Meeting Minutes

DATE: Monday, January 28, 2019
TIME: 4 to 6 p.m.
LOCATION: 701 4th Ave South
6th Floor, Room 621
Minneapolis, MN 55415

Committee Members:
Tammy McLemore, Dist. 1
Dave Carlson, Dist. 3
Marcy Levine, Dist. 4
Peggy Kvam, Dist. 6

Alternates:
Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5
Duane Hookom, Dist. 6
Ron Uglow, Dist. 7

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

Guests:
Josh Potter – HC Public Works
Mackenzie Turner Bargen – MnDOT
Cody Olson – Metro Transit

1. Approval of the December 2018 minutes 4:00 – 4:05
   • Per conversations from the December 2018 BAC meeting, Jordan provided the committee with a revised draft resolution for the Portland Avenue bike gap project. The revised text states the group’s support for the project and requests that the county pursue an evaluation to reduce the number of lanes in the roundabout in order to improve visibility and crossings for people walking and biking.
     o The group discussed the benefits of single versus double lane roundabouts. Josh noted that the county is still reviewing the data at this location and will update the group at a future meeting.
     o Billy moved to pass the resolution and Hokan seconded the resolution. The BAC adopted the resolution as revised.
   • The December 2018 minutes were approved.

2. Webber 44 Reconstruction 4:05 – 4:40
   Presented by Josh Potter (Hennepin County) and Cody Olson (Metro Transit)

   Josh presented an update to the Webber 44 reconstruction project in Minneapolis. The project spans 44th Ave N in Minneapolis from Penn Ave N to Webber Pkwy, Webber Pkwy from 44th Ave N to Lyndale, and Lyndale from Webber Pkwy to N Washington Ave. The project also includes a portion
of Humboldt Ave N from 44th Ave N to Victory Memorial Pkwy. In the future, the County will also reconstruct Osseo Road, though not as part of the Webber 44 project scope.

The goals of this project include:
- Maintenance
- Safety and accessibility
- Multimodal connectivity (bike, ped and transit, such as the future D-Line bus route)
- Economy and job access
- Active living and environmental health
- Support land use context

To date, the County has held two open houses, several pop-up events at North Market and at the park, conducted outreach via online survey platforms, and provided numerous project updates to various city and county committees and groups. This is the third time that the project team has presented an update to the Hennepin County BAC. The project will be in the final design stage throughout 2019, and construction is slated to occur starting in 2020 through 2021.

The project is broken up into four main segments and Josh summarized a list of options considered, major considerations and the current plans for each segment. Parking will be retained in some segments of the corridor.

- **Lyndale Ave current plans include:**
  - 4-3 lane conversion between 41st and 42nd
  - Sidewalks and green boulevard on both sides of the road
  - Two-way trail on east side of the road
  - Pedestrian improvements such as bumpouts, pedestrian scale lighting, and a median island

- **Webber Pkwy current plans include:**
  - Sidewalks with boulevard space on both sides of the road
  - Pedestrian improvements such as bumpouts, pedestrian scale lighting, and a Rectangular Rapid Flashing Beacon (RRFB)
  - Two-way trail parallel to Webber Pkwy
  - Geometric improvements at intersections

- **Humboldt Ave current plans include:**
  - Sidewalks with boulevard on both sides of the roadway
  - Two-way trail

- **44th Ave current plans include:**
  - Sidewalks with boulevard on both sides of the road
  - D-Line aBRT stations
  - Pedestrian improvements such as pedestrian scale lighting, RRFB, bumpouts, and medians

**Layout review and comments from BAC members:**
- Dave Carlson asked if there will be a trail on 44th and Josh noted that there will be a trail on some segments of 44th.
- Hokan asked if travel lanes are shown as 11 ft and parking lanes as 8 ft. Josh noted that these are the dimensions shown in the current design.
• Lyndale at CSAH 152: Josh noted that the intersection will be tightened up at this location and that trail will be added to the east side. The ‘X’ just north of the intersection shows a driveway that will be removed to avoid trail conflicts. Additionally, there is a bus stop for local bus routes.

• Lyndale at 42nd: The project will tie into existing infrastructure including bicycle facilities on the city’s street. Dave Carlson asked if the 42nd Street bridge has bike lanes and if there are plans for a formal trail across the bridge. Josh noted that if it were reconstructed, it is likely that it would include a trail to connect to the Grand Rounds; however, there is only a sidewalk in place today.

• Lyndale at Webber: The County will construct bumpouts along this segment. Additionally, a refuge median will facilitate a two-stage crossing on the north side of the intersection.

• Webber at Dupont: The intersection skew will be corrected, and bumpouts are planned (though other crossing options are still under consideration at this location).

