

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, January 24, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Kristel Porter, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4 (excused absence)
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6 (excused absence)
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

### Guests:

- ✓ Jason Staebell, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ KC Atkins, HC Public Works
- ✓ Crystal Myslajek, HC Housing and Economic Development
- ✓ Luke Ulstad, HC Public Works
- ✓ Aaron Warford, Bolton & Menk
- ✓ Stephanie Devitt, SDK
- ✓ Aaron Tag, MnDOT
- ✓ Kelsey Fogt, Minneapolis
- ✓ Luke Sandstrom, Metro Transit

## Notes

- **Introductions**
  
- **Approval of the December 2021 minutes** **4:13 – 4:18**
  - Kristel Porter moved to approve the December 2021 minutes. Lou Dzierzak seconded. Minutes were approved unanimously.
  
- **Hi-Lake interchange reconstruction** **4:18 – 5:01**
  - Jason Staebell introduced Stephanie Devitt from SDK Communications and Consulting, Aaron Tag from MnDOT and Luke Sandstrom from Metro Transit, who all are working on the Hi-Lake interchange reconstruction. They're working with MnDOT, leading



- construction and design. County leads outreach. Metro Transit and Minneapolis also are involved. Metro Transit has light rail and B Line at the project site.
- <https://www.hennepin.us/hi-lake>. [Jason.staebell@hennepin.us](mailto:Jason.staebell@hennepin.us)  
[stephanie@sdkcommunications.com](mailto:stephanie@sdkcommunications.com)
  - Goal is to reflect public's primary goals of creating a safe area that reduces climate change. That leads us to change the single-point interchange to a tight diamond interchange. Current it's a single-point interchange, with one point where all traffic crosses. Good for moving motor vehicle traffic, not good for biking or walking.
  - Phase 1 in 2016 studied short- and long-term improvements for all modes. Phase II developed longer-term options.
  - Community is rebuilding following riots.
  - Designing space under the bridge in 2021-2022 and rebuilding bridge by 2024.
  - Future is to build a tight-diamond design with two signals, one at each side, and squares up the intersection to slow speeds. Narrowed offramps, eliminating one lane each. There's 50-75 feet for walking on either side along Lake.
  - Safer, more connection and climate friendly is the goal while improving connectivity and access across neighborhoods.
  - The redesign would reduce conflict points at crosswalks and shorten crossing distances.
  - We're looking for input on what space freed up from changing to a tight diamond. We're trying to make it a place where people are more comfortable passing through or being there. How can we match the values of the community (safer, more connected, climate-friendly) to the space under the bridge. We're working with East Phillips, Longfellow and Corcoran neighborhoods.
  - Nearby destinations include: Hennepin Healthcare; Hennepin County Human Service Center; YWCA; Hi-Lake Shopping Center; The Lift Garage; Target; Cub Foods; South High school.
  - Traffic counts are 6,800 people walking or biking a day; 4,500 people using transit a day 40,000 people using motor vehicles a day, mostly on TH 55.
  - Example project in Milwaukee: Brighten the Passage. It includes artwork under a bridge.
  - Example 2: Skate Park, under TH 169 in Hopkins, 3<sup>rd</sup> Lair Skate Shop.
  - Other options include ride share, lockers for mobility hub.
  - We're getting input in winter 2022, spring/summer share updated design with incorporated feedback. Final design 2022. Construction 2024.
  - B Line station already built in southwest quadrant. New westbound station will go on the north side as part of this project.
  - Existing trail crosses 55, connects to the north.
  - Southbound exit ramp, will extend trail connection south from 28<sup>th</sup> to Lake Street.
  - Lee Newman: I'm fascinated by skate park idea. Where is the closest skate park to here?  
Courtney Costigan: There is one at Brackett Park, Lake and 36<sup>th</sup>. Might be one closer, but that's one I know of.
  - Kristel Porter: The logos represent safety, community and climate; you showed a mobility hub. I think it would serve a couple of those purposes. It would be nice to have something there for oversight. Mobility hub would be a place to pick up bikes, car-sharing, etc. But, a lot of concrete is problematic when it comes to water. So think about those effects. When doing outreach, engage East Phillips and Little Earth and South High School. Spend time with students, they use that space quite a lot. Stephanie Devitt: We've

put together a small advisory committee to make recommendations. We have representatives from each neighborhood, the East Phillips representative is in Little Earth. I have met with the South High principal. The second class period is for talking about the community. Next week we'll talk with them during that period. Online map and survey coming, too.

- Bob Byers: Kristel mentioned as an aside the oversight safety issue. This area has had a number of issues not related to infrastructure per se, nor to typical county responsibilities. It's really critical that these various agencies and neighborhoods, organizations, it's critical that we have all those people involved. We're going to need some commitments on how this space is managed. It probably won't be the county. What are the project limits? Jason Staebell: From just west of 22<sup>nd</sup> Avenue, replacing the signal there, through the interchange and planning on replacing the signal at Snelling, then just east of Snelling. Bob Byers: That's great, that helps make sure the pedestrian connections are made across this whole area.
- Jason Staebell: The south curb line is staying where it is, and we're building to the north. We're reducing lane widths. It is federally funded for 2024 construction. You'll eventually hear more detail about the B Line and what that's bringing to Lake Street. We're a lot of the same people, so we're making sure they work well together.
- Jordan Kocak: About the B Line: It looks likely it'll be on our agenda next month. On the limits, several months ago there was some discussion about possibly extending a trail to the east, trying to get toward Minnehaha. Jason Staebell: With narrowing lanes, there is potential for more of a trail on the north side. There are some mature trees, we'll have to see how we could get a trail toward Minnehaha. It might not come with this project.
- Tammy McLemore: I took the trail a lot in south Minneapolis and did bike advocacy. Little Earth did a lot with their community garden, what are the thoughts to engage all those organizations on what green space is going to be there, and to let people know what is in the community? Signage. Our goal is to get people walking and biking, and information can help with that. Stephanie Devitt: Is the question what strategies are we using to hear those voices? Tammy McLemore: How do we make sure they're aware of what ideals they can bring to the table. English is a second language for many of the people in the neighborhood, how do we make sure everyone has an opportunity to speak up? Stephanie Devitt: If there's anything we're missing, it's not an intentional omission, let us know, we want to make those connections. The advisory committee provides some connection and transparency as we figure out the final design. Making that decision will go deeper than just what the public opinion might be. It includes representatives from the neighborhoods, green transportation advocates and others. Over the next 6 to 8 weeks we'll be making the community aware this project is coming. We'd like to hear what priorities are for the community in that space. Is it mobility hubs, or art or something else. Late February, early March open house [Feb. 22 with Spanish translation and March 1 with Somali translation]. Looking for opportunities to engage specific groups and organizations. I've met with the apartment building managers next to the interchange to create opportunities for residents living and working in the area. We're always happy to add to the list. Jason Staebell: The virtual events are planned to have live translation in Spanish and Somali. We hope to do more in-person and pop-ups. Mid-winter and Covid has made that a challenge.

- Tammy McLemore: You mentioned surveys, would it be possible to delegate to organizations if I don't have a smart phone or I'm just getting housing and my feet under me? Stephanie Devitt: We have a couple of tools to support that: We do have a phone number for voicemails, we also will create yard signs and drop boxes.
- Jordan Kocak: On project partners and stakeholders: In Hennepin County Public Works we don't deal a lot with homelessness or issues like that, but there are other branches of Hennepin County that do. Have you connected across county business lines to talk to staff or residents? Jason Staebell: The simple answer is yes. I spoke with the head of the homelessness area at the county. We're in contact and keeping each other informed as best we can. It's a complex issue. One of our first outreaches was to Minneapolis Park and Recreation Board, they've shown interest in what this space could possibly be, whether they'd be willing to take on any operations and maintenance responsibilities. We'll see.
- Kristel Porter: Will you provide funding to the organizations around the intersections to do engagement, small pockets of funding? Some of them are really connected to people on the ground, they have relationships and can get responses. Jason Staebell: We do have some funding for stipends, but we're fairly limited on what we can do. There are a few tools we can use there.
- Jordan Kocak: Will you be coming back, when might we expect updates or to consider a resolution? Jason Staebell: We'll have this round of engagement, then probably in March or April we come back with a layout of the infrastructure. What's happening under the bridge I think will be a longer conversation. We can talk in April about what we will have heard by then. I expect there will be a lot of ideas. Tammy McLemore: Are there concrete dates in February and March? Stephanie Devitt: Feb. 22 and March 1 Signs and materials should be available Feb. 3. We have a pretty good toolkit to facilitate engagement for organizations, so if you have ideas you can reach out to me or Jason. We do have a list of key stakeholders. Jason: We'll list organizations and names and send it out.

- **Minnetonka Boulevard Reconstruction**

**5:02 – 5:45**

- Jason Staebell introduced the Minnetonka Boulevard (CSAH 5) reconstruction. Aaron Warford is on the call from Bolton/Menck. You've seen this before, but we'll refresh background and overview, then look at some concept layouts.
- <https://www.hennepin.us/minnetonka-boulevard>
- The project is from TH 100 (Salem) to France Avenue in St. Louis Park. It's a key regional connection between St. Louis Park and Minneapolis, part of St. Louis Park's Connect the Park initiative. 15,000 motor vehicles per day.
- Space is limited, at 66-foot right of way. Trying to fit modal needs in the corridor, balancing separation and flexibility of space. Maintenance also is a topic.
- We're in the design phase. We've developed some concepts and evaluated them. We're moving forward with preliminary design and municipal consent by end of summer
- The project priorities are: safety, accessibility, multimodal, sustainable, implementable, equitable and health-promoting.
- Two concepts have risen to the top: Option A is a three lane with 10.5-foot general lanes, 6-foot boulevards on each side and 9-foot trails on each side. 11-foot center turn lane. It

supports equitable, safe, health-promoting, sustainability and operations goals. Supports portions of ped, bike transit and implementation goals.

- We see people here biking contra-flow to avoid crossing the street twice, so a multiuse trail would help with that.
- Overhead power is shown, city would like to put it underground. That's not a sure thing, there is a cost to it.
- Option B: Three-lane, 6-foot boulevard on south side, 5-foot sidewalk. On north side 3.5-foot buffer, two-way bikeway at 10 feet, 1 foot buffer and 5-foot sidewalk. General lanes are 10.5-feet each.
- Supports equitable safe and health-promoting, operational goals. Supports portions of bike and sustainability goals. Somewhat supports ped, transit and implementation goals. Less green space than option A. There could be people biking on the 5-foot sidewalk on south side, but this concept wouldn't accommodate that.
- We eliminated an Option C with a wider trail on one side and a sidewalk on the other side. We thought the benefits of Option A were better than this one.
- If you have the multiuse trail or cycle track on the north side, how does that connect at 100 and west? There're on-road bike lanes west of 100. We need to transition from these lanes over 100 to three lanes. We're working on concepts to go from two lanes each way to one. For the multiuse trail, if they want to get off the road they could stay on the trail on either side and not need to cross Minnetonka Boulevard. On the cycle track you would have to cross if going eastbound to get to the cycle track. We expect that happening on the east side of the interchange. We're trying to minimize impact to private property there.
- At the east end there's the intersection with 25 to France. We're looking at concepts to clean this up and simplify it and encourage traffic to stay on 25 rather than take 5 (Minnetonka Boulevard). 25 has the capacity and is divided. We're trying to add this to the scope, hopefully we'll have a concept next time we're here. We've looked at signal options and roundabouts. It's not looking promising for roundabouts. The traffic isn't balanced enough at France to work very well traffic-wise.
- In the next month we'll present these preliminary concepts for feedback and arrive at a preferred option to advance to preliminary design.
- Tammy McLemore: Is the funding all county? Jason Staebell: City, county, federal funding. It's for 2024 construction.
- Tammy McLemore: Do the three entities make the decision jointly? Jason Staebell: The federal government doesn't really, though there are a few key criteria. The city has municipal consent. What their council will support, we'll go with.
- Kristel Porter: Option B, there's less green space, in the rendering, there could be green space in that buffer of 3.5 to 5.5 feet to limit runoff. Jason Staebell: There would be 3.5 feet with the cycle track. With less than five feet it doesn't stay green. Things don't grow, trees don't survive. Kristel Porter: If you do go with Option B: If no boulevard, you should look at permeable pavers.
- Lee Newman: Would it be viable to narrow those cycle track lanes to four feet? Jason: It is a possibility, but the guidance is five feet. We'd have to dig into it more. You could do that for a short stretch, but for how long would be OK? Lee Newman: What kind of usage is anticipated for biking? Jordan Kocak: I can tell you what our current numbers are and I assume it would become more as it becomes more comfortable to be in that space. At TH

100 in 2019 we estimated the average biking per day was 10. I would guess it would be significantly more. Right now it's not a safe or comfortable place to bike. Just east of here is the East Lake light rail transit station and possible connections to the Midtown Greenway. That probably will increase desire to walk and bike along Minnetonka Boulevard. Lee Newman: That would argue against having four feet. Jordan: I would guess if after engagement the decision is to go for the cycle track, then there would be more discussion of dimensions. Jason Staebell: I think it comes down to whether it's about the commuter going along Minnetonka Boulevard, or is it more about local trips better served by the multiuse paths.

- Tammy McLemore: Similar to what we talked about Hi-Lake, are you reaching out to schools, organizations that could benefit from this? Jason Staebell: We did a lot of outreach in the summer digitally and pop-ups. We sent postcards to people within a few blocks with a link to a survey. We got responses in the 100s. We'll focus more on the business outreach. The area has a lot of Jewish residents, synagogues and schools. We've had some initial meetings and will reach out to them again. We'll also be in the city's quarterly newsletter. This past fall we had sidewalk decals with QR codes to our Web site.
- Courtney Costigan: If I could avoid crossing Minnetonka Boulevard I'd sure like to do that. I'd like to hear what users of the corridor think on that. I'd love it if I could just stay on one side.
- Jay Eidsness: On Option B: I grew up on Ottawa and Minnetonka, I don't see any issue with the multiuse trail in Option A, and I think it might be nice to have cyclists on both sides. If people can stay on their side with a path, I think that's great. I don't see a huge conflict between bikes and peds here. There's a Little League baseball field on the south side. I used to bike there all the time when I was growing up. I think the two trails would work well here. I think the bigger improvement is going to three lanes and slowing traffic. Jason Staebell: City has a project to add a trail to Ottawa to cross 25 to connect to the Southwest light rail transit station. Whatever we do here will connect to that trail. I think the city also wants to extend that trail north on Ottawa.
- Dave Carlson: As a St. Louis Park resident I've worked a lot with the city as they explore ways to accommodate bikers. Because there are bike lanes west of TH 100, I think there's benefit to having on-street bike lanes here for continuity. They did put a cycle track on Cedar Lake Road, one-way in each direction. Maybe that's something that could be considered. Maybe a 5- or 6-foot cycle track and a 5-foot sidewalk. I think keeping bikes and pedestrians at least somewhat separated would be beneficial for safety. I think a fair amount of people walk here, there are apartments nearby. If there is a two-way cycle track, there are advantages in getting more sunshine, and people maybe be heading to Cedar Lake, but the LRT station will be on the south side.
- Jason Staebell: Your trail should be 5, sidewalk minimum is 5, you should have a tactile separation up to 11 feet, which would eat up boulevard and make it less likely to be green. Aaron Warford: There were strong feelings from the local partner and the community and they thought it would be shame to take away the option for a green boulevard.
- Lou Dzierzak: This is great. On Option A, with trails on each side, are those trails considered one-way or two-way? Jason Staebell: We currently have it at the rider's convenience, so they could go either way. Lou Dzierzak: Would these trails be cleared in winter? Jason Staebell: The city has said they would clear these.

- Jordan Kocak: Where the design is now, you have the green space plus more separation for walking and biking from motor vehicles, not at the back of the curb.
- Jason Staebell: With the three-lane section, those who want to bike on the road they can, and it provides a way for people driving to pass in the center turn lane. In the current situation it's a little more challenging. That's consistent in both Option A and Option B.
- Lou Dzierzak: on Option A with the green space, is there a standard or a plan for distance between trees and how many trees would be in these sections? Would they be purely decorative, or creating shade for that side? Jason Staebell: There is guidance, what goes out right away is 1- to 2-inch diameter trees. The county's foresters will choose tree types, I feel like spacing is 50 to 100 feet. Keep in mind there will also be signage and lighting in the boulevard. I don't think we'll have that tunnel effect for a long time.
- Tammy McLemore: Would the 4-3 affect dropping the 35 mph speed limit? Jason Staebell: We'll look at it to see what we can do. The cities can sign their own speed limits, but the county doesn't have that ability and would need a speed study. Our minimum would be 30. If we show that bikes will be on the street, we possibly could get down to 25.
- Jordan Kocak: It sounds like you'll be talking to the public, but it sounds like it's approaching a decision point for Option A or Option B. Would a resolution now be helpful? Jason Staebell: I think that would be nice if the committee is ready to do that. Jordan: I will work with the co-chairs and District 3 representatives to work on that. Jason Staebell: I think we'll be back in about May.
- Tammy McLemore: Will it be possible to get a questions for people who aren't using the corridor now but maybe will in the future? Jason Staebell: People don't react to what they don't know, there aren't bike facilities here now. It's tough. With our outreach, Web page, story map, we're trying to get some of that.

- **Lowry Avenue NE reconstruction resolution**

**5:45 – 5:40**

- Kristel Porter described the resolution for the project: On March 22, 2021, Billy Binder and Kristel Porter sent a letter to Commissioner on the reconstruction. We were worried there weren't bike lanes between Marshall and Central. This opportunity would not come again for another 50 years. Adding bikeways would address racial equity and greenhouse gases. Not having bikeways would affect safety, divide north and northeast Minneapolis. Adding bike lanes also would slow motor vehicle speeds. On Dec. 30, 2021 Billy and Kristel drafted resolution presented to the Active Transportation Committee.
- Most of the resolution did not save, so ATC members drafted new language: "The Hennepin County Active Transportation Committee supports the Lowry Avenue NE reconstruction option to implement a continuous multi-use trail facility from Johnson Street NE to Marshall Street NE. The ATC requests that the trail be oriented on the north side of the roadway and be a minimum of 10 feet in width."
- Bob Byers moves to adopt the resolution. Kristel Porter seconded the motion.
- Resolution passes by voice vote.

