biking, taking public transportation and driving.

- Paul noted that speeding is a concern along the corridor and he would like to see protected bike lanes. Emily noted that the four to three lane conversion should help with traffic calming, and that the bike lanes will only be striped with paint. Bike lane width is expected to be 5-6 feet.
- Dave Gepner asked about Penn Ave and why it has a shoulder but is not signed or striped as a bike lane. He also asked if Nicollet will have bike lane signage.
  - Hennepin County signs bike lanes on county roads, whereas Bloomington currently only designates bikeable shoulders. The City of Bloomington has noted they may start signing bike routes in the future.
- Judy asked if traffic from Portland Ave has shifted to Nicollet because of the four-to-three lane conversion. Emily was unsure, but will review the traffic counts.
- The BAC passed a resolution supporting the four-to-three lane conversion with bike lanes on Nicollet. The resolution passed unanimously.

5. Brockton Interchange 5:30 – 5:55

- Josh Potter, Hennepin County – interchange reconstruction, review project layout

Josh presented the current layout for the Dayton Parkway Interchange project. The City of Dayton has been leading this project and has received $13.5 million in funds through the state bonding bill. This interchange is located between MN 610 and Hwy 101, and will connect County Road 81 to County Road 101 over I-94. The City of Dayton’s goals in completing this project include economic development, accommodating future growth, and reducing congestion on other I-94 interchanges. The current design is a diverging diamond, which includes a trail for people walking and biking. Construction is expected to begin in 2020, and will be open in 2021.

- Currently, the City of Dayton will own this roadway, though Hennepin County is involved to ensure it meets the County’s guidelines in the event of a future jurisdictional transfer.
- Josh reviewed the current layout and noted that there will be a multi-use trail on the north side of the roadway. At the interchange, people walking and biking will cross to a center median.
- The group reviewed a similar interchange at 35W and Hwy 96W in Arden Hills. This interchange shows push buttons, and a center median that is protected by barriers on both sides. The County expects a similar design at the Dayton Parkway interchange.
- Tammy asked if there will be any signage to alert people driving that people biking and walking will be crossing?
  - Josh noted that there will be striped crosswalks and people walking and biking will cross at signalized intersections. Tammy asked if trail crossing signage could be used and noted that additional signage may be needed given the high-speed environment.
- Dave Carlson noted that he is concerned that the center island makes walking and biking a less direct option and that people will be crossing more than necessary. He also asked if people
biking and walking will be visible to cars making right turns given that the trail is shown at the curve. Josh noted that there will be a signal at these locations.

6. Member Announcements 5:55 – 6:00

Next meeting:
Monday, March 18th
4 – 6pm,
Location: TBD