DATE: Monday, July 15th, 2019
TIME: 4 to 6 p.m.
LOCATION: North Regional Library
           Meeting Room, South
           1315 Lowry Ave N
           Minneapolis, MN 55411

Committee Members:
Kristel Porter, Dist. 2
Dave Carlson, Dist. 3
Judy Jones, Dist. 5
Peggy Kvam, Dist. 6
Greg Anderson, Dist. 7

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

Alternates:
Billy Binder, Dist. 2
Erin Daly, Dist. 3
Hokan, Dist. 4
Dave Gepner, Dist. 5

Guests:
John Ekola, HC Public Works
Carl Reim, HC Public Works
Kevin Swehla, SRF Consulting
Arman Rajaeian, Metro Transit
Cameron Muhic, MnDOT
Julie Swanson, Minneapolis Public Works
Simon Blenkski, Minneapolis Public Works
Tyler Pederson, MPRB

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

- West Broadway Bridges Update  4:05 – 4:35
  John Ekola, Hennepin County and Kevin Swehla, SRF Consulting, presented the 30% designs for the
  West Broadway bridge project, which also includes intersection improvements beneath the bridges.
  This is John’s 3rd time back to the BAC to provide updates and gather feedback on the project.

  Since the last time John presented to the BAC, several changes have been made to the layout:
  - The northbound and southbound Broadway alignments have shifted toward the hospital
    and the intersections have shifted toward the east. This shrinks the overall size of the
    intersections.
  - Two of three pork chop islands have been removed.
  - The lanes have been reduced to one through lane plus turn lanes at each intersection
  - A trail has been added to the flyover bridge to provide a direct connection to the Crystal
    Lake Trail and Grand Rounds Trail.
An existing sidewalk will be upgraded to a trail.
- Improved east-west trail connections.
- Updated curb ramps at Lowry and Vincent for ADA access and to facilitate easier crossings.
- The southbound bridge will be built with room to accommodate a future trail.

John noted that the project team has worked closely with the City of Robbinsdale, MPRB, North Memorial Hospital and the City of Minneapolis. There will be an upcoming open house in Robbinsdale at the end of the month.

Judy asked if the trails are going to be built at grade. John noted that all of the trails except one will be at grade.

Billy asked why additional width was included for a future trail on the southbound bridge, but not the northbound bridge. John said that the future trail would be a two-way trail (12 ft wide). Billy added that trail connections at this location are crucial.

Dave Carlson stated that this project assumes that most people will connect to the trail; however, there are many people who would prefer to stay on the road when traveling east-west. He added that people will take the most direct route and on-street facilities need to provide for this. John noted that there is likely not enough space to add on-street facilities as well. The project team is trying to balance the needs of the hospital, while also shrinking the intersection and crossings.

Dave asked if the 16 ft lanes could be reduced to add a 5 ft bike lane. John said that the wider lanes include the reaction distance and that the team is proposing 11 ft lanes where possible.

John noted that there are 10 existing bridge beams and seven of the beams will be removed through this project, improving site distance and providing a parkway feel.

Hokan asked if wayfinding was included. John said that the project will incorporate signage, but it is not included in the 30% design. Hokan noted the importance of signage especially where the trails take people walking and biking away from the road.

Billy asked if the concrete gutter pan on Lowry could be added as on-street bike facilities for this project. John said that the bike facility will be off-street under the bridges. Billy noted that most people will probably stay on the road. Tyler added that the trails will be nice to have in order to attract people who are not comfortable biking on the road. Billy reiterated the importance of consistency for people biking on Lowry.

Judy asked if the group would like to move forward with a resolution. Jordan will prepare a draft resolution that reflects the BAC’s desire for better on-street facilities. He will email the resolution to the group ahead of the next meeting and will spend time discussing it in August.

Dave Carlson asked if trail crossings can be widened to improve separation for people walking and biking.

Glenwood Avenue Mill and Overlay (4:35 – 5:05)

Emily Kettell presented an overview of the 2020 repaving project from Highway 100 to Thomas Ave in Golden Valley and Minneapolis. As part of the project, Hennepin County and the City of Golden Valley have convened a resident study group to discuss project concerns and develop a short-term and long-term strategy for the corridor. Next steps include finalizing the layout, holding the final study group meeting on August 1st, and a final open house on August 8th.

Emily noted previous engagement efforts including an open house in December of 2018, a corridor mailer/comment form, and a study group that has been meeting over the past six months.
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- She presented data collected for the project including pedestrian counts, parking, speed, and origin/destination data. Some members questioned the average speed data that was obtained via Streetlight and would prefer to see more detailed speed data.
- Dave Carlson mentioned that there should be some kind of marked or enhanced crossing at Glenwood and Theodore Wirth Parkway because so many trails converge at that intersection.
  - Tyler said that the Park Board would be open to restriping the crosswalks at Theodore Wirth Parkway.
- The group also had questions about addressing the Highway 100 bike gap. Emily mentioned that the gap would need to be addressed when the bridge is reconstructed, likely not in the near future.
  - Dave Carlson asked if the county could reconfigure the eastbound lane and painted median just east of the Hwy 100 bridge so that some space could be allocated to a bike lane.
- Arman noted that the bus stop locations at Ottawa should be revised – the southside bus stop is nearside.
- Billy added that neighbors are concerned about speed and that a double yellow line should be added to prohibit passing.
- Billy would like to see rumble strips, delineators, or a raised concrete barrier to better separate people biking from moving vehicles. Kristel was also supportive of implementing a protected bikeway.