- **Member announcements**

**5:40 – 5:45**

- Jordan Kocak: District 1 and 2 member seats are up for renewal. There's a call for applicants out there. Terms are three years. We state in the charter that there will be an open call every three years, and I hope current members will apply again. Applications will be open for three weeks and depending on number of responses we might keep it open longer. Tammy McLemore: Whenever any term is up a member has to submit an application again to keep things open, fair and competitive. Jordan: Yes, to increase transparency and credibility, as this is a public committee.

**Adjournment**

Lee Newman moved to adjourn the meeting and Courtney Costigan seconded. The meeting adjourned at 6:02 p.m.

Next meeting:

February 28, 2022

4 – 6 p.m.

Microsoft Teams Meeting



# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, February 28, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2  
Kristel Porter, Dist. 2
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### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

### Guests:

- ✓ Danny McCullough, Three Rivers Park Dist.
- ✓ Tom Musick, HC Public Works
- ✓ Jason Gottfried, HC Public Works
- ✓ David Gepner, former BAC member
- ✓ Ben Brasser, Minneapolis Public Works
- ✓ Chad Ellos, HC Public Works

## Notes

- **Introductions**
- **Approval of the January 2022 minutes** **4:02 – 4:05**
  - Greg Anderson moved to approve the January 2022 minutes. Bob Byers seconded. Minutes were approved unanimously on a voice vote.
- **Minnetonka Boulevard reconstruction project resolution discussion** **4:05 – 4:40**
  - Dave Carlson described a draft resolution to support two-way cycle tracks on Minnetonka Boulevard in St. Louis Park, in follow-up from discussion at January's meeting.
  - Dave Carlson: The city is giving us two options, and we can pick one. I don't like two-way cycle tracks, that gives you crossing issues, safety issues, oncoming traffic nearby. But at least it's dedicated space. We were leaning toward two-way cycle track. The cycle track is



inconsistent with the bike lanes to the west and different from the cycle tracks the city has put on roads around the city. I spoke with Billy Binder, and he wondered whether we really want either one. The trouble with cycle tracks on both sides would be the loss of green space, and residents really want that. So that's why it's on these two options. What do other committee members think? Do we hold out for on-road bike lanes or cycle tracks on each side?

- Dave Carlson: The last paragraph says we further encourage the project team to consider a two-lane roadway section for a majority of the corridor, except where left turn lanes are needed at major intersections. This would allow for on-street bike facilities consistent with on-street bike facilities west of TH 100 and more boulevard space.
- Laura Mitchell: If we had to choose, we would err on the side of two-way cycle track.
- Jordan Kocak: I followed up with Jason Staebell on the last paragraph supporting a two-lane roadway: You can choose to leave it in but it's unlikely the county would consider the two-lane roadway feasible.
- Billy Binder: What is going to happen west of TH 100? You can't just design a section in a vacuum, you have to think of what's happening in the rest. Otherwise you have problems with transitions and crossing multiple lanes. We're setting the course for what would happen all the way west to TH 169. I just don't see why we wouldn't want one-way paired cycle tracks on the whole corridor. Why not? Jordan Kocak: I think the big reason the project team didn't advance that option is if you try to get the one-way pair you don't have room for green space. You run out of space and it's all hardscape. They heard from the public they wanted that greenspace and trees. Billy Binder: I get it, and I'll probably vote the way Dave votes. I get the green space, but you're giving up a lot as a transportation corridor. The road is in rough shape to the west and it'll have to be redone soon. I imagine it'll be repaved with bike lanes, which is great but not the future.
- Dave Carlson: The city of St. Louis Park in their corridors, priorities are listed as pedestrian first, bike second, transit third and cars fourth. I don't see greenspace in there. It looks like bikes have dropped down to fifth place. You're going to have people having to cross four lanes of traffic to get to a cycle track. It might encourage some riders who don't mind a narrow cycle track, but any serious or commuter biker are really going to have a substandard facility. I have a question; would the two-way pair cycle track have some green space buffer between the cycle track and the curb?
- Lee Newman: I'm struggling with this issue. As a committee we want to support bicycling as a safe and efficient transportation mode. On the other hand I'm a big proponent of maximizing green space. At this point I don't know how to vote; I don't know how to reconcile those two goals.
- Dave Carlson: It doesn't preclude green space on the other side of the sidewalk, on private land.
- Greg Anderson: We always get into these sort of discussions where there's no right or wrong answers. I get the impression the most likely users are going to be nearby residents. Where are they going to go? It's good they're doing something in the planning and we won't be too far off the mark if we go with your recommendation for a two-way cycle track. I'm curious about the volumes, and something is better than nothing.
- Bob Byers: They have 3.5 feet between the cycle track and the curb, which is pretty minimal for trees, not necessarily minimal for other greenery. You gotta be careful with some of that for sightlines, especially at intersections. I also have questions whether the

volume of people biking here warrants full protection. If you go west of 169 and we have trails and shoulders but I don't see a lot of people biking. I don't see a lot of conflict between bikers and walkers, which there are more of. I would say the midblock crossing problem is a bigger deal than conflicts with pedestrians. That's where I would come down on this one. We just went through this conversation on University. There you have high bicycle usage and the pedestrian and bike mix is a bigger deal. Here I'm not sure mixing pedestrians and bikers is a big deal.

- Dave Carlson: University is a whole different animal. I think a lot of people use Minnetonka on the road, but not on the trail. How wide is that two-way cycle track? Bob Byers: 10 feet, and that's about right.
- Lee Newman: Is there a population of people along this corridor who would use this track for commuting if it were tenable for higher-speed bike traffic? Do we know that? Jordan Kocak: I'm sure some would. Further east you can connect to the Midtown Greenway and west has bike lanes.
- Jordan Kocak: 1. Is most of the group in agreement with the first paragraph supporting the two-way cycle track, or are there mixed feelings? And 2. Do you want to keep in the second paragraph encouraging two-lane roadway with on-street bikeways?
- Greg Anderson: I haven't heard anyone come out strongly against what we have.
- Lou Miranda: I don't prefer the two-way cycle track. Generally I do support one-ways. Here I think mixed use makes sense because the number of cyclists and pedestrians are not huge because it's mostly single-family homes. If you're just going a few blocks most people are not going to cross to use a bikeway. I think the one-way pair trails make sense here.
- Bob Byers: 1. Do we know the projected volume of pedestrians and bikes. I don't think the conflict will be that great. 2. Do we have any idea of the future of the corridor? We have chunks of on-road and off-road and how are you going to get over that bridge. What does it mean if there isn't going to be anything to the east for 50 years? Are we serving mostly the neighborhood if it's hard for commuters to connect? Jordan Kocak: I don't think this ever will have so much volume that you'll have lots of conflicts. On the other question, there is potential for the bikeway to extent to France Avenue or even beyond by a block. That gets you close to the light rail station. To the west I don't think we have a plan. If we reconstruct that, it may be a trail, but I don't know that we'll reconstruct that anytime soon. Bob Byers: To the west a buffered bike lane might fit in better.
- Dave Carlson: I agree, there hasn't been a lot of bike usage in that area because it's a four-lane without bike facilities. I think there would be a fair amount of bikers and pedestrians. There's city hall, apartments, senior housing and businesses. A multiuse trail, you probably will have people biking on the street in one lane. From the west there's an on-road facility and I think people will stay on road. I think two multiuse trails, I'm disappointed we couldn't get something better.
- Jordan Kocak: Maybe we should do an informal poll to inform how we move forward with a resolution? 8 members favored the two-way cycle track, 4 favored multiuse trails.
- Lou Miranda: I would like to remove the paragraph about two-lane roadway. The city had trails on either side and painted bike lanes on the street, which encourages people to drive faster with a wider road. I think the separation makes it safer.
- Dave Carlson: I would want to keep it in. A lot of people bike on road. If you look at Beltline, they were adamant that we keep them in there. It makes a complete street, if you

are comfortable on-street with 30 mph traffic, it gives you space to ride. I think we should keep the paragraph in. Complete streets means for all users and there's a lot of people who bike on-street.

- Jordan Kocak: Maybe another straw poll on whether to leave in the second paragraph concerning a two-lane roadway. 8 members wanted to leave the paragraph in, supporting a two-lane roadway with on-street bike facilities.
- Newman moved to approve. Costigan seconded. Six in favor. Two abstain. Two oppose.

- **Three Rivers Park District update**

**4:40 – 5:15**

- Danny McCullough introduced himself as the Regional Trail System Manager for Three Rivers Park District: Once a year I try to come to this group and update you on what's going on with the regional trail system, construction and planning. The things I'm going to go over from the past two and a half years or so should touch every single commissioner district. During Covid we kept our master plan work going as we continue to expand our regional trail system.
- We recently completed a regional trail master plan, now in the 30-day comment period. It's been approved by most of the cities, the next step would be to get approval from Metropolitan Council. The plan covers nine trails that previously did not have master plans. Many of the trails were done 15 years or so ago.
- [Letstalkthreerivers.org](http://Letstalkthreerivers.org) has the plan, where you can review it. The trails are: Cedar Lake, Lake Independence, Lake Minnetonka, Luce Line, Medicine Lake, Minnesota River Bluffs, North Cedar Lake, Northeast Diagonal and Shingle Creek.
- This plan focused on subgrade and maintenance. The trails already exist, so we went through and highlighted what needs to be improved. North Cedar Lake we would widen from 10 feet to 12 to 15 feet.
- Lake Minnetonka, we would pave the trail around the lake and Excelsior. I'll let you go to the Web site and explore on your own.
- We just got approval for the Eagle to Bryant Lake trail. I talked to this group about a year ago. Starts on Plymouth Maple Grove border at Eagle Lake Park down to Minnetonka Boulevard. This was a large undertaking with a lot of engagement. At TH 55 and CSAH 73, we're working on getting an underpass under TH 55. The area is kind of a tangle town. The trail will go down Baker Road. On north end the trail will be on the west side, then east side across Excelsior Boulevard. There's plenty of space on Baker Road, including boulevard space. We recommend narrowing each lane by a foot, which hopefully will address speeding.
- We're kicking off planning for the CP Rail Regional Trail in Crystal/New Hope/Golden Valley. About three years ago planned from the Minnesota River up to near 494 and Edina. Now we're planning to the north. It will not be in the rail corridor. We don't think a rail corridor route is feasible, after talking to the railroad and the Hennepin County Regional Railroad Authority. So instead we're looking at a community based trail connecting parks and other destinations.
- We're about to wrap up a huge project, the Diamond Lake Regional Trail, starting in Rogers down to Wayzata. It took two years to plan. It's kind of a circuitous route because we're taking advantage of some development, and also because we're working with a lot of cities, each of which has their own priorities and expectations. Soon to be released for public comment. Soon there will be information online with details.

- Nine Mile Creek Regional Trail at 169 and Brent Road. Years ago MnDOT reconstructed 169 and put in a tunnel for us. Currently the trail goes on a sidewalk. We're now constructing boardwalk to Lincoln Drive where it will connect with existing trail. They're out doing the work right now.
- In Carver Park Reserve, early stage of Baker/Carver Regional Trail. Already constructed from Nature Center to Highway 7 in the fall.
- Lee Newman: Will that tunnel on Nine Mile be open this summer? McCullough: Yes, hopefully. They're constructing boardwalk right now, they have to do it in winter. As long as we don't get a super early thaw they're on track to finish the boardwalk this spring. Then the paved portion of the project should be ready by mid-summer, once asphalt plants open.
- Dave Carlson: That was the worst section of Nine Mile, that'll be a big improvement. north cedar lake trail widening will be a lot better. For Diamond Lake Trail, are you going through wooded areas? It looks like it's not along roads. McCullough: It's a mix and a huge corridor. There are definitely elements of the trail that are along a road, a lot are not. Especially in Corcoran, we're tying it into development. Some is in natural areas. We had envisioned this being a very nature-based corridor, like a Rush Creek with a wide corridor of natural space. We met resistance in areas from residents. A lot of this area is wet. You're having to plan this around a four-mile boardwalk that would cost so much money, or private land that would need to be purchased. It's a happy medium in terms of being a nature-based route and a roadway route. At Hamel Road into Baker Park, we had wanted to go south through Medina and it just wasn't feasible. On the north end it ties together a bunch of lakes that will make a really nice trail. In Corcoran there also are some areas that are pretty scenic. Soon it will be online and you can look closer.
- Dave Carlson, it looks like you're really close to Elm Creek Regional Park, are you able to connect to there? McCullough: We're debating it right now. The northwest part of the park is old-growth forest and the most sensitive. It's the one part of the park we most want to protect. I don't see a connection going in right there, but maybe north of there. We'll see. There're also some wetlands in the area. There are a lot of good reasons to not connect in.
- Greg Anderson: Is Crow-Hassen connection possible? Danny: We're acquiring land to make that connection. Unfortunately it's going to take a long time to make that connection, but once we do it'll be a really nice natural corridor.
- Lou Miranda: As someone who lives close to CP Rail, Segment B, any idea when that will be planned or designed? McCullough: If I remember correctly we start that next year, maybe the next year. I'll confirm and email you. Miranda: Will it be along the rail line? McCullough: Probably not. Miranda: Also, great progress on the tunnel under 169, I toured it a while ago and it looked great.
- Dave Carlson: Do you have projections on when construction will be complete? McCullough: No, we complete a master plan then go looking for funding. For example Eagle Lake Bryant Lake. We're never going to build it all in one shot. So, I'll be back next month hopefully asking for a resolution of support for a regional solicitation application. We want to build the trail from south of Medicine Lake to Bryant Lake. If we were to get funding that would be 2026. It would be done in three separate projects and we're applying for all three of those. We're applying for a total of 12 projects: gaps on Basset

Creek, reconstruct end-of-life trails, three are what I just showed, Shingle Creek to lift trail out of flood zone and build boardwalk, they'll be listed on that resolution request.

One of the first things on Diamond Lake Trail in downtown Wayzata, we will actively seek funding to get that done as soon as possible.

Billy Binder: Are you interested in adopting a trail on north side of TH from downtown MPLS to Burlington Northern Trails, once part of the Bottineau LRT line? That area has a raft of bike riding and a real need for a trail. McCullough: Probably not, because once we cross into Minneapolis we don't do any planning work in Minneapolis. On that resolution request, one of the projects is Golden Valley Road on the gap where we got funding two years ago, stopping at Bonny Lane, and close the gap to Theodore Wirth. It was supposed to be done with Bottineau, but since that changed we're looking for funding. Michael Samuelson: MnDOT, with the change in alignment on Olson moving north from 55, a lot of the improvements MnDOT was going to do have been pushed onto a roadway project toward the end of the decade. Not just trail improvements, but also ADA improvements and crossing improvements.

- **Lake Street corridor study and B Line transit project**

**5:15 – 5:55**

- Chad Ellos, Hennepin County Transportation Planning manager introduced Jason Gottfried from Transportation Planning and Ben Brassler from Minneapolis Public Works, who've been working with Metro Transit and Minneapolis on B Line BRT on Lake Street in Minneapolis connecting to Marshall and downtown St. Paul.
- <https://www.hennepin.us/lake-street-improvements>
- We've been working over the past year-plus to optimized planning around the B Line and Lake Street.
- The B Line runs 12.6 miles along Lake, Marshall and Selby from West Lake Station on the Green Line to downtown St. Paul.
- Service planned every 10 minutes, about 20 percent faster than existing Route 21.
- Project is fully funded with engineering now and construction in 2023-2024.
- Stations will include heating, light, real-time information, security and regular maintenance. Transit-signal priority and pay before boarding help get those faster trip times.
- Outside downtown Minneapolis, it has some of the highest pedestrian traffic. Lake and Hennepin has 300 daily ped crossing.
- Minneapolis identified it as a high injury street.
- Last reconstructed in 2007-2008; most of it is in good shape and not due to be replaced soon, but a mill and overlay is anticipated within about five years.
- Priorities are increasing transit speed and reliability, improve safety for all modes and improve conditions for people walking and crossing Lake Street. We also want to limit impacts to residents and businesses in the corridor.
- Other projects include I-35W and Lake, Hi-Lake (presented last month for 2024 construction).
- We have studied bus-only lanes, 4-3 lane conversion east of Dupont
- Evaluated several concepts with traffic modeling to optimized transit service and make for a safer roadway overall.

- Looked to climate action plan, transportation action plan, complete streets policies for city and county
- Metro Transit did a significant engagement plan for the whole corridor and got hundreds of comments.
- This would not be a full reconstruction, as it's still in good condition, so we looked at what we can do between the curbs. We came up with some new striping plans, ADA improvements and signal modifications. Also bumpouts west of Hennepin, which was not part of the 2007-2008 reconstruction.
- Ellos will show concepts for a 4-3 conversion to improve safety all-around paired with a bus-only lane. We envision a predominant westbound bus-only lane and also eastbound where there is space. We envision a 24/7 bus-only lane. The bus lane would be shared with people turning right. Dual westbound lanes are still recommended at busier intersections and known bottlenecks. We'll continue to evaluate whether we can restripe those location for continuous bus-only lanes.
- Ellos showed the existing and proposed typical section. Either a two-way left turn lane or dedicated left turn lanes at intersections and limited parking impacts.
- Half of Hi-Lake station constructed already, the other half with this.
- Concept includes six miles of bus-only lanes. On the west side it's three lanes in each direction, the outside through lane would become bus-only from Dupont west.
- East of Dupont would be a 4-3 with a westbound bus-only lane.
- We might be able to get bus-only lanes in each direction at 35W, Park, Portland and Chicago.
- Ellos showed a 10 percent concept at the west end near West Lake Station,
- Through the one-way pair Lake and Lagoon segment (possibly including bumpouts),
- Lake and Lyndale (bus-only lane drops at busier intersections to try to get traffic through the signal in one phase; could possibly stripe it as bus-only in the future),
- Lake and 35W Working with MnDOT to see if we can bring the bus-only lanes through here. It would just be restriping.
- Lake and Cedar: Similar to Lyndale. We would have two westbound lanes open to general traffic to get vehicles through the signalized intersections.
- Minnehaha to the River: 4-3 conversion with westbound bus-only lane.
- Has been previous engagement, Metro Transit corridor plans, Minneapolis Transportation Advisory Panel, Vision Zero, Minneapolis 2040, [metrotransit.org/b-line-project-hennepin.us/lake-street-improvements](https://metrotransit.org/b-line-project-hennepin.us/lake-street-improvements), councilmember briefings, agency meetings with Pedestrian Advisory Committee, Bicycle Advisory Committee, Public Works and Infrastructure business and neighborhood groups. Minneapolis Public Works and Infrastructure committee March 31, 2022. Scheduling virtual open house for mid-March in the evening.
- Next steps are to communicate with businesses and stakeholders, execute agency agreements, align necessary funding, finalized plans, bid, award and construct project. The improvements needed aren't in any current projects.
- Hokan: Minneapolis had a lane downtown for buses, bikes and right turns only. They then claimed they couldn't enforce the right-turn-only so they converted that lane to a general traffic lane. What is different here? It was during the conversion of Hennepin-First downtown to two-way. It was not a reconstruction. The road was very wide, and people just drove cars in the bus and bike only lane. If you have a situation on Lake where it's

restricted to buses and right turns only, how will you enforce it? Chad Ellos: We're discussing it at the county, city and Metro Transit. Designation really helps, red paint really designates it so people know whether they're supposed to be in there. There are tradeoffs with all that red paint, we're looking into it. Enforcement is a part of it as well, and it continues to be a question.