• Webber at Fremont: A trail will be added to both sides of Fremont to connect to Grand Rounds. People walking and biking can cross at the intersection of Fremont and Webber or at Fremont and 45th Ave N. Josh noted that a roundabout was considered at this location but is not possible because larger arterial BRT buses for the D-Line will need to maneuver through this intersection.
  
  o Dave Carlson asked if the trails could be widened to 12 ft because the trails will be two-way, multi-use, and make key connections to the Grand Rounds. Josh responded that the County will talk with the Minneapolis Park and Recreation Board (MPRB) because they own the trails and will report back. Hokan seconded this comment, noting that it would be nice if the trails were widened so that people biking can ride side by side.
  
  o Ron asked about the primary driver for the Webber 44 project. Josh noted that the age and condition of the roadway were important drivers. Additionally, this reconstruction project presents an opportunity for the roadway to better match the local land use context.
  
  o Dave Gepner asked if MPRB has seen the presentation. Josh noted that the County has worked closely with their staff and will present to the Park Board in March.

• 44th and Humboldt: trail will be added to the east side of Humboldt Ave and the county is evaluating options for facilitating a pedestrian crossing at 44th and Humboldt. The segment of Humboldt to the south of 44th is designated as a future bike boulevard.

  o Peggy asked how many parking spots will be retained in each parking bay along 44th. Josh noted that most parking bays have at least two parking spots. Parking was included in the project as outreach revealed it was important to residents and businesses.

• 44th and Morgan: Josh noted that buses are staged on 44th near the high school. The County is still evaluating potential crossing enhancements at this location. Hokan asked if there will be a painted crosswalk at this location, as well as others throughout the corridor. Josh responded that the County focuses on crosswalks at key locations to avoid marking too many locations and reducing their effectiveness.

• Dave Gepner asked about the bumpouts along the corridor. He noted that in the past, bumpouts were squared off at intersections. Josh added that the bumpout design has changed for maintenance purposes, particularly plowing during the winter.

• 44th and Penn: Two D-Line BRT stations are planned at this location.
Dave Carlson asked how we can encourage kids to bike to school when no bicycle facilities are present on 44th. Josh noted that there are parallel bike routes including Victory Memorial to the north and 42nd to the south. The County will focus on improving crossings to get kids to the school safely.

Dave Carlson also asked if these projects have been presented to the Minneapolis BAC and PAC. Josh noted that they have presented to both committees.

Dave also asked if there was an opportunity for on-road facilities parallel to the trail for those on-road cyclists who travel faster than the 10 mph speed limit for MPRB trails.

3. Rockford Road @ I-494 4:40 – 5:10
Presented by Josh Potter, Hennepin County

Josh presented about the Rockford Road at I-494 interchange project in Plymouth. In 2017, MnDOT announced their intention to re-deck the bridge. Since that time, the County and MnDOT have been reviewing three options: a tight diamond interchange, a diverging diamond interchange and a single point interchange. In 2018, $10 million was allocated to the project through a state bonding bill. The tight diamond interchange was chosen as the preferred alternative in 2018 because it met project goals of improving safety, accommodating multi-modal travel, minimizing right-of-way impacts, cost-effectiveness, minimizing environmental impacts (particularly wetlands), and operations considerations. The interchange will be reconstructed in May-October of this year. The final design will retain the existing separate shared use path bridge on the south side and add a multi-modal path on the north side.

Josh reviewed all three options with the BAC.
- Tight diamond: Would add left turn lanes to the bridge and address the bike gap.
- Diverging diamond: not very bike/ped friendly and would only include trail on one side
- Single point interchange: not bike/ped friendly

Hokan asked if the tight diamond is essentially two intersections. Josh noted that this is the case.

Josh stated that the trail will connect to the existing bike network on either side of the bridge.

Mackenzie noted that there still need to be conversations about improving pedestrian crossings. Jordan added that there are businesses on either side of the bridge that people walking will want to access so additional safe crossings need to be considered. Ron noted that crossings today are few and far apart. Josh agreed and replied that the county will continue to work with MnDOT to review the crossing locations.

Billy asked if the bridge will be widened to make room for the trail. Josh stated the bridge will be completely replaced.

4. Rockford Road @ Highway 169 5:10 – 5:30
Presented by Josh Potter, Hennepin County

Josh presented an overview of the Rockford Road at 169 interchange project. Currently, the design of the interchange is a cloverleaf and does not include any bicycle or pedestrian facilities. MnDOT will be replacing the bridge in 2024 and there is an opportunity to make the bridge accessible for all
modes. Because the bridge will not be reconstructed for several years, this project is still in preliminary design and there are two options under consideration – the folded diamond and standard diamond. Josh noted that aside from removing the cloverleaf, one of the priorities for this project is to include multi-modal facilities, and that project partners are in agreement that a sidewalk or trail should be constructed on both sides of the roadway to fill a gap in the network. Hennepin County staff currently favor the folded diamond because it would eliminate the need for vehicle crossings over the south side of the trail. Public engagement and preliminary design will continue through 2021. Final design is expected to occur in 2022-2023 ahead of 2024 construction.

- Ron noted that he prefers the folded diamond because it may slow traffic. Bill and Peggy agreed with Ron’s comment.
- Billy asked why a sidewalk was not considered for the south side (in addition to the trail). Jordan noted that the trail would fill the need for a walking a biking facility.
- Hokan asked if there were any downsides to the folded diamond. Josh noted that crossings may be more complicated, but that there are signals at Gettysburg and at Nathan Lane.
- Josh also noted that the additional space, where the existing cloverleaf is today, will likely be used for stormwater management.
- Billy asked about the county’s upcoming repaving project on Winnetka Ave, a potential 4-3 conversion. Jordan and Emily noted that the project is still in the early stages, but it will be a future agenda item.