**Nicollet Avenue Mill and Overlay** 5:05-5:35
Carl Reim, from Hennepin County Transportation Planning, presented about a 2020 mill and overlay project along Nicollet Ave 68th St to 61st St in Richfield and Minneapolis. The project will connect to bicycle facilities on either end and will close a bike gap.

- The BAC pointed out that the bike facilities to the south of the project area have adequate width for a bike lane, but are only designated as bikeable shoulders. The bike/ped team will review this more closely.
- Carl noted that this mill and overlay project provides an opportunity to address two ADA grievances at 64th and 65th streets.
- Carl added that the county also plans to add a median and ADA compliant ramps at 63rd Street to provide better access to the park.
- Dave Gepner asked about the city’s plans for 65th Street. Carl noted that the county was coordinating with the city’s 65th Street project; however, the city project is being pushed back several years. The project coordination included discussion of roundabout. Given the difference of timelines, the county is moving ahead with the mill and overlay and keeping the intersection as is.
- Arman asked how bikes and buses will interact. Carl said the county needs to take a closer look at this section.
- Carl noted that adjustments to access the trail at 63rd are out of the scope of this project. He added that the city would like to build out the trail that runs parallel to the noise wall, though no concrete plans have been identified.
- Carl said that some parking for one block on the Minneapolis portion of the corridor will need to be removed.
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- Judy asked if it is necessary to have a 12 ft turn lane at 61st. Kristel added that there are a lot of semi trucks that turn here.
- Emily asked if the 8 ft bike lanes could be replaced with 6 ft bike lanes with a 2 ft buffer.
- The group asked about on-street parking near 65th as the current concept does not include on-street parking. Carl noted that the city’s preference is to retain on-street parking and that there are future plans to redevelop this area as a town square.
- Carl said that next steps include finalizing the concept and creating the striping plans. He will revisit the bike and bus interaction just north of 66th and the buffered bike lane width in the final layout.

• Queen Avenue Bike Boulevard        5:35 – 6:00
Simon Blenski and Julie Swanson from the City of Minneapolis presented about the Queen Avenue Bike Boulevard project. As part of the project, the city plans to convert four miles of Queen Ave to a bike boulevard. The project is scheduled for 2021 and is funded mostly through federal funds (about $2 million). Simon and Julie will return in the fall with a concept for the bike boulevard. They plan to bring the layout to the Minneapolis City Council in early 2020.

- The Queen Ave bike boulevard is a joint city/county project that was brought about by the need for a comfortable north/south bike route. This route will parallel Penn Ave. At the time that Penn was undergoing improvements, it was determined that bike lanes were not feasible.
- Key features of the bike boulevard include traffic calming, crossing improvements at busy intersections, traffic circles, trail connections through parks, shared bike/motor vehicle space, and wayfinding.
- Simon noted that most streets are two-way; however there is a 1 mile segment that is one-way, which presents a couple of challenges for the project.
- Jordan added that even though this project is not on a county roadway, it is important for county and BAC involvement. The project is a direct result of bike lanes not being implemented on Penn, the county is providing funding, and the bike boulevard crosses five county roadways.
- Hokan noted that there are many successful bike boulevard examples across the world that the city can look to for new ideas.
- Dave Carlson asked how bikes will cross the street where there are no stop signs or signals? Simon responded that the city and county are investigating this. Some initial ideas include geometric improvements that reduce the crossing distance and number of vehicle lanes, such as center refuge medians.
- Kristel noted that she is in favor of reducing the number of lanes where possible.
- Dave Carlson asked how the project would accommodate a two-way bike boulevard on a one-way street.
  - Hokan said that 5th St SE is an example with a designated contra flow lane.
  - Greg asked if parking will be maintained. Simon responded that the city is trying to keep parking on both sides of the street. The project team will review a couple of options including converting one-ways to two-way streets or allowing bikes to ride against traffic. Simon noted that every block is slightly different so the solutions will be need to be evaluated on a case-by-case basis.
Dave Carlson stated that crossing Broadway at Penn will be a challenge. Simon noted that there may be an off-street trail at this location.

Cameron asked how people biking will cross Olson Memorial Highway. Simon said that the city is planning to build a trail on the north side of Olson so that people can cross at the signal. This location will be coordinated with future blue line LRT planning.

Julie noted that the city is investigating the feasibility of reverse stop signs so that people biking would not have to stop. Judy asked if this would make it easier for cars to speed.

- Cameron asked if Queen could be broken into smaller driveable segments by adding medians so that there is less car traffic.
- Judy suggested adding a compact roundabout.
- Simon said that there is already something, such as a park, that diverts traffic every six or so blocks. He thinks the main issue for each segment will be speeding vehicles.

Julie noted that the average width of Queen is 28-32 feet.

Simon stated that with a typical bike boulevard design, parking does not need to be removed; however it may be impacted near intersections or for one-way segments. Julie completed a parking study and noted that parking was full near parks during scheduled events, but other times it did not seem like an issue. Billy said that in the winter, there is not enough space for parking because of snow storage.

Simon will return in the fall with a layout.

- **Member Announcements** 6:00
  - Hennepin County is renewing its Bike Friendly Community application. There are a number of questions that would be helpful to get input on from the BAC. Please send your responses to Emily.
  - Kristel handed out flyers for Glow Roll – July 26th, 6:30 pm at Freedom Square.

Next meeting:

**Monday, August 19th**

4 – 6pm

University of Minnesota Transportation Safety Building

511 Washington Ave SE, Minneapolis, MN 55455, Room 331