- Hoka: Did you mention, can you have bicycle in the bus lane? Chad: That is not the intent that we've been discussing. It's always been assumed it would be transit, right turns and accessing parking. The parallel Midtown Greenway serves a large portion of the pass-through bike traffic and we're improving connections to that.
- Jason Gottfried: I do share your concerns on enforcement; we continue to discuss best practices across the country. I understand Hennepin Avenue through Uptown they've had challenges, but I don't think it's affected bus operations too significantly. New York has an effort to get cameras on buses to get license plates and automatically send out tickets. As far as bikes along Lake Street, we anticipated Midtown Greenway to continue to carry the heavy load. We do leave the door open for future bike facilities west of Hennepin Avenue on Lake Street. That perhaps would entail parking impacts, so that will be a separate endeavor.
- Courtney Costigan: Do you expect you'll see ridership increase? You mentioned crashes at Lake and Lyndale, Lake in general: Is that all car crashes, or buses or pedestrians? Jason Gottfried: It's all kinds of crashes. The whole corridor has a high crash rate, some intersections more problematic than others. Lyndale especially with high pedestrian and vehicle traffic. With a 4-3, with so many left turns, people will be able to be more patient and find a gap to more safely make a left turn. We hope we can reduce sideswipe crashes with less weaving and we believe there will be a traffic-calming element in a 4-3. The benefit to the pedestrian is dedicated left turn lane phases, to give people time to more patiently make left turns.
- Greg Anderson: Anything else to offer people biking on Lake Street, those who aren't on the Greenway? Chad Ellos: This isn't a full revisioning of the corridor, we do anticipate a calming effect and better setting expectations. There definitely has been more on pedestrians, crossing and getting to transit stations. There is a calming effect for people who choose to bike in the lanes. It is a big step to remove the 4-lane undivided sections. Greg: I like seeing the 4-3s, which are beneficial in many ways.
- Billy Binder: Lake Street is wide east of Hiawatha, what about bike lanes on that section east to the river. There's much less traffic on that stretch, too. Chad Ellos: The three agencies have looked at that. It has a lot of parking and bumpouts, so there is extra space with a 4-3, but the choice was to prioritize buses in that section as well. Jordan Kocak: Last month we had the Hi-Lake project, which is considered a limited east-west bikeway. The city wants to connect the stations around Hi-Lake to the bikeways to the north for east-west connectivity.

- **Member announcements**

**5:56 – 5:55**

- Jordan Kocak: In our Active Transportation Committee bylaws there is an item about an annual report or summary. In the past we rolled this into a walking and biking annual review. This year we did a standalone document for the ATC. I'll email the PDF to everyone after the meeting. Some of our members were models in a photoshoot this fall,



Tammy and Gilbert and Jay and Lou. The report highlights the work from 2021, including changing the name, resolutions and projects of interest.

- Billy Binder: I'd like to credit Jordan with good staff work on Lowry NE, Hennepin/1<sup>st</sup>, and University/4<sup>th</sup>. You did a really good job bringing these projects to our attention and I think we did a good job with recommendations.

### **Adjournment**

Lee Newman moved to adjourn the meeting and Lou Miranda seconded. The meeting adjourned at 6:03 p.m.

Next meeting:

March 21, 2022

4 – 6 p.m.

Microsoft Teams Meeting

# HENNEPIN COUNTY

MINNESOTA

## Active Transportation Committee

Date: Monday, March 21, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2  
Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5  
Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7  
Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

### Guests:

- ✓ Danny McCullough, Three Rivers Park Dist.
- ✓ Tom Musick, HC Public Works
- ✓ Anna Schmiel, D1 commissioner's office
- ✓ David Gepner, former BAC member

## Notes

- **Approval of the February 2022 minutes** **4:01 – 4:02**
  - Billy Binder moved to approve the minutes. Lou Dzierzak seconded. The motion carried on voice vote.
- **Welcome new members and committee introductions** **4:02 – 4:13**
  - ATC members welcomed their newest addition, Jenny Ackerson, representing District 2. Jenny works at Metro Transit on its facilities team and enjoys biking and walking in Hennepin County.
- **Hennepin County Toward Zero Deaths (TZD) Program** **4:13 – 4:47**
  - Tom Musick introduced himself and the county's Toward Zero Death program. Tom joined the county from Illinois and the National Safety Council on national transportation safety programs.



- Tom: At the national level it was important to talk about transportation, but it was hard to feel like you were contributing to a specific place, so I jumped at the Hennepin County opportunity. You can see the improvements you're part of, see the before and after.
- We're looking to make Toward Zero Deaths more noticeable in Hennepin County. It has a decent presence at the state level.
- We have a major problem with traffic fatalities, more than 100 a day across the U.S. Much of it due to speeding, distracted driving, not buckling up, not stopping for pedestrians. All these deaths are preventable. Human error is responsible for 94 percent of crashes.
- We want to pursue public support of traffic safety as an urgent issue. We want to strengthen Toward Zero Deaths as priority for all units of government and create traffic safety partnerships.
- We want to promote implement effective traffic safety initiatives.
- There was a plane crash in China today, it killed 132 people. It's being reported around the world, they're investigating the aircraft. First commercial crash in China since 2010. This is terrible, tragic, very sad. If you relate this to traffic safety, and the more than 100 deaths every day, there isn't that urgency. We just kind of accept it as a cost of mobility; there's no sense of urgency. If a plane crashed every single day in the U.S., we'd shut down the airlines, investigate aircraft, have Congressional hearings. But we don't have that. We need to challenge that and change the mindset. How do we push back against that collectively and in a positive way when we know they're completely preventable.
- Hennepin County is going the wrong direction in traffic deaths. 77 in 2021, from 46 in 2020, 38 in 2019, 57 in 2018, 45 each in 2017 and 2016. It's similar to trends across the metro, state and country. 22 people died walking in 2021 out of the 77 traffic deaths. Contributing factors included 40 speed related, 27 alcohol related, 13 unbelted, 2 known distraction related (this is notoriously underreported).
- Fatal crashes with speed as a contributing factor were at 40 in 2021, up from 25 in 2020, 12 in 2019, 22 in 2018, 14 in 2017 and 16 in 2016. We're trying to figure out why speeding has increased; the pandemic may have contributed by reducing congestion allowing people to speed.
- When there's a speed related or alcohol fatality, where was the last drink? How did they get behind the wheel? We've talked about coordinating with the sheriff's office, getting high-visibility speed signs.
- The five Es: Engineering. Enforcement. Education. Emergency services. Engagement. We've talked about a sixth E, Exposure, meaning if you aren't driving you aren't crashing.
- Pedestrian fatalities. 22 in 2021, 7 in 2020, 9 in 2019, 14 in 2018, 11 in 2017. It's the highest we've ever seen
- No reported bike fatalities last year. The previous five years each had at least one.
- Opportunities to collaborate: How can we help get message to schools, advocacy groups, emergency medical services, work sites? I'd love to hear if you have ideas on how we can collaborate. The goal is to become externally focused. We're preaching to the choir within the county, we need everybody else. Schools are really important to instill lifelong habits in young people, and maybe they can help their parents be safer behind the wheel.
- The past few years in this country we've had this feeling of tension. I hope we can come together around safety. Especially in Hennepin County where we have more people walking and biking. We want to get to zero deaths.

- How might this overlap with the Active Transportation Committee and what overlaps with your districts?
- Lou Miranda: Those statistics are so helpful to know.
- Courtney Costigan: I love this presentation. It was powerful, the analogy of the plane crash was great, the statistics. I love your enthusiasm to continue to tackle this issue that isn't in front of us every day. I'm glad you're here.
- Billy Binder: You might be interested in knowing: In the 1990s there was a program called the Top Accident Control Targets under Tom Becker, city engineer in Minneapolis. They found that 25 percent of crashes occur on 2 percent of streets. They put together a highly effective program. They would target these 2 percent of streets and ticket for expired tabs and other infractions. When Ethan Fawley started the Vision Zero program, I suggested they do that. Fawley said they were just doing education. I sent him an email saying you're fooling yourself if you think you can do it without enforcement. We need fair enforcement. Billboards with pictures of crashes. I suggest you talk with Ethan Fawley and Tom Becker, who's retired. Tom Musick: I have connected with Ethan Fawley a few times. This gives me another reason to. Thanks. Where is the data leading us in these high-crash corridors. We want to be preventive, identify the trends and get ahead of crashes rather than respond after crashes. Billy Binder: We need to get past it being politically incorrect to tag people. Tom Musick: How can we do this positively in a fair and equitable way?
- Lou Dzierzak: This is excellent information. It's not just Minnesota, it's all over the country. The relationship between cyclist and drivers is antagonistic. And a biker is always going to lose that battle. Anything we can do to help educate drivers, for example the successful "Start Seeing Motorcycles" program.
- Jay Eidsness: I was struck that all the fatalities involved motor vehicles, there weren't any bicycle-bicycle crashes, right? We need to reduce our dependency on motor vehicles. Focus on vehicle miles traveled. If that's by education or access, any effort to encourage people to not drive is time well spent. Tom Musick: Yes, totally.

- **Three Rivers Park District update**

**4:47 – 5:12**

- Danny McCullough introduced himself as the Regional Trail System Manager for Three Rivers Park District: I was here at your last meeting with updates and this month I'm sharing our regional solicitation application projects. We're applying for 10 or 12 projects because the need is so great. We're seeking a resolution of support for our application.
- The regional solicitation is federal transportation funding administered by the Metropolitan Council. The money is spent on surface transportation like roads, transit, bikeways, pedestrian infrastructure and Safe Routes to School. Agencies that want this funding go through an application that gets weighted and scored against other applications, and then some get funded. In the bikeways category there's about \$26 million available. That pot of money usually gets about 40 applications, they usually award about eight to 10 applications. So it's very competitive. It's helped us build a lot of great regional trails and helped the county build great bike lanes and cycle tracks. We're applying now, it comes around every two years. This round is for construction in 2026 and 2027. It's a lot of long-range planning. The applications include:
- Rush Creek Regional Trail Winnetka Grade Separated Crossing (tunnel under the road)

- Shingle Creek Regional Trail Noble Avenue reconstruction. Three segments need reconstruction, two flood so we want them raised or turned into a boardwalk.
- Shingle Creek Regional Trail Brooklyn Center reconstruction/realignment. Reconstruct trails at end of life that are literally falling apart.
- Bassett Creek Regional Trail: Golden Valley Reconstruction and expansion. Looking to fill gaps in Golden Valley around TH 100 and Golden Valley Road, as well as near Theodore Wirth Park.
- Eagle Lake Regional Trail: Luce Line Regional Trail to Lake Minnetonka Regional Trail construction
- Nine Mile Creek Regional Trail: 11<sup>th</sup> Avenue resurfacing and construction.
- CP Rail Regional Trail: Bloomington-Edina construction. Some already is built but needs resurfacing or reconstruction, but the northern part is new.
- Medicine Lake Regional Trail Plymouth reconstruction on Schmidt Lake Road around the lake
- Bryant Lake Regional Trail construction. I presented this about a year ago for the master plan, now just a year later we're applying for funding to build 8 or 9 miles.
- Crow River in Rockford
- Champlin Mississippi River Trail
- In Wayzata a trail to connect the Luce Line Trail to downtown Wayzata.
- Courtney Costigan: The projects look great. On the Bloomington CP Rail trail, you said it needs resurfacing, how old is that? Danny: New construction is from Highland Park north to 9-mile-creek. A few places south need some resurfacing, and we're putting in some wayfinding. It's not major trail construction, we it's more like a microsurface that needs to be done every seven years or so. We're including it because it's adjacent the major work to the north.
- Jenny Ackerson: You mentioned wayfinding in your last answer, are there other programs like wayfinding, benches, furniture? Danny: When I say construct a trail, I typically mean everything. With new construction we would include benches, trash cans, wayfinding, signs, bike repair stations. That's all included.
- Tammy McLemore: Are there other competitors for these grants? Danny: Oh yes, many. Jordan is one of them. The county often puts in for these projects. Cities do. They're very competitive. Each project has a max of about \$5.5 million and then a 20 percent match from the applicant. Jordan Kocak: Cities, counties, park districts all are eligible. There are scoring factors like demographics, density, expected use. We often can score quite well on these, especially if we choose them right. Other county's are more rural and it's more of a challenge for them to get funding. Danny: There are about 10 sections in each application: Crash data, affordable housing, Regional Bicycle Transportation Network, equity. We have maybe two or three applications that are pretty competitive. The rest we know we have a need so we're going to try to meet that need. Every transportation dollar we can get helps us go further.
- Tammy McLemore: You said you have to match 20 percent of awarded projects? Danny: Yes, if they award projects.
- Jordan Kocak: These applications are the regional solicitation, Three Rivers is also interested in a resolution for another program, RAISE (Rebuilding American Infrastructure with Sustainability and Equity)? Are you applying for both sources for some projects? Danny: In addition to the regional solicitation, we're applying for everything except

Delano and Champlin that you just saw for a RAISE grant from the feds. We're applying as one giant project. We'll also request a resolution of support for the RAISE grant. We've never done a RAISE-type grant. They do give money to trail projects, usually huge ones like putting a Midtown Greenway in a large city's industrial area. We're going for \$25 million.

- Tammy McLemore: So all but two projects are applying for both. Can both pots of money be used for all the projects? If we got the RAISE grant we would turn back the regional solicitation funds. Could you use the funds to cover something the Metropolitan Council wouldn't cover? Danny: If we get RAISE and maybe one regional solicitation grant... we're not sure what we'd do yet.

- **Three Rivers Park District 2022 regional solicitation resolution discussion** **5:12 – 5:28**

- Jordan Kocak pulled up a draft resolution
- Jordan: Most applications for these Metropolitan Council funds include letters of support from different entities like cities, park districts, advisory groups. The point is demonstrating that people are aware of a project and support it. It gives reviewers a base level of confidence that there is some support.
- Courtney Costigan moved to adopt. Greg Anderson seconded.
- Greg Anderson: We're talking about two resolutions, right? One for the regional solicitation, then another for RAISE? Tammy: Correct. Danny: The second one for RAISE will not include downtown Wayzata, Champlin or Rockford, mainly because they don't make it as competitive being in an area with a lower population.
- Lou Dzierzak: I understand the value of combining these in one statement, but is there any more value or weight if each were a separate resolution? Danny: Not really. It shows the Metropolitan Council that we're communicating, it's all they're really looking at.
- Lou Miranda: You mentioned the Met Council has desired areas they want to have bicycle connections in (Regional Bicycle Transportation Network), are most of these part of those corridors. Danny: Most are in some way on the RBTN or close to it. Some aren't as much, maybe part of it is and you'll get partial points. This is transportation money, it's meant to be used for transportation. We're fortunate this region gets a large amount for trails, I don't think there's anything in federal law that says you have to. Of all the money to the metro, part goes to bridge, transit, pedestrian, roads, sidewalks, out of that pot of money, about 15 percent goes to multiuse trail, pedestrian and safe routes to school, and that's quite a bit of money. Of course there's always room for more.
- 10 yeas zero nays. Motion carried on a voice vote.

- **Three Rivers Park District RAISE application resolution discussion** **5:28 – 5:32**

- Lou Miranda moved. Gilbert seconded.
- Lou Miranda offered a correction in the third whereas (from "reconstruct 10 miles of reconstructed trail" corrected to "reconstruct 10 miles of regional trail").
- 10 yeas zero nays. Motion carried on voice vote.

- **Spring bike ride / meetup** **5:32 – 5:41**

- With the weather warming, it might be time to organize a bike ride or a more stationary meetup. We have a fair amount of new members since Covid, so many of you have never

met in real life. I thought it would be a good opportunity to get to know one another a little better. We have a couple of projects in the past year, a high profile one in my eye would be Portland Avenue over TH 62.

- Courtney Costigan: I love the idea and would like to meet people in person, and seeing a project in person. I'm up for biking, walking or just meeting. Or a library.
- Greg Anderson is on board.
- Laura Mitchell would love to, and is comfortable with all options; weekends are better.
- Jenny Ackerson is comfortable with all options.
- Danny McCullough also would like to join
- Lou Miranda is interested.
- Jordan will put together a Doodle poll for what works best for everyone. [Outside the meeting days later, the group landed on 5 to 7 p.m. April 25, meeting at the 66<sup>th</sup> Street Orange Line Station in Richfield.]

- **Member announcements**

**5:41 – 5:40**

- Billy Binder: Would like to put on our agenda the orphan bike trail on TH 55 that disappeared. Jordan: We did get that on our agenda, Michael Samuelson said later on this spring, Michael Samuelson: We should have something in May. We know it's important to this group and others.