5. MnDOT Hennepin County Project Overview

Presented by Mackenzie Turner Bargen, MnDOT

Mackenzie provide an overview of upcoming bike and ped projects in the MnDOT metro area, which includes the seven county region + Chisago County. Mackenzie noted that BAC members should sign up for email updates on the MnDOT website for up-to-date information on impacts to the bike/ped network, freeway closures and project timelines.

- 394@94 project:
  - 24th Street bridge will be replaced in 2021 or 2022. The new bike/ped bridge will be ADA compliant and be 14 ft wide (previously it was 8 ft).
  - 40th Street bridge will be replaced in 2021 or 2022. The new bike/ped bridge will be ADA compliant and will be 14 ft wide (previously it was 8 ft). This bridge will also feature a local art component.
  - Park and Portland buffered bike lanes will return in 2019 as soon as the weather permits.
- Some projects that are beginning or continuing in 2019 include:
  - 35W at the Minnesota River – A new regional trail crossing is slated for 2019 or 2020.
  - 5th Street at 35W ped and bike bridge will be underway this year. The new bridge design will not include a pier in the center to allow the possibility for future changes to the roadway, such as MNPASS lanes. Hokan asked is this crossing will be open for the entire construction period. Mackenzie noted that it will be open as long as possible, but she is unsure of the complete schedule. She also noted that the bridge will be expanded from 8 ft to 14 ft wide.
- 494 Minnesota River Trail maintenance – a mill and overlay is scheduled for this summer ahead of a full reconstruction (early 2020s). The pavement will be fully corrected with the reconstruction. Dave Gepner asked about trail maintenance at this location during snowstorms.

- Rockford Rd @ 494 – See above notes from Josh’s presentation.

- Hwy 169 and 101st – This may be a future interchange, and would add a new location for crossing Hwy 169. This would likely include a trail and sidewalk component.

- There are two large-scale projects through Corridors of Commerce:
  - I-494: Hwy 169 to MSP airport
    - Portland/ Nicollet/ 12th consolidation
    - A Three Rivers Park District trail will be added to the 12th St Bridge.
    - The location of the 2nd street pedestrian bridge will be evaluated as the planning process progresses.
    - There may be an opportunity to convene a working group to ensure that multimodal connections are improved through this project.
  - 252/I-94: Hwy 610 to Dowling Ave N
    - Ped bridge at 70th Ave N: Tammy noticed that the plans from the open house showed that the pedestrian bridge could be lost. Mackenzie replied that this project is currently going through the environmental process and that the outcome from this process will inform the preferred alternative. Mackenzie also noted that existing access today is limited to every ½ mile, if access is removed, this would be increased to every 1 mile, which is not ideal.
    - Tammy noted the importance of the bridge for its connections to the Shingle Creek Trail and the Mississippi River Trail.

- Upcoming projects include:
  - Stone Arch Bridge repairs: Mackenzie will follow-up with more information about this project, but noted that it is likely that the bridge will not need to fully close for these repairs.
  - 3rd Ave Bridge in Minneapolis – work scheduled for 2020
  - Dayton Pkwy Interchange at I-94 – A diverging diamond design will include trail on the north side.
  - Hiawatha Ave – repaving and maintenance project in 2022 would also include trail maintenance and ADA improvements.
  - Rockford Rd at 169 – see notes from Josh’s presentation.
  - Plymouth Ave of 94 – Improvements scheduled in coordination with a MnDOT maintenance project; Plymouth is part of the Minneapolis separated bikeway network.
  - Blue Line Extension: Hwy 55 Bikeway at Olson Memorial separated bikeway along Olson Memorial to Theodore Wirth Parkway. The timeline is not yet confirmed.

- Some statewide initiatives include an update to the bicycle design manual, MnDOT counting program, a crash risk analysis, ADA transition plan, and the Metro District Bicycle Plan. Additionally, MnDOT’s Capital Highway Improvement 10 year program was recently released.
  - Mackenzie can loan out bicycle counting equipment to agencies in the metro area.
There are 31 pedestrian bridges in the metro area that are not ADA compliant and 22 are in Hennepin County. MnDOT will look for ways to fund these projects; however, there is no current funding identified.

Hokan asked about a bicycle facility parallel to the I-94 corridor and Mackenzie noted that any bike corridor consideration would be part of the Rethinking I-94 project (W Broadway to Hwy 61). There is not a specific bike infrastructure project in place, though this needs to be studied in more detail.

Billy noted that Northeast Minneapolis is not well connected to downtown via bike and asked about MnDOT’s stance on Central Ave as a future bikeway. Mackenzie noted that Central Ave is identified in the Minneapolis bike plan and that the city is looking at this in conjunction with the Transportation Action Plan Update.

6. Member Announcements 5:55 – 6:00
Dave Gepner stated that chair and vice chair appointments will be determined at the March meeting.

Next meeting:

Monday, February 25th
4-6 pm,
Location: TBD