### **Adjournment**

Billy Binder moved to adjourn. Jay Eidsness seconded. The meeting adjourned at 5:43.

Next meeting:

April 18, 2022

4 – 6 p.m.

Microsoft Teams Meeting

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, April 18, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5  
Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6  
Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

### Guests:

- ✓ John Crawford, KLJ
- ✓ Kelly Agosto, HC Public Works
- ✓ Brigitte Bjorklund, Zan Associates
- ✓ Hokan, former BAC member
- ✓ Kelsey Fogt, Minneapolis Public Works
- ✓ John Potter, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Elissa Schufman, Minneapolis BAC

## Notes

- **Approval of the March 2022 minutes** **4:01 – 4:03**
  - Lee Newman moved to approve the March 2022 minutes; Lou Dzierzak seconded. The minutes were approved unanimously.
  
- **Welcome new members and committee introductions** **4:03 – 4:15**
  - Jordan Kocak introduced the newest committee member, Haley Foydel from District 4. Hokan has resigned from the Active Transportation Committee and Commissioner Conley appointed Haley Foydel. Foydel is originally from Michigan and moved to Minneapolis a year and a half ago after having lived in several cities. Foydel cannot drive or use a car and depends on biking and transit. Wants to make transportation accessible and fun for everyone. Members introduced themselves and welcomed Haley.





- **Lyndale Avenue 2022 4- to 3-lane conversion pilot**

**4:15 – 4:45**

- Josh Potter with Hennepin County Transportation Design introduced the Lyndale Avenue 4-3 conversion pilot with a presentation. Consultants John Crawford and Brigitte Bjorklund also were in attendance.
- <https://www.hennepin.us/lyndale-avenue-safety>
- The project goals are to 1. protect and enhance the environment; 2. preserve and modernize the transportation system; 3. improve safety, reliability and comfort for all transportation users; 4. provide affordable transportation choices and convenient access to destinations; 5. improve our transportation system to enhance quality of life, health, livability.
- John Crawford took over presenting the following bullets:
- We'll collect a lot of before and after data on such things as motor vehicle, ped and bike volumes, crashes.
- Pilot is from W. 31<sup>st</sup> Street to Franklin Avenue.
- Transit sees 2,000 riders a day at south end to 2,700 on the north end.
- 22,000 ADT at the south and 29,500 on the north end.
- Most ped activity at Lake, 22<sup>nd</sup>, 26<sup>th</sup>; bike at 24<sup>th</sup>, 26<sup>th</sup>, 22<sup>nd</sup>.
- Crash density is highest at Lake, Franklin, 24<sup>th</sup>. 1 fatal crash and 22 severe injuries over past 10 years. 13 crashes per million vehicle miles.
- It's a complex corridor with bikes, peds, transit, trucks, motor vehicles. Ordinarily a 4-3 conversion would not occur at these volumes. It is a pilot; we do anticipate some difficulties with traffic. We'll measure safety and other measures to see if it was a good change, whether there are tweaks and whether it should be made permanent.
- Project goals are to: Improve safety for all users; continued access for residents, businesses and properties; engage with community; identify key challenges and solutions; implement with goal of successful outcomes.
- Finalized design in spring, sharing design now, restriping will be in June. Once people are familiar with conditions we'll count metrics this fall and share around December.
- One general lane in each direction with a center left turn lane.
- Parking will remain on both sides of the road.
- Transit stops will stay in similar locations with very minor shifts.
- Two primary considerations to evaluate in the pilot: 1. How will restriping impact on-street parking, turn lanes, bus operations, transit, pedestrian crossings and safety for all users? 2. How will residents, businesses, property owners and users be benefited and what are the impacts?
- Median being constructed at 27<sup>th</sup> Street.
- Three lanes at 28<sup>th</sup> with left turn lanes with buffer for left turn lanes to improve visibility.
- Josh Potter had the following points:
- Summer to Fall 2022, we really want to hear feedback on the pilot. We'll collect various data on safety, speeds, volumes, number of users and document that. We'll look at any significant issues as they come up, say a significant number of people cut through neighborhood side streets, we'll look at how to improve it. We don't want to kick a problem off Lyndale onto neighborhood streets. We're figuring out how to balance it.
- We do want this to be a success. If there are challenges with this, we want to solve them to help here as well as in future 4-3s.

- Lyndale is scheduled for reconstruction here, so the pilot will feed into that.
- 25<sup>th</sup> and 27<sup>th</sup> intersections: They're completing work this spring with beacons, medians, crosswalk striping, upgraded ramps, changing the cross streets to right-in, right-out.
- Open house 5:30 to 7 p.m. April 20; register on the Web site.
- Haley Foydel: What are the lane widths going to be; we're going four to three and keeping parking, have you thought about bike lanes instead of really wide general lanes? Josh Potter: We're focusing on getting it from four to three lanes. We're keeping the through lanes as tight as we can; we're not widening them. We will talk about biking as part of the future reconstruction.
- Haley Foydel: You mentioned getting feedback from the community, e.g. on too much traffic being rerouted... Is there any other specific feedback you're looking for, if one or two things make the project unsustainable? Josh Potter: We do plan to reconstruct this. The 4-3 pilot comes first, we do want it to be a success. Right now it is a challenge for all users, especially people walking and biking. There are known knowns and unknowns. We're prepared to react based on what comes up. It will take a few weeks for people to make adjustments and we'll see what comes up.
- Greg Anderson: We do annual counts in September; how are you going to evaluate bike and pedestrian counts? Josh Potter: We do want a little bit of time for it to settle out from the change. Our plan is to count pedestrians, motor vehicles, transit, with a focus on crash data. Crash data lags a little from when the crash occurs to when the state receives the data. We'll be in the field observing, too. John Crawford: The city and county have routine counting programs, but we're going to collect our own data, including hourly turning movements, so we'll have significantly more data than what's typically collected, including for bikes and pedestrians.
- Jenny Ackerson: What metrics you'll be looking at, are there specific goals you're trying to meet, or just observing? Josh Potter: There aren't thresholds that we're looking for; we're looking to improve safety. We'll focus on crash data and how people are moving through the corridor. A 4-3 here is going to be an adjustment. We want to see all those movements adjust. We've seen with 4-3s safety improvements; we're certainly hoping for safety improvements in particular.
- Jenny Ackerson: Aside from the pedestrian refuges, this is a paint-based pilot. Is there any talk of painting lanes or extended transit areas to get around other traffic? Josh Potter: We want to implement the pilot. We're working with Metro Transit. If transit does see delays, we'll look at what we can do to keep it moving. Let's see how the pilot does initially and if we see delays we'll look for options. Transit will, of course, be considered in the reconstruction project.
- Alissa Schufman: I'm excited to see a pilot from the county and hope to see more. I have a question on the traffic flow through the neighborhood. There are a fair number of apartments on Lyndale itself. How will you weigh the feedback from those on Lyndale and those from nearby? Josh Potter: We're not trying to heavily weigh feedback from one group or another. We want to see what the results are and hear the feedback. We want this to be a success. We wouldn't want to weight nearby residents more than those on Lyndale, we would find a balance.
- Jordan Kocak: Will data observation at the new medians include yielding rates and people's ability to get across the street? John Crawford: Absolutely. We have before data from last fall and will be doing the same after the project.

- **Lowry Avenue NE reconstruction project update**

4:45 – 5:09

- Kelly Agosto from Hennepin County Transportation Design introduced the Lowry project from Marshall Street to Johnson Street in Northeast Minneapolis. Last December Kelly presented two options for the corridor. The BAC provided recommendations and resolutions. Agosto wanted to share updates on the layout.
- <https://www.hennepin.us/lowry-avenue>
- Phase I area on the east end. Biggest update is the option the ATC recommended and based on public input. Both liked bike options for the whole corridor. We shifted the multiuse trail to the north side as the BAC recommended.
- It's a two-lane roadway with boulevards and a multiuse trail on the north side and a sidewalk on the south side. 11'+2' general lanes, 7' boulevard, 6' sidewalk, 10' trail.
- We're looking at possibility of raised crossings on the trail at city side streets. We're also showing bumpouts on the side streets to shorten crossing distance.
- Looking to accommodate future aBRT services. Metro Transit plans an F Line on Central, so we're coordinating on what changes to the stops at Lowry and Central. We're looking at space on Jackson and Lowry for an unnamed future line that would be a decade or more out.
- On the western side, three lanes with medians at some locations.
- In places we're showing 8 feet to balance separation from motor vehicles and space to treat stormwater. We're also trying to avoid impacts to properties and existing retaining walls.
- Washington Street NE is the boundary between Phase I and Phase II: To the east is 2024-2025 construction and to the west will be 2025-2026 construction.
- At University Avenue, not showing such a large shift in the Lowry alignment. We were showing quite a shift to the south to accommodate truck turning movements. We've refined the truck turning templates to reduce property impacts while also accommodating truck turning movements. It'll have boulevard, sidewalk and multiuse trail. The model is working pretty well as it's depicted.
- Where there are medians a typical cross section is: 8' multiuse, 5' boulevard, 13' lane, 1'-6'-1' median, 13' lane, 5' boulevard, 5.5' sidewalk. Where it's three lanes without a median: 12' general lanes, 10' turn lane.
- Public virtual workshop will be the evening of May 11. More information will be on the Web site soon. Looking for municipal approval later in May.
- Dave Carlson: East of Johnson, why doesn't the multiuse trail continue, it becomes a sidewalk? Kelly Agosto: We're tying into existing infrastructure, which is sidewalks.
- Dave Carlson: I have the usual concerns about an off-road bike trail, and in this case a shared-use facility in a busy urban area. Especially the narrow 8' sections right up against a variety of businesses, a church, a community center, etc. Wouldn't this be a potential safety concern for those entering and exiting these buildings right up against the trail? Also, why in one section is the road lane width 14' where a narrower lane could allow for a wider bike trail. I usually advocate for an on-road bikeway, especially in busy areas. Kelly Agosto: We're looking at the multiuse trail because Lowry was identified on the city's All Ages and Abilities Network. An on-street option isn't for everyone. It's tougher to have a buffered bikeway and still have space for greening and stormwater treatment. The multi-

use path seems to balance those things pretty well. We can work with business to shift things a little to accommodate door swings and similar concerns.

- Billy Binder: Crystal Porter and I have worked with Kelly on this, I'm very happy to see what you've done with the shared use path between Central and the river, thanks. We need to look for something to connect east of Johnson to Stinson. Kelly Agosto: Our federal funding for what we're looking at in this layout would take us only to Johnson.
- Jenny Ackerson: Were any driveways considered for closure? And how did you choose where to put the medians? Kelly Agosto: We used traffic modeling to find where it would make sense to place medians. I've spoken with city contacts on driveways near intersections, such as near Washington. We haven't spoken with property owners yet and we aren't at this time anticipating driveway closure.
- Jenny Ackerson: Are the 6-foot medians considered safe for pedestrian refuge? Kelly Agosto: 6 feet is generally considered the minimum for a pedestrian refuge; there are few of those. We have a few places where the median is narrower than 6 feet, but we aren't showing those as pedestrian refuges.
- Jordan Kocak: The ATC did pass a resolution in January, when we were deciding between options. Would it be helpful to have another resolution more specific to this preferred layout? Kelly Agosto: I think that would be helpful but I don't want to create extra work. We're looking at the May 26 city council, with May 19 public works committee meeting. We're looking to get the information to them by April 26. Jordan Kocak: I don't think the committee could pass a resolution by then, but they could pass one even if it doesn't make that deadline.

- **ATC project evaluation process**

**5:09 – 5:51**

- Bob Byers, District 6 member, is looking to improve the process by which the ATC evaluates projects and presented slides on the topic.
- With big projects there are a lot of tradeoffs. Can we develop a systematic way, perhaps a checklist, to make sure we don't forget anything as we weight those tradeoffs? How much of that really resides with county staff responsibility and what's more in the ATC's bailiwick, or how can we expand on that evaluation?
- The challenge is the ATC is frequently asked for opinions on proposed options. We are typically offered several options and are asked to indicate a preference. The evaluation can be difficult when options have numerous tradeoffs, many of the considerations may not be fully quantified or are hard to measure or estimate.
- I'm looking for a systematic way to look at the considerations and how they fall out. A process like that doesn't necessarily give you an answer. For example, Simon Blenski, formerly with the city of Minneapolis, had a matrix for University and 4<sup>th</sup>. It showed where those tradeoffs are without necessarily coming up with an answer.
- There are criteria that are important to us from a pedestrian and bicycle standpoint. Much of it can be looked at from a layman's perspective. A proposed evaluation process would include a limited number of criteria based on ATC interests. Measures and estimates may be more qualitative and not have to be fully quantifiable, maybe just high/medium/low.
- The process should supplement information supplied by county engineers or other agency staff.

- Areas should be identified where ATC members can provide additional input (observations, collecting information) so we don't necessarily burden staff with collecting data.
- Example criteria: Relative level of interaction between modes; proportion of types of users anticipated (commuter, recreational, school, exercise); general volume levels of usage anticipated; if a bikeway improvement, level of importance to the overall regional system; if a walkway, level of circuitry between desired/existing travel path and proposed route.
- Take on-road bikers, as we narrow roads to make room for off-street facilities, how does that affect them?
- Example measures:
  - High-medium-low
  - More-fewer
  - Shorter-longer
  - More complex-less complex
  - More convenient-less convenient
  - Direct-indirect
  - Increase-decrease
  - High impact-low impact
- Example from University /4<sup>th</sup> in 2017 on the interaction question for a two-way bikeway versus a one-way. Breaks down interactions between each of the modes into most impact and less impact.
- Should we consider items beyond the typical ATC concerns (to include ADA, climate impacts, etc.)? We have all these plans through the years on the shelf, but how do they relate to what we're trying to do right now. I don't always hear that here.
- Should additional options or refinements be suggested by the ATC if we feel it's appropriate?
- Should the ATC members assist by performing field observations and investigation of ideas from other agencies and cities?
- Should the ATC's role be more proactive? We ask some tough questions, maybe don't get answer, we pass a resolution and move on. On some of these I think we need to go further.
- Where's the community on a lot of these questions? Our engagement tends to be at the end of the process, we're already down to a couple of options while there might be other options already discarded. If the public could talk about these at the beginning and see what their concerns are it might go differently. Observation in the field can do wonders. Can ATC members help with that?
- Greg Anderson: I tend to agree with you, especially on something like University and 4<sup>th</sup> that's more contentious. I think there we spent quite a bit of time, and did go through this process to a certain extent. I think if we had a checklist or a flowchart we could give it a shot. Could we agree on a list? Or is it more case-by-case? Site visits can work wonders.
- Billy Binder: We did go tour University and 4<sup>th</sup> and we did come up with something innovative for the most-biked street in Hennepin County. We did the two-way bikeway on University with a bikeway on 4<sup>th</sup>. I agree we should look at what Hennepin County can do that it's not doing today. Protected bikeways and maintenance of them in the right places. Glenwood Avenue from Golden Valley to downtown Minneapolis is one of those places. Pedestrians also benefit from protected bikeways by separating them. I'd love to

focus on major projects, tour them and come up with innovative strategies. Bob Byers: This all takes time, how much do we want to invest? I think it should work where something is presented to us, then we go out and look at the site, then come back with a resolution or suggestions.

- Lee Newman: In regard to the University and 4<sup>th</sup> project, of course that goes through a major campus, I thought it made perfect sense to look at what cities with other large campuses, such as Grand Rapids and Columbus are doing. They all have large ridership. In my time on the ATC I've learned the end goal is to produce a resolution that safeguards the safety and usability of that corridor for active transportation users. To produce a well-thought-out, concise resolution, each project has certain considerations we need to look at. If we had six or eight or 10 criteria we need to answer before we create a resolution, that would be a good template for us to develop. Bob Byers: The university is a major stakeholder on that project, and we need to listen to them. We sent them the matrix and they thought it came out a little different. Cities are critical, too. On some project cities have municipal consent they have to give before the county can do a project. I like testing and piloting; so many things we're looking at trying we don't know how people truly will react and the only way to know is to pilot it and see how it goes.
- Haley Foydel: I wanted to touch on your comment that we should be listening to groups like the university and the city. Would you want this group to be asking the city and other groups for their needs and opinions? I feel conflicted about whether that's the purpose of this committee. Bob Byers: We are appointed by commissioners and we're supposed to be giving them input, but really we're also advising county staff. I don't want to put us in a position where we're going around county staff. But we can talk with people in a way that county staff cannot. We have cities come in and present things, maybe that's our chance to see what their priorities are and how that matches with what the county is doing. Jordan Kocak: With the university, we had that connection but maybe that could be strengthened. We do have ex-officio members, and those members should be actively engaged. Sometimes those agency reps, maybe we could strengthen those relationships. Bob Byers: We've had some issues in the past where members don't take the issues we're kicking around back to the agency. They have a duty to take issues back to their folks.
- Lou Dzierzak: This is a really good idea. This committee has decades of background and there's people who've been here for decades. Doing something like this allows for some institutional knowledge to be carried on. Relying on memory and what was there opinion then for making decisions doesn't as much help inform current decisions. It would document decisions on what people were thinking why. The criteria can be different for each project, it doesn't have to be the same. Bob Byers: It's great history, too. If a year later something turns out to not be a big deal or it is a big deal, that's important to know.
- Jenny Ackerson: I generally support having a basic rubric to compare proposed alternatives. Also to have a series of questions or prompts for consistent conversation or to push the envelope — like: How safe are the crossings and is there a more safe design we can recommend for [aspect of design]? Laura Mitchell: I love that idea, questions to prompt and push our thinking and discussion
- Elissa Schufman: If anyone wants to call me, I always welcome them. Jordan has my contact information. The Minneapolis BAC had a similar conversation. We ultimately decided to move away from a formal evaluation. I'm happy to share more information on that. We landed more in a space where if what we needed was a policy document we

could do that. What the city needed from us was our experience biking, and we had to get comfortable with the ambiguity of how that looks from item to item.

- Bob Byers: Maybe we can mull this over for a while and decide what we want to do. That would give Jordan some time to see where staff is. Jordan Kocak: There's no rush, so I think that sounds good.
- Billy Binder: I have a project example: The Hennepin County Regional Railroad Authority Bottineau LRT line was going to go down TH 55 then turn right at the railroad. It's changed since; it's not going along the railroad. We would have a nice trail along TH 55, but it's evaporated. How could we as the ATC could we resurrect that project? I would ask every other member to come up with landmark projects in their districts. Michael Samuelson: Jordan and I have been talking about a presentation from MnDOT on this project, it's tentatively on the agenda for next month.

- **Spring bike ride / member meetup**

**5:51 – 5:56**

- Jordan Kocak: 5 p.m. Monday April 25 was the most popular option for a bike ride. I put out there that it would be Richfield looking at several pieces of various projects from restriping to full reconstruction that support people walking and biking. Let's stick with Richfield. I have us meeting at the Orange Line transit station at 35W and 66<sup>th</sup> Street. The plan is to then ride bikes. Let me know if that doesn't work. I'll send a reminder email later this week with the details. I will bring the new 2022 bike maps. Some of our very own ATC members are featured on the cover and inside the map.

- **Member announcements**

**5:56 – 5:59**

- Billy Binder: I've enjoyed working with Hokan over the years and learning from his experience. Thank you, Hokan. Greg Anderson: Thank you Hokan, you're very knowledgeable and often bring up things no one has thought of. Hokan: I'm not totally going away; I'll still throw barbs from the sidelines occasionally.

**The meeting adjourned at 5:59 p.m.**

Next meeting:

May 16, 2022

4 – 6 p.m.

Microsoft Teams Meeting

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, May 16, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2  
Jenny Ackerson, Dist. 2
- ✓ Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5  
Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

### Guests:

- ✓ KC Atkins, HC Public Works
- ✓ Chris Bower, MnDOT
- ✓ Carl Reim, HC Public Works
- ✓ Benjamin Klismith, MnDOT
- ✓ Valerie Carr, HC Facility Services
- ✓ Marcell Walker, Bolton & Menk
- ✓ Lisa Bartels, HC Facility Services
- ✓ David Gepner, former ATC/BAC member
- ✓ Margaret Woodling, HC Libraries
- ✓ Kristian Zimmerman, city of Minneapolis

## Notes

- **Approval of the April 2022 minutes** **4:00 – 4:03**
  - Lee Newman moved to approve the April 2022 minutes; Billy Binder seconded. The minutes were approved unanimously.
  
- **MnDOT TH 47 and TH 65 planning study** **4:05 – 4:42**
  - Chris Bower North Area Engineer at MnDOT introduced himself as a stand-in for David Elvin, who is on vacation. Marcell Walker of Bolton & Menk is leading outreach and Ben Klismith is handling engagement in the Minneapolis area of the project.
  - <https://talk.dot.state.mn.us/hwy-47-hwy-65-study> is a pilot site that includes this project.
  - Right now it's a Planning and Environmental Linkages (PEL) study.





- On TH 47 and TH 65, one person walking and three people driving died in crashes between 2015 and 2020. Many crashes are at Broadway and Lowry. The crashes are the impetus for the PEL study.
- This is phase II of the study.
- Primary Needs
  - Motor vehicle user safety
  - Walking, biking and safety
  - Pavement condition
- Secondary needs
  - Walking and biking mobility
  - Driving mobility
- Additional considerations
  - Cost effective implementable
  - Consistent with local and state programs, plans and projects
- In the concept development phase to develop ideas and narrow them down as we go.
- Some possible considerations
  - Shared-use path or other biking facility
  - Pedestrian lighting
  - Intersection modifications
  - Traffic signal improvements
  - Added or enhanced pedestrian crossings
  - Connectivity to transit
- 47/University possibilities
  - Two-lane parkway
  - 2-lane roadway
  - 4-3 conversion
  - Roundabouts
  - Access control
- Lowry to county line
  - 2-lane parkway
- Central from merge to Lowry
  - Additional dedicated transit lane
- The study establishes vision for the corridor, advances environmental process and positions MnDOT to pursue grant funding
- Gives people opportunity to shape future of the highway
- Marcell Walker: Engagement started in 2020 with agency and internal collaboration, then in 2021 developed purpose, need and evaluation criteria. In 2022 we're developing potential options. Will have eight public engagement meetings in July. We'll ask whether the options meet the project needs and whether any options are missing. In October 2022 we'll evaluate options with public meetings and eliminate unreasonable options. Will conclude in August 2023, identifying impacts and potential mitigation.
- Key themes and takeaways from Phase 1:
  - Pedestrian safety and transit concerns
  - Biking safety
  - Motorist safety, then mobility
  - Heard from 2,200 residents and community stakeholders

- Draft study slated for public consumption in spring 2023, accompanied by public meeting.
- July 2022 we'll have four in-person and four virtual public meetings at varying days and times looking to answer: Do these concepts address safety and what is missing?
- Established community advisory group in March to help understand context and to share information.
- Billy Binder: I think it was 10 years ago MnDOT paved 65 to the river. Then-Councilmember Reich asked for bike lanes. They got put in to 18<sup>th</sup> and eventually to 14<sup>th</sup>. So we don't yet have bike lanes connecting Northeast to downtown. We talked about a 4-3 conversion to make it happen. Where are we at on a 4-3 or other bike connection?  
Chris: The PEL study is looking at everything on the table. There's a lot going on on Central. We're well aware of the demand for bike lanes. There's a desire for bus rapid transit and a bus-only lane. We want to hear everything that people are looking for.  
Michael Samuelson: The city has identified this as part of the All Ages and Abilities network; it's in their plan. We like to see across all our network connectivity and removing gaps. The PEL study gives an opportunity to bite off big chunks of corridors like this. It will set us up for projects over the coming many years. We've identified this as a priority for walking and biking and are excited for the PEL study.
- Courtney Costigan: Can you talk more about motor vehicle safety and what that looks like? How does that look with bike and pedestrian improvements?  
Chris Bower: We have a lot of research, especially at Broadway and Lowry. I know the county has a project on Lowry that should do a lot to improve safety. We're not trying to step on toes; we want to be good partners. The study will look at all kinds of improvements beyond this, including signal improvements to separate conflicts among modes. Changes to the roadway character, including number of lanes. Looking at roundabouts and other intersection types. We're somewhat limited with space, but as we go north into Anoka County it opens up.
- Jordan Kocak: Would be it be helpful to hear about specific safety concerns?  
Chris: Yes, particularly on the types of improvements in the mix. Things like 2-lane roadways, bike facilities, changes to on-street parking, frontage road changes, roundabouts, signal improvements, access control. KC Atkins from Hennepin County Public Works is on the technical advisory committee, so you can channel comments through her, too.
- Haley Foydel: I was looking at the table at the bottom, it's saying you want walking to go from practical to enjoyable, am I reading that right?  
Chris Bower: Yes. We want to take it from something at best practical to something enjoyable. We maybe want to prioritize walking, biking and transit, that's kind of what we heard from Phase I.  
Haley Foydel: When you had the goals ranked, you had car safety at the top, but maybe they shouldn't be driving and the priority should be to get people out of cars and then to make it safer for people walking and biking rather than driving.  
Chris: The goal isn't to make it more painful for driving, but mobility is secondary to safety.
- Greg Anderson: What's the thinking with roundabouts? They may be better for motor vehicles and flow, but when you're trying to cross free-flowing traffic, it's harder for people walking and biking.  
Chris Bower: We've heard that a lot. There're a couple of roundabouts in Woodbury, Radio Drive, that I look at as examples that have grade separation. Roundabouts are a proven safety feature that can reduce serious crashes by 80 percent.  
Michael Samuelson: We've talked about this a lot in MnDOT, especially

people with vision issues who use audio cues to cross, which is very difficult at a roundabout. MnDOT did a study looking at crashes involved people walking and biking and just driving, and in both classes we compared the number and rate of crashes and they were lower at roundabouts than at signals. Yes, there are opportunities to do better, but there is data already that they are safer than signals.

- Jordan Kocak: Regarding how you make walking more enjoyable, on county projects we're looking at — as is Minneapolis — corridor greening, boulevard space, green infrastructure. It's more pleasant for walking and has environmental benefits. Chris Bower (referring to a table with potential concepts): The character of the road, does the parkway idea cover that? Jordan: Oh, yes it does.
- Tammy McLemore: We talked about ranking priorities with safety, I want to think about prioritizing pedestrians, people rolling, biking and what impact that will have on driver behavior and alternate routes. Chris: We're not at that point yet. When we have these concepts, we'll look at what happens, e.g. does traffic go onto parallel routes. Do the options meet the goals for safety. We should have answers in October.
- Lou Miranda: You talked about motorist safety, presumably based on studies from the past, what have you looked at for trends? Twenty years ago we had small cars and small parking spots but now most vehicles are big F-150s that weigh twice as much as a car. We're also going electric, which are heavy vehicles due to the batteries. Post-covid people are driving faster. What is MnDOT doing with these trends? Chris Bower: Some of the 2015-2019 safety studies will include those bigger vehicles. The safety issues we've seen continued. The number of miles traveled during covid went down but fatalities went up. Multiple things could be contributing to that. We're trying to prevent crashes from happening in the first place, regardless of what you're driving. The options we're looking at should prevent crashes from happening at all, which is the best thing we can do. Providing a different look, a different feel also should help lower speeds, so if there is a crash the severity is less.

- **2023 France Avenue mill and overlay**

**4:42 – 5:08**

- Carl Reim from Hennepin County Public Works introduced himself and presented slides on the France Avenue mill and overlay, including a restriping.
- The project is from 44<sup>th</sup> Street to Excelsior Boulevard in 2023. We're looking at removing on-street parking and replacing with bike lanes.
- In 2024 Metro Transit E Line construction from 50<sup>th</sup> Street to 44<sup>th</sup> Street, which will include repaving.
- Existing conditions
  - Residential blocks have parking on one side and bikeable shoulder on the other
  - Commercial blocks have parking on both sides
- Completed parking study in November 2020. Parking use on commercial blocks was more than 50 percent. Residential blocks were below 50 percent. All residential properties have driveways in front or back. Several larger businesses have off-street parking.
- We're trying to retain parking on one side for the commercial blocks.
- Southern bike lane terminus would not be 50<sup>th</sup> because we would retain parking on both sides there. 49<sup>th</sup> has a planned bike boulevard, so we would terminate the bike lanes there. The northern terminus is Excelsior.

- Would remove all parking from residential blocks.
- Constraints with the bus rapid transit stations at 47<sup>th</sup> Street and 44<sup>th</sup> Street. We don't have the width to add bike lanes and BRT stations. We might have to drop bike lanes into the general lane. The same condition at 38<sup>th</sup> with a median. Of course we'd prefer not to do this, but as this is an opportunistic project rather than a full redesign; we're hoping it's one step forward for bicycling safety.
- We're putting mailings together for residents and businesses.
- 49<sup>th</sup> St to 45<sup>th</sup> St: 6-foot bike lanes, 2-foot buffers, drop bike lanes at 47<sup>th</sup>.
- 45<sup>th</sup> to 44<sup>th</sup>: 6-foot bike lane on east side with floating E Line station, parking on west side as bike lanes drop to accommodate parking.
- 44<sup>th</sup> St to Morningside: 6-foot bike lanes, 1-foot buffers, parking and loading on east side.
- Glendale Terrace to 39<sup>th</sup> Street: 6-foot bike lanes, 1-foot buffers.
- At 38<sup>th</sup> Street: Bike lanes drop for pedestrian median.
- 38<sup>th</sup> Street to Excelsior Blvd: 5-foot bike lanes, 11-foot general lanes. We possibly have wiggle room to go to 6-foot bike lanes and 10-foot general lanes.
- Lou Miranda: I live three blocks off this corridor. I know these are preliminary, but it seems the county is at the most dangerous place — intersections — and at the busiest intersections — commercial ones — giving cars priority and giving parking priority. When it become sharrows at intersections with buses, to get five parking spaces? We're going to sacrifice the lives, safety and comfort for five parking spots? That seems insane. I have a big problem with that. Carl Reim: I understand where you're coming from. Unfortunately, it is an opportunistic project and we don't have the flexibility to move curb. The ideal solution would be to remove the parking, but we also have to play with our city partners. If we can't get support from cities, then removing parking isn't possible. We're trying to make an incremental improvement, even if it's not the perfect solution, or what we all want to see. Lou Miranda: If the goal is to reduce motor vehicle miles traveled... you aren't going to have people biking here. I was on the Edina Planning Commission, and the biggest problem identified on the Edina side is it's not safe to bike or cross France Avenue. For the number of parking spaces it doesn't make sense. Removing parking, you're not moving curbs. If it's on the cities, we're going to address this on the Edina side.
- Jordan Kocak: I do think Lou Miranda brings up a really good point. It's not all ages and abilities, it's not separated or comfortable. But we are working within our limitations. At the end of the day it's a big question whether it's better to make an incremental improvement or to do nothing? We know people ride there today. In my mind there would be benefit for people using it today. Lou Miranda: Ideally we'd have protected bike lanes, and I haven't suggested that. I'm just talking about paint, that's all parking is, is paint and signage. Even with just paint you won't get many riders; people ride on sidewalks, which are very narrow, because the street is so dangerous. If you don't have a continuous bike lane people will continue to bike on the sidewalk. Jordan Kocak: This might be a good one to have Carl return with some refined concepts with feedback from this committee. Tammy McLemore: Will you solicit feedback from the businesses? Carl Reim: We're sending mailings to all businesses and residents. Through those we'll have opportunities for comments and feedback.
- Dave Carlson: I'm pretty supportive of this, the bike lanes will be a good addition. I do see two issues: The businesses will want to keep parking at 44<sup>th</sup>. At the proposed bus station,

we have the bike lane going behind the station. Would it be better to take it around the station, so when the bus is there you don't have the conflict with people boarding/alighting? At 38<sup>th</sup> you show a center median, does it have to be that long? You could shorten it and get more bike lane. Is it possible where the bike lanes shift to paint the green stripes to give people biking an idea where to go? Carl Reim: With the bike lane behind the station, it's a concept used with new bus routes, but it's a preliminary concept at all the options are on the table on this topic. The 38<sup>th</sup> Street median already exists, so we can't change it.

- **MnDOT TH 55 biking and walking improvements**

**5:00 – 5:32**

- Michael Samuelson from MnDOT gave a brief presentation on what's happening on Olson Memorial Highway with the change in the Bottineau LRT project, moving away from TH 55.
- The corridor is from Theodore Wirth / Minneapolis city line to I-94, about 1.5 miles.
- Just south of TH 55 is I-394, a parallel corridor. As a result, volumes are pretty low on this stretch of TH 55, about 20,000 motor vehicles per day. It's a pretty wide surface street, not grade separated with three lanes in each direction plus left turn lanes.
- There was extensive community engagement from Metro Transit and Hennepin County around Bottineau (Blue Line extension) with stations at Van White and Penn in 2015-2017. The LRT would have run down the middle, there would have been accessibility upgrades and a multiuse trail on the north side. We heard about a lot of issues with biking and walking, including poor infrastructure, high motor vehicle speeds, etc. We had planned to take care of these with the LRT project.
- The light right extension, due to failed negotiations with the freight rail line, no longer is routed here. But we know we still have the issues identified in the engagement.
- In 2022 we have a project between Van White and Bryant Avenue to reconstruct the Bassett Creek Tunnel. We plan to close Olson Memorial Highway in September 2022 for about a month. We'll replace the culvert and bridge and include pedestrian accessibility improvements.
- We've laid out what we can do over the next few years to develop a vision for the corridor for a successful project a few years down the road, when the road comes up to be updated.
- Short- and long-term actions
  - 2022 pedestrian safety project to improve crossing conditions and slow motor vehicle speeds. From I-94 to Thomas Avenue, essentially the length of the corridor. Would reduce the number of general lanes in each direction from two to three, which should improve yielding rates, slow speeds and allow for bumpouts. We're looking at a midsummer launch. It will be quick-build materials such as plastic bollards and signage.
  - Accessibility improvements also could happen as early as 2022, with improvements to sidewalks and ramps to bring them up to compliance with the Americans with Disabilities Act. This would go from Thomas Avenue to Van White. If it doesn't happen this year, it should be 2023.
  - We're conducting planning studies for multimodal access including biking, walking and transit. The first study is just in Minneapolis this year. We'll sort of codify what we heard in previous engagement and will include additional analysis

to develop some options for a roadway vision. It will include engagement but also build on what's already been done. This will help identify future project and potentially line us up for funding applications. Working with Metro Transit on a bus rapid transit study to start this year.

- 2027 planned roadway project in MnDOT's capital programming. We don't yet know what we'll build. We do know part of the vision will include accessibility and sidewalk improvements, a multiuse trail will be part of anything we do here. We see this as the next opportunity to do something permanent and long-term.
- I know there's interest in this corridor on this committee, so I wanted to give an update.
- Billy Binder: Thank you, I'm greatly reassured an off-road trail is still an option for 2027. Until then, could you take that third lane, put in a curb and make it a bike lane until then?  
Michael Samuelson: We talked about what to do with that space. We thought it was a little premature to add bike lanes. We heard more about difficulty crossing, including people biking. Right now it's a high-speed corridor and not particularly safe or comfortable to bike on. We thought there are a lot of changes coming, with the lane reduction, and doing something more incremental might be easier for people to understand. We definitely see biking as an option in the future for the space. We'll see how this project goes. Bikes could be an option beyond 2022 and before 2027.
- Haley Foydel: Two questions: When you do the lane reduction, do you plan on keeping those lanes the same width, or narrower? Chris: We thought about narrowing them; but with the project coming for a few months we wouldn't want to grind off the markings and damage the pavement. So not this year's. Haley Foydel: Do you anticipate or are you thinking about making that third lane a bus-specific lane? And the frontage roads, and their impacts on biking and buses. Chris: The frontage roads aren't continuous, so it's hard to make a bike facility without building connections between them. We also talked about bus lanes, but we want to give people time to adjust to changes. Also we don't want to put something out there that people won't comply with. If we get a lot of feedback that people want a transit-only lane, we can consider that for next year and the future.
- Jay Eidsness: Have you been tracking the Bring Back 6th effort? It's not necessarily in line with this. I'd hate to see you do this and come back and have to redo it again. I would also encourage outreach to the Harrison Neighborhood Association. Michael: Our Streets and Harrison had a forum two weeks ago. Mike Barnes, district engineer, was there and spoke about the project. There's quite a bit of coordination with Our Streets. The difference in vision is they've put out a clear vision. We're going through the process before we come up with a vision. I wouldn't say the visions are different, they're just at different stages. They could end up being in line or not depending on how the process goes.
- Tammy McLemore: What methods are you using to gather the data you mentioned. Michael: We plan to do doorknocking on the temporary project, and we'll coordinate with Our Streets, which also plans doorknocking. We'll have mailings, social media, help people host their own events, attend existing events this summer.

- **2023 Marshall Street Northeast mill and overlay**

**5:32 – 5:47**

Jordan Kocak introduced the Marshall Street NE repaving project scheduled for 2023. The county plans to overlay Marshall from Lowry to 37<sup>th</sup> Avenue Northeast. It's just a repaving, we can't move curbs, except we will upgrade curb ramps to be accessible.

- Convert all four-lane undivided segments to three lane or two lanes.
- We're looking to add on-street bike lanes. This is an extension from the 2018 study that called for dedicated biking facilities on the corridor. That study looked at a reconstruction and recommended protected bikeways. We can't get there, but we can do bike lanes for now.
- South of Lowry, the county applied for federal funding to add cycle track and pedestrian improvements from Lowry to 3<sup>rd</sup> Avenue, north of Hennepin/First.
- South of Lowry won't be overlaid, but we will do some striping changes to adjust for the changes to the north. Near the intersection it'll be a 5-foot shoulder connecting to the parking lane to the south.
- North of Lowry, create a dedicated left turn lane.
- Lowry likely will be converted to a three lane as well.
- Bike lanes north of Lowry would be constrained, at three feet plus two feet of gutter. We might be able to squeeze a foot or two out of the general lanes.
- North of there, around 26<sup>th</sup>, it's a 5-foot bike lane, 2-foot gutter southbound and northbound would have a 5-foot bike lane with 2-foot buffer and an 8-foot parking lane on the east side. It stays similar north of there. Add left turn lanes at 27<sup>th</sup>.
- At 30<sup>th</sup> Avenue NE, there's a goofy intersection that we'll look more closely at, maybe mark the conflict areas.
- No parking north of 30<sup>th</sup>, where today off-peak parking is allowed but no one uses it. That gives us more space for the bike lanes: 6-foot bike lane, 3-foot buffer, 2-foot gutter pan. That continues north to St. Anthony Parkway.
- At St. Anthony Parkway the bike lane would end at that east-west connection. North of there it would be two-lanes with bikeable shoulders. We didn't want to mark it as a bike lane because it connects with shoulder to the north.
- Where the roadway becomes divided we would transition it to the way it is striped today, as a four-lane divided roadway.
- You're a first stop for this project, along with the Minneapolis Bicycle Advisory Committee. We also plan to talk to the city, neighborhood associations, mailings to nearby residents and businesses and following up with a committee that was formed as part of the 2018 study.
- Billy Binder: This is great to see this north of Lowry. We're looking forward to doing the same south of Lowry. I hope we get the regional solicitation money there. Let's study it, see what the city thinks and what the Minneapolis BAC thinks. Jordan: The Minneapolis BAC has said they want conflict markings. We wouldn't do that at Lowry because it doesn't connect to the south. We would do it at the other signalized intersections. I found the Minneapolis BAC engineering subcommittee generally was supportive. Billy Binder: This is great in the interim until we get funding for a trail on the west side. Jordan Kocak: Similar to France you saw earlier, we see this as an opportunity to improve safety with restriping, but there are limitations with it. Billy Binder: What's the schedule for replacing south of Lowry if you don't get funding? Jordan Kocak: We're waiting to see whether we

get funding. We do know it needs it; if we don't get the funding I would expect it would be sometime after 2023.

- Jordan Kocak: We'll bring it back once we've refined it

- **Lowry Avenue Northeast draft resolution discussion**

**5:48 – 5:56**

- Billy Binder showed a draft resolution on Lowry Avenue Northeast: We've been working on Lowry since 2015 and have gone from a four-lane to three lane. We've succeeded in getting a shared used path on the corridor, and it getting it on the north side of Lowry. Now the question is what the width of that path is going to be and what it can be. Jenny Ackerson, Billy Binder and Jordan Kocak met a week and a half ago and came up with language presented on the screen. We have a signature Lowry Avenue Bridge, the corridor has great potential to connect a lot of communities with a lot of bikes, pedestrians and wheelchair users. The shared used path is going to have upgraded maintenance, clearance in winter. We're OK with potentially narrowing the sidewalk on the south side from 6 feet to 5 feet, to benefit the trail on the north side.
- We'd like to amend the draft resolution to be "The ATC asks the project team to minimize significantly and notably any stretches of shared use path narrower than 10 feet wide by reevaluating the necessary boulevard width on the south side of the roadway, including locating utilities underground."
- Billy Binder moved to amend and adopt the resolution. Jay Eidsness seconded.
- Jordan Kocak: I won't push back on what Billy Binder put forward, but I want to note that on the south side some of that boulevard can't go away because it's needed for street lighting, signposts, buffer space from motor vehicles. I think it's fine to say take a good hard look and take some from the south, but there are some limitations on what the designer can do.

The resolution was adopted as amended on a unanimous voice vote.

- **Member announcements**

**5:56 – 6:00**

- Jordan Kocak: A few of us did meet for the social gathering a few weeks ago.
- Hennepin County is going to a hybrid work schedule. We could start scheduling in-person meetings again. I think June is a littler early, but maybe in July we could meet in person again. I might want to put it on the agenda for June to discuss it and what people's comfort level is. And what remote options are available, too. I just wanted to put that out there so people can think about it over the next month.
- Jordan Kocak: Next month's third Monday is a county holiday, Juneteenth, so I recommend having the meeting on the fourth Monday, June 27. I'll send an invite as usual.

Courtney Costigan moved to adjourn. Lou Miranda seconded. The meeting adjourned at 6:00 p.m.

Next meeting:

June 27 (4<sup>th</sup> Monday of the month due to Juneteenth)

4 – 6 p.m.

Microsoft Teams Meeting



# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, June 27, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Sneha Arunkumar, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

### Guests:

- ✓ Cody Christianson, Hennepin County
- ✓ Josh Potter, Hennepin County
- ✓ Ross Tillman, Hennepin County
- ✓ Jason Staebell, Hennepin County
- ✓ Aaron E, MNDoT
- ✓ Kelsey Fogt, City of Minneapolis
- ✓ Emily Buell, Hennepin County
- ✓ James Weatherly, Hennepin County
- ✓ Elissa Schufman, Minneapolis BAC

## Notes

- **Approval of the May 2022 minutes** **4:00 – 4:03**
  - Billy Binder moved to approve May 2022 minutes; Lou Dzierzak seconded. Voting was unanimous for approving minutes.
  
- **Hennepin and First roadway improvements** **4:03 – 4:35**
  - Josh Potter and Ross Tillman shared roadway improvements on a project with Hennepin Ave and 1<sup>st</sup> Ave in downtown.
  - The first meeting with the ATC was in Oct 2020 introducing project, second meeting with concept alternative, now returning with recommended concepts for feedback.
  - Project background
    - Received 5.5 mill funding in 2018 for FY 2023
    - More mobility options, accessibility ADA improvements
    - Traffic signal updates
    - Retrofitting is the goal, not a whole reconstruction



- Touch the areas they must for efficiency
- Project schedule
  - Taken to city council for approvals starting in July
  - Planning throughout 2020-2022
  - Design throughout 2022-2023
  - One year of construction
- Existing Design
  - 3 travel lanes
  - 2 parking lanes
  - Corridor is block to block
  - No bike facility
- Recommended concept
  - 2 general purpose travel lanes
  - 1 transit priority lane
  - 1 parking lane
  - 1 protected biking lane
  - Improved transit stops
  - Curb extensions
  - Free right removals
  - Ada improvements
  - Two e line stops in this corridor, but many local stops being enhances
  - Prevalent curb extensions
  - Renderings showed these concepts visually
- Triangle concept: at 5<sup>th</sup> central and Hennepin, render of that shown as well
  - Cutting 5<sup>th</sup> St off for vehicle access
  - Bikes and peds can still cross in a separate lane, setting aside space for greening
- Cody Christianson walked through layout of both corridors, starting from the left side, highlighting design changes
  - Transit priority lane highlighted on aerial map, NPRBC, north and south bike connection along Main St, taking advantage of excess width created previously
  - Minimize curb radii to slow down turning vehicles
  - Protected intersection corner for bikes- creating
  - Adding 5ft sidewalk btw main and 2<sup>nd</sup>, using space while retaining trees on side
  - Coordinating bikeway and bus stops, as well as fitting in BRT stations
  - Trying to keep the bikeway as consistent as possible, along the sidewalk
  - The design conclusion will work on delineating these lanes
  - 4<sup>th</sup> St to 5<sup>th</sup> St: working with Hencen development to fit in bus stops and maintain bikeway design
  - Triangle: protected intersection corner, after central the transit only lane drops, and there becomes limited space to work with
  - Extending pedestrian intersection corners at each street,
  - Turning a striped median into hardened concrete to keep vehicle directions separated
  - Continuing into 1<sup>st</sup>, still doing protected intersection corners, so that bikes and pedestrians can cross

- Green storm water infrastructure- GSI opportunities with passive, greening, infiltration symbols
- Jenny Ackerson raised hand to point out Hennepin Ave where it curves, saw there was new connections to the next street, noticed new places to cross, wondering if those were going to be made clear and legible. Josh answered that the county does not currently mark stop-controlled crossings.
- Haley raised hand to follow up on the crosswalks, asking about accessibility and making people aware of people crossing, specifically with painted crosswalks- why is it not a practice currently. Josh said we only identified this corridor recently, historically the practice has been done for a long time, not sure of the reasons behind that.
- Contentions to removing parking mentioned, Ross answered that they are meeting with local business on the area, making people are aware of the options at the time, 17% loss in parking from looking at Hennepin and 1<sup>st</sup>, noting their transparency. Greg pointing out possible signing to parking elsewhere as a solution.
- Jay Eidsness referred to the triangle diagram wondering about a traffic light there to signal vehicles for peds to cross, to alert them to go, or some sort of stop light at that triangle crosswalk. Ross replies that it will be signalized with a signal pole in the corner, there were no poles on the rendering.
- Billy raised to compliment the team, and to approve moving forward with the project.

- **Hi/ Lake intersection improvements**

**4:36 – 4:51**

- Jason Staebell, Hennepin County – project update
- Jason Staebell came to introduce project update for Hi-Lake interchange, with Aaron E from MNDOT and Kelsey Fogt from City of Minneapolis.
- Hiawatha and Lake St- MNDOT leading design, the City of Minneapolis is giving input on design, metro transit has future light rail to run on Lake St.
- Project history
  - Based on studies done in 2016 and 2019 respectively
  - Understanding how the intersection can be improved for peds, turning the interchange into a tight diamond, two intersections on sides of the bridge,
  - Partnering to figure out what projects could come about
  - Getting fed funding for the project in 2020, metro transit b-line planned for hi lake
- Project goals
  - Increased safety
  - Improve connectivity for access for people across neighborhoods
  - Support climate friendly transportations
- Start of design work was in late 2020, planning for layout in August 2022, final plans in October 2023, Letting in Feb 2024, and construction set for 2024.
- Existing design: Big sweeping turns for vehicles, lots of crossing for peds not safe
- 22<sup>nd</sup> Ave to Snelling Ave: Planning for new signal for southbound ramps and northbound ramps, and

Trying to keep south line curve as is, pulling the road in and narrowing lanes south, adding space on the northside for a BRT station, proposing to put a trail connection on the west side, to continue onto the target on the Snelling side, hope in the future for further extensions, north south connection with Hiawatha trails

- Try to get green medians, and green Blvd., that have sun exposure, trying to find places despite being under the bridge
- Last time coming to the committee for review, next in August
- Questions:
  - Jenny asked about the crossing with concrete median, is there time for refuge there, Jason responded there isn't time for refuge, but showed areas where that could happen.
  - Greg Anderson asked about lighting improvements, Jason said they are looking for lighting and what that should look like with a landscape architect.
  - Jordan mentioned connecting with District 4 members for discussion.
  - Lou questions about where east and west of the bridge with turn lanes, could there be any opportunity for green space at all-- Jason responded showing the curb line, the image doesn't show too much potential for green.

#### **Federal funding programs and county capital program**

**4:52 – 5:13**

- Emily Buell, Hennepin County – Overview of county funding programs and process – Regional Solicitation, Highway Safety Improvement Program, Capital Program
- Emily Buell is on the Capital programming team with James Weatherly, and they are here to answer questions of why we see the projects that we do.
- Capital Improvement Program (CIP)
  - Schedule
    - County adopts a 5-year CIP, but we are looking at the first year of that budget
    - Approves the 2021-2026 CIP
    - Working through 2023-2027 CIP and 2024-2028 CIP
    - Key Activities
      - Collaboration- with city partners to understand needs and priorities, happens throughout the year to review projects
      - Staff CIP requests- candidates are scored by their team, for 2022 they will be looking at developing requests that turn into road construction or bridge development projects, evaluation happens every two years, driven by asset condition and need for roads
      - Fed funding apps- great opportunity to apply for projects that need the funding
      - Staff project prioritization- process takes into considerations like safety, disparity reduction goals, asset management etc.
      - Admin CIP requests
      - CBTF CIP recommendations
      - County board approval
      - Working a year in advance, putting in requests ahead of time
- Regional solicitation candidates



- There are a number of things that people are not on the same page on in terms of values- different experiences and opinions on things such as police enforcement. After doing a literature review, they feel like they are going from a place from shared education rather than different experiences to gain common understanding, helps clarify what we are advocating for, what are we pushing for, etc.
  - Billy inquired about when the Minneapolis Police Department going to start enforcing traffic laws and being on the roads? Afraid that many will be killed if not for enforcement. Elissa replied, saying that was important to bring up, but we saw from the uprising in 2020 that policing is about upholding status quo, and she doesn't know that we can ever say that they can fulfill that (proper road enforcement), because there is high risk for disproportionate outcomes for not only POC, but people biking and walking in terms of policing, the BAC has shown that policing is not a solution, instead focusing on quick build projects and retrofits, the best tool we have to stop rampant speeding is to change the streets and their function.
  - Billy would like to connect about the problem; 25 percent of accidents occur on two percent of roadways. We should focus on this two percent of streets with 25 percent of crashes, combining education, engineering and enforcement.
- **Project evaluation process** **5:15 – 5:27/ 5:44- 5:55**
  - Bob Byers, District 6 ATC member – discussion of future project evaluation methods
  - Continuation of discussion from a couple months ago at the ATC
    - Missing the non-measurable considerations, the eval process seems like it should consider the feelings of those in the neighborhood, and the understanding they have towards the transportation
    - Understanding what the extent of the ATC's responsibilities and how to understand project trade-offs, what comes at the cost of projects
    - ATC taking a more active role, by looking at evaluation assistance, and innovations
      - Is there enough interest in eval to sit down in a subcommittee to come up with some guidelines, maybe to give to staff in advance for better preparations?
    - Lee Newman: interested in looking at future projects before they become projects- ex of trail developed in west metro, other projects like that being considered, developing them in concept stage
    - Seeing from Emily how things are prioritized, perhaps we could be involved early on, identifying projects to prioritize- bob
    - Greg- how would we get engaged in that, maybe something that has less routine, like on the u campus, looking at perceived challenges and where we can help
    - Lou Dzierzak- sometimes when presentations come, it feels like they are listening out of courtesy, but we don't have much input, getting into stuff earlier would make the approval processes better
    - Questions- is our role really to be advocates? It implies a narrow focus, if anything we have been talking about going on a broader focus, maybe worrying about peds, transit passengers, the community, and their feelings, all should be

part of the process, but puts us into an empathy role rather than an advocacy role

- Back to question of sub-committee for eval process? Who is interested?
  - Lee Newman
  - Tammy McLemore
  - Lou Miranda
  - Jenny Ackerson
  - Haley Foydel
  - Billy Binder
  - Greg Anderson
  - Laura Mitchell
  - Lou Dzierzak
- Assistance: we could help by getting county staff to put out their cameras and looking through footage to aid with projects that we are interested in, volunteer opportunity
- Innovation- offering encouragement for ideas where needed

- **Future meeting locations**

**5:55 – 6:00**

- Jordan Kocak, Hennepin County – discussion in-person vs. virtual future meetings
  - Future meetings- the past 2+ years has been meeting virtually with a couple field visits, but virtual due to COVID and county policy
  - The beginning of June, HC transitions to hybrid workplace, going in person at your discretion, opportunity to meet in person once again, told that some of the conference rooms are being set up to be truly hybrid, having ppl join in person and online, in downtown meeting rooms
  - Open the floor for thoughts:
    - Lou- More is achieved in person than online
    - Billy- tech is difficult agree with in person
    - Bob- bike rides maybe? Coordinate before or after with a meeting
  - Will send out poll for people to be more open about thoughts and concerns
  - Maybe reserving a space for the July meeting downtown, for in person
- Member Announcements
    - Billy asked to share about France Ave, to suggest a possible resolution to the committee for that project, have received both positive and opposing comments, the opposition highlighting that the bike lanes come at the expense of parking space.
    - resolution to support, in District 3
  - Motion to adjourn unanimous

**6:00**

Next meeting:

July 18 | 4 – 6 p.m.

TBD

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, July 18, 2022

Time: 4 – 5:38 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Sneha Arunkumar, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Jesse Thorsen, MnDOT

### Guests:

- ✓ KC Atkins, HC Public Works
- ✓ Joe Gladke, HC Public Works
- ✓ Derek Sunstrom, HC Public Works
- ✓ Stephanie Devitt, SDK Communications
- ✓ Andy Streasick, Metro Mobility

## Notes

- **Approval of the June 2022 minutes** **4:00 – 4:05**
  - Billy Binder moved to approve June 2022 minutes; Lee Newman seconded. The minutes were amended to complete the sentiment that “Billy would like to connect about the problem; 25 percent of accidents occur on two percent of roadways. We should focus on enforcement in this two percent of streets with 25 percent of crashes.” The minutes were approved by voice vote.
- **Met Council Transportation Accessibility Advisory Committee (TAAC)** **4:03 – 4:39**
  - Andy Streasick from the Metropolitan Council Transportation Accessibility Advisory committee (TAAC) described the work the committee does and the relationship with the county’s Active Transportation Committee. Streasick is the Metro Mobility staff liaison for the committee and is not on the committee itself.





- Background on the committee, its agendas and minutes are at <https://metrocouncil.org/Council-Meetings/Committees/Transportation-Accessibility-Advisory-Committee.aspx>
- The TAAC has been legislatively mandated since 1994. It has 16 members, eight of whom are appointed to represent TAAC precincts A-H. The other eight are appointed as follows: two members by the Minnesota Council on Disability; two by the Minnesota Area Agency on Aging; 2 by the Minnesota Consortium for Citizens with Disabilities; 1 by the Minnesota chapter of AARP.
- Primary focus is on accessibility for seniors and people with disabilities for every service the council provides and every project the council touches.
- Most of the work is focused on transportation. The TAAC looks at Metro Mobility performance, accessibility of fixed route services.
- TAAC does not look only at transit. Anything the Met Council has a hand in the TAAC will review.
- Streasick has been at the council 17 years, working with the TAAC throughout that time and gave the following examples from that period:
  - Metro Mobility vehicles. Anytime you have a low floor cutaway, it has a pretty bumpy ride. A significant segment of people who use Metro Mobility has a disability that makes it more uncomfortable than it is for able-bodied people. For some it can be dangerous. The TAAC helped find a solution in an aftermarket air ride suspension, the Kelderman air ride suspension. It makes a remarkable difference.
  - North Star trains, before launched, we discovered the outlets were on a raised, step-up portion of the train. We encouraged the Met Council to modify the outlet locations so some were available below the steps and they did.
  - Worked with Metro Transit to ensure adequate personal care assistant seating in light rail transit (LRT) vehicles, with flip-up seating.
  - Instrumental in LRT station locations for accessibility. A lot of people were interested in art in the sidewalks or patterns in brick, the TAAC pointed out the mobility concerns with rolling around on a bunch of bumpy textured art or anything with a tripping hazard. At a bare minimum ensuring ADA compliance. The TAAC also helped make sure stations were designed uniformly for vision impairment and developmental disability, so people could learn one station and use that information at other stations.
- It sounds like there is some opportunity to work together between the TAAC and the county's ATC.
- Tammy McLemore: How does the funding work? Is there additional funding or partnerships? Andy Streasick: The TAAC doesn't have funding. The small expenditures we do have, like transportation reimbursement, we take that on within the Metro Mobility budget. For larger expenses, for example we have someone who uses an American Sign Language interpreter; we split that cost with our communications department.
- Jordan Kocak: We recently changed our name to the Active Transportation Committee, thinking more about pedestrians, people using mobility devices and wheelchairs. I think there's potential to learn from the TAAC, especially how to review projects from a holistic perspective. Are these meeting public, so members could sit in and hear what TAAC members are saying? Streasick: They are public, you can find a link on the Council [web](#)

[page](#). They are on the first Wednesday of the month at 12:30 p.m. and go for a couple of hours. Online you can drop in and leave at your leisure; in person you can ask questions. For your reviews, I would try to impart that Americans with Disabilities Act (ADA) compliance is the minimum possible standard to build to, to design to. It's important that you do at least the minimum, but don't expect a lot of accolades for that; nor does it mean your accessibility work should be done. A lot of engineers tend to see things as rule-based or standards based. But just because it's compliant doesn't mean it's best practice. It's peculiar in our nomenclature for this civil rights legislation, "ADA compliant." You don't often see someone opening a restaurant and boasting they're compliant with the Civil Rights Act of 1964. Yet people often bring ADA compliance to the forefront in a way that it might be the end of the conversation. With Met Council employees I've had to stress patience and thick skin. With TAAC members I've emphasized that people come from different places and levels of understanding, and not to be rude to staff. People represented by TAAC members have largely been ignored, marginalized and are talked over on a regular basis. They're by and large in a precarious position economically — people with disabilities are the most underemployed. So things may get a bit heated, terse or aggressive, but it's typically not personal, it's a result of passion and the important decisions the Met Council is making. At the end of the day it's about making sure people with disabilities can use public transportation and access our civil rights.

- Joe Gladke: I've worked with the TAAC a couple of times, and they've provided some insights that I don't think able-bodied people could ever have. For example, we had a textured sidewalk with a special trowel on the joints that made it more beautiful. The joints were compliant, but it was just terrible for anyone in a wheelchair, with a big jolt at every joint. Getting this perspective is invaluable, particularly when putting in infrastructure we expect to last decades and decades. Andy Streasick: That's a good example 1. Because it's so important. 2. Because for any person function is going to be more important than aesthetic. By all means beautify it and include artwork reflecting the community it's in and create a sense of place, but not if it in and of itself it's excluding people from the core functionality of the place. 3. It's so simple. Once you hear that, you're probably going to remember. There are so many things with accessibility that are that way. Diagonal curb cuts are a good example of that. A diagonal curb shoots you out into the middle of traffic, even if it is ADA compliant. It's better to have two curbs that point directly across the street they're trying to cross.
- Derek Sunstrom: This has been very helpful for me. I work for the county and am labeled the ADA implementation engineer. I'm abled-bodied but try to learn every day. On county roads there are a lot of bus stops in the middle of the grass, no sidewalk, nothing I can see to really get to. People with some disabilities are forced to wait in the street. That doesn't seem like an equitable way to meet their needs. I know there's a long history and people can't fix every problem overnight. What is the role of Met Council, Metro Transit, the county to better address that? Maybe progress is being made and I don't see it all. Andy Streasick: It is a point of focus for the TAAC and Metro Transit particularly for new stops, with concrete where a lift can be used. And accessible routes to the stop. It is tricky when you get in suburban environments. If you don't have a sidewalk, what are you going to do? You can make your stop accessible as you want, but if the only thing around is grass or the street you aren't going to have a great accessible experience. It's easy to say we should reroute the bus to somewhere accessible, but that results in a lack of service to

suburbs, which have a lot of accessible housing. The long term solution is to retrofit the entire region with accessible routes of travel. It's a huge undertaking. The ADA with its undue hardship language would not require going in and totally redoing a transit system. The unfortunate reality is the Metropolitan Council prioritizes those stops with the highest use by people with disabilities. Which by and large are in the urban core because it is sufficiently accessible. You don't have a lot of people in third-tier suburbs using transit because there aren't sidewalks and accessible facilities. We're in a Catch-22.

- Tammy McLemore: Any tips on considering shared-use paths — compliance and broader accessibility? Andy Streasick: Sometimes with competing priorities — even within the lens of accessibility — not everybody gets something that works the best for them and sometimes no one does. For example you have a narrow throughfare and you want a shelter with robust seating, but then you might not have enough space in the sidewalk for a larger mobility device, a bariatric wheelchair. So you might have to lose some seating and potentially facilities important to people with disabilities like a heater. And you might still end up with a path too narrow for someone with that larger device. It's a challenge we all have as public servants, to try to find that sweet spot as often as possible. We can't make it perfect, but we can make it as good as we can for as many people as we can.

- **Hennepin County Complete Streets policy update**

**4:39 – 4:55**

- KC Atkins, senior engineer in Transportation Planning, gave a presentation introducing the county's complete streets policy updates. She plans to return next month with an update.
- The county adopted its current complete streets policy in 2009, and was the first county in Minnesota to adopt one. Since then a lot has changed.
- New policy will reflect new research in mobility treatments a updated transportation vision; modal hierarchy that may differ for urban, suburban and rural contexts; connection with the county's Climate Action Plan, including reducing and managing stormwater runoff.
- Mobility 2040 is county's overarching plan for the transportation system, part of the comprehensive plan. It includes the safety plan, bike plan, ped plan.
- 2040 Goals directly relate to complete streets.
  - Enhance safety
  - Protect and enhance the environment
- Climate Action Plan
  - Reduce motor vehicle miles traveled
  - Advocate for transit buildout
  - Support transit-oriented development
  - Expand multi-modal facilities
  - Leverage technology / electric vehicle infrastructure
- Disparity reduction
  - Complete streets update will include investment driven by policies and community engage
- Will reach out to community members.

- Stakeholder feedback will include feedback on overall purpose, vision and modal hierarchy. There are technical sessions internal staff will work on. We intend to take input from stakeholder input and incorporate it there.
- We plan to have a series of listening sessions with cities and partners, climate-friendly transportation, businesses, public health, aging and disabilities, equity and environmental justice, water and green infrastructure.
- We expect to seek input in the second and third quarters of 2022, craft the policy in the third quarter and adopt it in the fourth quarter.
- Lou Miranda: The differentiation between urban and suburban streets for the modal hierarchy. Why is that? Atkins: We're not sure what to do with that yet. We don't know if that means in a rural area a motor vehicle is at the top. But we do want to balance across the modes. They could end up all looking the same. Miranda: I wanted to make sure that it's isn't "once you're out of Minneapolis, all bets are off." Atkins: Yeah, it won't be that but there's the question of where you draw the urban/suburban/rural line.
- Tammy McLemore: You had the timeline for listening sessions, will you be soliciting their modal priorities? Atkins: Our first is this Wednesday and then over the week. We do want to hear their priorities. That is one of our intentions.
- Greg Anderson: When you're engaging with the cities, can you be a little more specific? Are you going city by city, or one big meeting? And who from the city are you talking with? Atkins: We reached out to gauge interest from cities. We're going to do that meeting virtually. We have a list within Public Works for key contacts: sometimes it's an engineer, sometimes a planner, sometimes a consultant. Those we've invited will be there to represent their agency. Greg Anderson: My concern is if the voices of citizens are being heard if it's just city council or staff. But we'll hear more from you.

- **Draft resolutions for consideration**

**4:55 – 5:32**

- 2023 France Avenue draft resolution
  - Bob Byers read the draft resolution. Greg Anderson moved to adopt the resolution. Lee Newman seconded.
  - Lou Miranda: It's great that bike lanes are being put in here. But I would want to have a whereas clause saying intersections are where most crashes occur and adding to the resolution that the ATC recommends having continuous bike lanes through all intersections rather than sharrows. Jordan Kocak edited the draft to reflect these sentiments.
  - Bob Byers: Maybe we want to say something to the effect that it has the greatest risk to bike riders. In traffic language, the intersections are such a problem because of the number of conflicts. We may want to say it another way, maybe "due to interactions with motor vehicle traffic." "Points of conflict" is kind of technical, but it is what's behind this. There was discussion of how far you go, this is a semicontroversial project. There are compromises here, this isn't a continuous segment we're putting in here, but I'm not sure this is the place for that discussion. Lou Miranda: Details and your thoughts? Byers: How strong of advocates do we want to be, and where do we say this is the best we can do. If we're being advocates we might say this is not an acceptable bikeway. Or do we

assume this gets completed sometime down the road. Miranda: I think it dovetails with the Intergovernmental Panel on Climate Change report being more strident, that incremental change is not what we need, we need transformational change. But how to put that in here, I'm not sure. I feel like these are fait accompli; they're going to pave it and this is what we get. Jordan Kocak: Unfortunately this one is that way. We can put it back as is or restripe it with some bike lanes. Byers: Some people already worked up would say "Aha, I see where you're going" if we leave some gaps in with the expectation that we complete it later. Miranda: Our goal is to promote safer transportation. I think it's important to point this out. It's in our bylaws; it's not a secret. Byers: It's not perfect, but it's the best we can get right now with the limitations in scope. They're playing with paint in a paving project. So, given those limitations, they're trying to do as much as they can.

- The draft resolution was amended to add "The ATC understands that the proposed layout is limited by the repaving scope of work. The ATC anticipates future bikeway and bike network connections will be made as opportunities allow."
- The resolution was adopted on a voice vote with no opposing votes.
- Hennepin Avenue and First Avenue NE roadway improvement project.
  - Jenny Ackerson read the draft resolution supporting the project. Lee Newman moved to approve the resolution. Billy Binder seconded.
  - Tammy McLemore: This is not my district, but some of the language we added to France Avenue about having flexibility about any future change, are members having thoughts in that same line? Jenny Ackerson: The curb lines are mostly being maintained, but here there are some changes at the bus stops. Jordan Kocak: It's not a full reconstruction but it's not just an overlay. Maybe a couple of years ago the county did a concrete rehab here, so I hesitate to say there'll be opportunities in the near future. It doesn't mean you can't say that, but it could be a while. Jenny Ackerson: When we met to put together this resolution the temperature of the group was This has pretty much everything we want to see for peds and bikes. That's why we added commendations and said we applaud this.
  - Billy Binder: I'm enthusiastic about this project and the ability for it to link the east bank and west bank of the Mississippi River with protected bike lanes in both directions. It's a huge improvement. I'm very happy with this project.
  - The resolution was approved by voice vote with no opposing votes.
- Hi/Lake intersection reconstruction
  - Haley Foydel read the draft resolution supporting the project. Bob Byers moved to adopt the resolution. Laura Mitchell seconded.
  - Jenny Ackerson: I like how short and sweet this resolution is. I suggest in the somewhere in the therefore clause, we address that the project the bikeway stops short of 21<sup>st</sup> Avenue and a connection to the Midtown Greenway. I'm not sure how to word it, but I'd like to add something about creating a connection in the future. Jordan Kocak: I think I saw they will do that now. I think it was in a plan set I reviewed since they presented to the ATC. Lee Newman: Should we table this until next month until we can confirm? Kocak: I'm not sure I'll be able to find it. I think it's fine to include the language. If they are including it that's great, if they

aren't, it's reiterated. I know there's going to be a connection east to the Target driveway. Target put a new shared use path on private property to get to their entrance. I'm less certain whether one will go west to 21<sup>st</sup>. I thought the answer was yes but I'm not positive.

- The draft resolution was amended to add "The ATC supports a continuous bikeway connection on Lake Street beyond the project limits to connect to other bike facilities."
- Tammy McLemore: I know it's talking about continuous bikeway connections on Lake Street to other bike facilities. I was thinking beyond just bikeways, but other transportation connections to the Blue Line or B Line. The draft resolution was amended to add "and transit stops" at the end of the previous amended language.
- The resolution was adopted on voice vote with no opposing votes.

- **Member Announcements**

**5:32 – 5:38**

- Jordan Kocak: I'm on the project team for the county reconstruction project on Franklin Avenue. In August or September you'll get an introduction from the project manager. We have money to reconstruct Franklin from Chicago to Blaisdell. We have a regional solicitation application in for Blaisdell to Lyndale. Whether we get that money or not we're designing the whole way, from Chicago to Lyndale. They have a corridor stakeholder group. I led a prior study with a stakeholder group. They're going to invite someone from the city Pedestrian Advisory Committee and Bicycle Advisory Committee. Someone from this committee has been offered a seat as well. It would be periodic over a year to a year and a half, meeting maybe five or six times. You'd help guide the project and channel what the ATC might say about the design and bring your own viewpoint. This is in districts 3 and 4. Anyone in those districts interested? If not, we can open it to more. Laura Mitchell is interested. Jordan will talk with Laura about the details.
- Arman Rajaeian: Metro Transit is working on a bike parking plan. We're taking an inventory of the bike parking we have and where we might want to make improvements. We have a site at <https://www.metrotransit.org/bike-parking-plan> with details and a survey. I would ask that you take time to complete the survey and push it out to your contacts.
- Lou Miranda: Nine Mile Creek Trail under 169 is finally open.

- **Adjournment**

**5:38**

- Lee Newman moved to adjourn; Jay Eidsness seconded. The meeting adjourned at 5:38 p.m.

- **After-meeting discussion of project evaluation methods subcommittee**

**5:38 – 5:47**

- Several members interested in participating in a subcommittee to come up with a framework for more structured project evaluations stayed on the call to work out logistics for a future meeting of the subcommittee.
- Bob Byers: The goal of this subcommittee would be to create a systematic way to review projects. It would be good to have a history for why we said what we said.
- Byers: We need to decide when and how to have these meetings. It might be nice to have these in person and with a bike ride afterward.

- Lou Miranda: My understanding was it's a one-time thing? Byers: Yes, this right now is not an actual meeting to do some work, just throwing it out on how to best meet.
- Haley Foydel: Should we look for a time that works for everyone and set a recurring meeting? Do we want to set one meeting or recurring? And it might be different based on the format. Should we schedule one at a time?
- Bob Byers: One at a time might make sense.
- 2 p.m. August 4 will be the subcommittee meeting. Jordan Kocak will send a Teams meeting invite for a virtual meeting.
- Bob Byers will send some information ahead of time to get people thinking.

Project Evaluation Methods subcommittee meeting:

August 4 | 2 – 3 p.m.

Teams virtual meeting

Next ATC meeting:

August 15 | 4 – 6 p.m.

TBD

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, August 15, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT
- ✓ John Mark Lucas, U of M

### Guests:

- ✓ Jason Staebell, HC Public Works
- ✓ Nathan Ellingson, HC Public Works
- ✓ Katie White, Minneapolis
- ✓ Aaron Warford, Bolton Menck

## Notes

- **Approval of the July 2022 minutes** **4:04 – 4:05**
  - Lou Miranda moved to approve July 2022 minutes; Courtney Costigan seconded. The minutes were adopted by a majority.
  
- **Franklin Avenue reconstruction** **4:05 – 4:35**
  - Nathan Ellingson from Hennepin County Transportation Design introduced Aaron Warford from Bolton & Menck and Katie White from the city of Minneapolis, who are involved in the project.
  - This is an extension of the 2019-2020 corridor study, moving to the next phase.
  - We've found funding for at least half of the project and confident we'll get more.
  - From Blaisdell to Chicago is funded. Confident the Lyndale to Blaisdell segment will get funded in this year's regional solicitation.
  - We've done some information gathering. We were at Franklin Avenue Open Streets in July.
  - Safety, accessibility and comfort improvements.





- We need to define preferred alternatives for construction in 2025 and 2026.
- Aaron Warford: We're in the data collection mode, looking at the issues on this almost mile and a quarter corridor.
- Safety is a concern for pedestrian crossings and lack of bicycling facilities.
- We have re-engaged the community advisory group that the study worked with.
- As we gather information on the technical side, we're getting input from businesses and property owners at the same time.
- Later this month will come up with early concepts, this is kind of a zero percent design meeting.
- 4-2 conversion was a concept that came out of the study.
- Open house mid-September.
- Courtney Costigan: What do you want to solve for with this project? Franklin needs some love, but do you have some ideas for what you want to happen most? Nathan Ellingson: Franklin right now is a four-lane undivided roadway with no bicycling facility. Biking comfort is pretty low. From a pedestrian side, there are segments where a tree grate might cover 90 percent of the width. We're looking at the comfort and accessibility side of things, especially at crossings. If we can get through with a three-lane section, can we have medians? Green space, there are some trees, but if we can get a dedicated bikeway, some improved sidewalk along with some green space, we're looking at that. Right of way is not consistent, so it's not a one-size-fits-all, it might change block to block. The intent is to try to accommodate all those modes the best we can. Aaron: We probably can't have the same type of accommodations the whole corridor. There are opportunities to maintain a continuous and safe connection, but maybe it will look a little different in places. There are about 24,000 motor vehicles that use Franklin west of 35W, but that drops considerably by Lyndale. For transit, we heard people want safe access to transit and safe facilities. We don't even meet minimum ADA requirements for the existing sidewalks to get people to and from shelters. We obviously don't want to do anything that decreases safety for any users. We need to balance that and mobility.
- Haley Foydel: Looking past 2025-2026, looking east of Chicago. Franklin doesn't get better east of Chicago. Are you looking at pursuing funding there? It's really difficult as a pedestrian and biking over there, too. Nathan Ellingson: I don't know if I can answer that. I think it was reconstructed more recently than this one, and it changes to a three-lane as you move east. I'm not aware of any funding for that segment. This will tie in just west of Chicago, and that intersection was redone pretty recently with Metro Transit. Haley: A concern I always have when I see a reconstruction like this when bike access can disappear. That is really detrimental to biking, and it makes it more dangerous if only part of the road is reconstructed. If it's only paint, even, on the part that isn't reconstructed. It's dangerous for someone biking to have to merge back into traffic. Nathan: That's certainly something we can look at. Jordan: We have a whole separate capital programming process and a process to write applications for federal funding. We try to do it in a data-driven way. Like Nathan said, east of Chicago was reconstructed more recently, so it likely won't rank as well. We have many other projects that might rank better. Once it's reconstructed, it might raise the priority as we try to complete a network and improve safety.

- Jenny Ackerson: I will echo what Haley said. So often it's difficult to see it not blend with existing roadways and it's confusing for all users. I suggest that biking and walking are fortified and not sacrificed for on- and off-ramps.
- Lou Miranda: Since the county adopted its Climate Action Plan and this is an urban street, are you looking to reduce VMT? Nathan Ellingson: That certainly is something we're considering. Aaron: It was a topic of a recent team meeting of ours, how do you accommodate growth. How does a 4-3 conversion fit with volumes we see now, and with the pandemic. I think there are some opportunities, the higher volumes at 35W, we're not interested in knocking down that new bridge, but we need to account for everything at that constriction point. We need to consider growth in traffic and bikes and transit as we model. Lou: If the county wants to reduce VMT you need to do it on the roads you're working on.
- Dave Carlson: Franklin Avenue bridge over 35W did get built with bike lanes. The part of Franklin from Lyndale to Hennepin, on the west side, is under construction. Are they putting in biking and walking facilities, and how does that affect this project? Katie White: From Hennepin to Lyndale is a complete reconstruction, for three blocks. Six foot sidewalks, protected bikeways (one lane each side, four to five feet wide). As we look at Franklin west of Lyndale, how do we make that transition if we have a different design east of Franklin. That's an important consideration.
- Jordan Kocak: I'll work with Nathan to find a time to come back with concepts as this advances.

- **Minnetonka Boulevard reconstruction**

**4:35 – 5:08**

- Jason Staebell from Hennepin County Transportation Design updated on outreach from April to now. TH 100 in SLP to France Avenue at the St. Louis Park / Minneapolis border. This update is to give you the alternative we're going forward for municipal approval this fall. The focus is the east end, where we're proposing some changes.
- The preferred alternative is a shared use path on each side at 9 feet; 6-foot boulevard; 12-foot lanes; 11-foot center shared turn lane.
- The goal is to stay as much as possible in the 66-foot right of way, with bike and pedestrian facilities. It'll be a 4-3 conversion (it's currently four-lane divided). The concept adds green space for our environmental goals and greening of the corridor.
- At the east end, we're proposing a change since we were last here early this year.
- Jason showed an aerial photo of existing conditions. It was an area developed for vehicles. We're seeing if we can make this area a little better for non-vehicle users. We're encouraging vehicle traffic to stay on 25, which is a divided road set up a lot differently than 5. Minnetonka Boulevard would T into 25. The signal at France would be moved a little. We don't plan to change the eastbound lanes on 25, just resurface. We do plan to rebuild westbound 25. There's a good amount of greenspace; some of it will be landscaped, some will be stormwater related.
- Aaron Warford: It eliminates with westbound trap lane. Minnetonka Boulevard is a cut-through to get to TH 100. This uses the four-lane county road to get to TH 100. It reduced confusion. It reduced the number of signals. Today there are three, at Inglewood, the mesh-point of 5 and 25 and then the mesh-point at the final turn to eastbound; it cuts those down to one. It connects to the biking and walking network more easily than today. It better connects to Southwest LRT to the east of Drew Avenue.

- Lou Miranda: Moving the traffic onto 25 is a great idea to get cars off Minnetonka Boulevard. The thing that seems curious to me is the trail goes south, but there's nothing along the old Minnetonka Boulevard. If you want to go west, it's awkward that there's no bikeway on the northern edge. Jason Staebell: We talked with the city about this. They've gravitated toward going to the south rather than the conflict points with people eating at the restaurants. Lou: Maybe move the parking to have room for biking there. If you're going west, no one's going to want to bike west on 25. The businesses are along Minnetonka. The typical path, people will want to stay north and go straight. Aaron Warford: We've talked about this, we don't know the right answer yet.
- Dave Carlson: 1. You at least need a sidewalk in that green space on the north side, from Glenhurst to France. Any time you can separate people walking and biking that's a good idea, especially in a congested area like this. 2. I understand the thinking of rerouting it to a single intersection, but there's a lot of spruce trees in there, I urge you to look at whether you can save those trees. 3. I thought we talked about a cycle track for Minnetonka? Aaron Warford: That was one of the final alternatives we evaluated. It was one of the last two before this was selected. It was a cycle track on the north and a sidewalk on the south. In public engagement we got much better feedback on this concept, due to space for green boulevards on both sides. Less room for snow storage. We kept hearing over and over how little separation there was between vehicles and other modes — transit, walking, biking. We got a lot more negative feedback on the cycle track concept with less separation and green space. The city, too, staff and council members, this was the preferred alternative. On the trees, we're conscious of that. The realignment of westbound 5, we're removing that big wide grass median that's there today. There are trees all through that median. We do have a tremendous net gain in green space with this concept. Space for green infrastructure. It would come at the expense of those trees. We're looking to engage with the arborists at the county so we're not damaging the area and can get trees established for the long term. We're going to have to find a home for the city's monument sign, too.
- John Mark Lucas: The green space: Would it be better experience if the trail bisected the green area, so it's in the middle? Why does the trail need to be right next to the carriageway? It goes back to having a more direct route. And you could experience the trees. Jordan Kocak: How wide are those boulevards? Aaron Warford: 8-10 feet. We're trying to maximize them for separation and snow storage. We're always considerate of that. We are trying to keep room for stormwater treatment. It's often more effective to consolidate those areas for things like raingardens and treating stormwater.
- Greg Anderson: Those right-angle turns aren't a problem for pedestrians, but on a bike it's hard to make a 90-degree turn. I also want to add on about the Glenhurst-France sidewalk or trail. Jason Staebell: Our goal is to put the trail where it makes sense. We don't want goat trails in two years.
- Lou Miranda: Going east on Minnetonka Boulevard, using the trail, you go down to the right, is there going to be a trail on the south side? Jason Staebell: Not with our project. The city is looking at it with another project. Right now there is no bike facility.
- Greg Anderson: Overall it looks like a great improvement over the current environment.
- Dave Carlson: I'd appreciate if you take into consideration what we said today, with more direct trails and sidewalks. The trail at the northwest corner of France and Lake Street, it looks like that's a little sidewalk connection, could that be trail? Jason Staebell: Yes, we

can change that. There are some future considerations of bike facilities on Lake and on France. They won't be built with this project, but if those get funded we can connect to those.

- **Olson Memorial Highway demonstration project**

**5:08 – 5:22**

Jordan Kocak: MnDOT came to talk about TH 55 and some short term improvements this summer, which they've rolled out. Michael Samuelson can give us an update on that.

- Michael Samuelson: In talking with Billy Binder, there were two themes: The project itself and lack of bikeways, and the other was engagement.
- We completed on Friday the installation of this project from Promise Avenue to Van White. It'll be up for a few months.
- When the Blue Line got rerouted off TH 55, we looked at what we could do in the absence of those improvements.
- This project is a 6-lane to 4-lane conversion and shortened up crossings. It's part of a larger set of improvements here, with accessibility improvements next year, a study of transit services with Metro Transit out to Medina, and a more focused study just in Minneapolis.
- Since our conversation a few months ago, we collaborated with the city, which plans to make some improvements on its part of Olson, the block west of 7<sup>th</sup>.
- We've gotten comments for years about crossing Olson. We see the project installed last week as a first step. For this project, our engagement was pretty minimal. We presented to this committee, the city chose not to take it to the PAC and BAC, to roll it out quickly. We're collecting lots of data on yielding, speeds, crossing numbers and surveys. We have a survey at <https://www.dot.state.mn.us/metro/projects/olsonmemorialhwy/index.html>. We'll use this data to help with future projects.
- We're learning the best ways to roll out a rapid-build temporary project like this.
- We looked at whether a bike lane would be appropriate here. We looked at previous comments, and what we heard most often was vehicle speeds and difficulty crossing. We didn't hear as much about traveling on Olson. We do have plans for a bike path on the north side for the medium- to long-term. MnDOT and the city had concerns with the speed differentials between people biking and vehicles without a more durable barriers. The 85th percentile speed was 50 miles per hour, and people bike maybe 8, 10, 15 miles per hour. If there is a collision it's very likely to be fatal. That gave us a lot of pause, as to whether a bikeway with this project was the right solution. Speeds change, and we're getting feedback on this corridor. It's definitely still on the table as part of this process.
- We'll be attending events and pop-ups to gather feedback.
- Billy Binder: I know I asked you about putting bike lanes in the lane removed, and I asked you to talk to us before implementing it. I just can't understand why you didn't come back. Michael Samuelson: I apologize if I made that promise. That was a mistake on my part. From a design standpoint, we weren't particularly looking for feedback on the design. Certainly we can take feedback going forward. Billy Binder: You didn't come back, then you decided the design, but you didn't come to the next meeting afterward and share the design. Michael Samuelson: I can come to the next meeting.
- Jordan Kocak: You said you're studying the changes, and there is engagement with that. You and I can talk more about timing for that, whether it's September or several months

out. What you've done has already happened. If the committee is going to stay engaged, let's time it to coordinate with your process.

- Michael Samuelson: The larger study is going to be more focused on the medium- to long-term. We have a project funded for the middle to late half of this decade. That study is going to focus on the long-term vision of Olson. Certainly the demonstration project is going to inform that. My goal is not to have Olson on the committee's agenda every month. We could have a single discussion a little later, or a discussion and feedback on the 2022 project, or a more holistic conversation on the long-term vision. That's up to the committee. Billy Binder: I think one soon on the demonstration project and then one on the long-term. Jordan Kocak: I'll work with Michael to get something scheduled.

- **Member Announcements**

**5:22 – 5:32**

- Bob Byers: Our project evaluation subcommittee met August 4. We talked about criteria, many focused on safety. I presented some of that criteria in a matrix, but we want to turn it into an interrogatory process with key questions. Lou Miranda and Bob volunteered to turn the matrix items into questions. Meet again on August 22, which could be our last meeting if we agree on wording. And then we can review it as a whole Active Transportation Committee, try it out and fine-tune it.
- Jordan Kocak: Association of Pedestrian and Bicycle Professionals conference is at the Graduate Hotel at the U of M this year. I've been part of the conference planning committee and have developed a couple of mobile tours. Anyone on the ATC could attend, there is a fee. I believe you can do one day. It's Aug. 22, 23 and 24. The conference agenda is at <https://www.apbp.org/2022-conference>. I workshopped one of our mobile tours this spring. Sean Hayford-Oleary and Ben Manibog are going to co-lead that tour with me. John Mark is also doing a tour of what makes the U a Platinum level bike-friendly university, which is pretty rare.
- Dave Carlson: Last Friday two sections of Southwest LRT trail, Cedar Lake and Minnesota Bluffs 11<sup>th</sup> to the Depot finally opened. There's a group that met in Hopkins, including the mayor and city council member and businesses, they were very pleased these are open. They're hoping Three Rivers and Metro Transit can get some segments open earlier than they're saying on their Web site. Jordan Kocak: I've been invited to a group the project team is putting together to look at what trail segments could open when, sooner. We haven't met yet, but as I learn more I can share that. Once it's more definitely known, I'll ask the project team to come to a meeting and update us.

- **Adjournment**

**5:32**

- The meeting adjourned at 5:32 p.m.

Next meeting:

September 19 | 4 – 6 p.m.

TBD

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, September 19, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting and HC Government Center

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Michael Samuelson, MnDOT
- ✓ Eric Bauer, U of M

### Guests:

- ✓ Trey Joiner, Minneapolis
- ✓ Forrest Hardy, Minneapolis
- ✓ Julie Jones
- ✓ KC Atkins, HC Public Works
- ✓ Andrew Schmitz

## Notes

- **Approval of the August 2022 minutes** **4:02 – 4:04**
  - Laura Mitchell moved to approve August 2022 minutes; Jay Eidsness seconded. The minutes were adopted by voice vote.
  
- **Phillips Traffic Safety** **4:05 – 4:25**
  - Trey Joiner from Minneapolis introduced himself, Forrest Hardy and Andrew Schmitz. Joiner is leaving the city after this week. Stantec working with them and Soren Jensen from the Midtown Greenway Coalition.
  - The project web site is <https://www.minneapolismn.gov/government/projects/phillips/>
  - Three high injury streets, 24<sup>th</sup>, 26<sup>th</sup> 28<sup>th</sup>. The city got regional solicitation funding to improve them, along with other city funds.
  - Improve up to five intersections and linear improvements along 24<sup>th</sup> St. There will be safe routes to schools improvements to Anderson United School and improvements on 28<sup>th</sup> and 26<sup>th</sup> as they are identified.



- The project started in 2021; first phase 24<sup>th</sup> St. E. and second on 26<sup>th</sup> and 28<sup>th</sup>. We have 15 percent concepts for 24<sup>th</sup> and are working on 26<sup>th</sup> and 28<sup>th</sup>. Detailed engineering in 2023; Construction in 2024.
- Considering medians, curb-protected bike lanes; bumpouts, flashing beacons, chicanes.
- Engagement over the past year, starting summer 2021. Reached out to a lot of communities in Phillips, perhaps the most diverse neighborhood in the city. Worked with many communities speaking many languages, including by contracting with the Midtown Greenway Coalition for community liaisons.
- They're high injury streets with high speeds.
- Comments on 26<sup>th</sup> and 28<sup>th</sup> had comments about speed and wrong-way driving. 24<sup>th</sup> included comments on parking and parking in the bike lane.
- Other safety improvements in the area include Bloomington and 28<sup>th</sup>, Park and Portland at 28<sup>th</sup>. Included traffic circle on 25<sup>th</sup> this year.
- Been to community events for 24<sup>th</sup>, including block parties, violence prevention event, pop-ups.
- 24<sup>th</sup> Crashes: 23 ped crashes and 8 bike between Cedar and 35 2011-2020; 24<sup>th</sup> to 11 4 ped or bike.
- 24<sup>th</sup> existing conditions; estimated 460 peds/day and 230 bikes/day
- 24<sup>th</sup> speed limit is 25; 31 percent were measured speeding. 85<sup>th</sup> percentile is 28.5 miles per hour.
- 24<sup>th</sup> speeding is more likely near Park and Portland and near Cedar.
- 24<sup>th</sup> has complaints about cars parking in bike lane, at Village Marketplace.
- Bike lanes on 24<sup>th</sup> do not meet state or local All Ages and Abilities guidance for bikeway design.
- Lots of pedestrian crossings of 24th between Elliot and 11<sup>th</sup>.
- Would need to remove motor vehicle parking on 24<sup>th</sup>, but there's room on side streets.
- Not yet ready to share concepts but will return before an open house later this fall.
- Phase IIB conceptual work will start later this fall.
- Laura Mitchell: How often is Bike Lane Uprising is used for data on projects. Trey Joiner: We knew it was an issue, so we knew it was out there on this project.
- Jordan Kocak: Can you say anything specifically about Park, Portland or Cedar? Trey Joiner: We got a lot of comments on Cedar, especially around speeding and crossing. It would be difficult to get an All Ages and Abilities facilities without major changes. Something like an off-street trail that would require some changes. For Park and Portland, in our 15 percent concept, we're pretty consistent with the county's application for regional solicitation funding, with bumpouts.
- Tammy McLemore: The volume is about 5,000 or 5,600 cars and with speeding near Park and Portland. Is there discussion around a speed bump or something else to bring speeds down? Trey Joiner: Throughout our concept on 24<sup>th</sup> we're periodically doing chicanes with the bikeways and with protected intersections along with removing parking. That shift should help. Near Park and Portland we don't have space for chicanes, just to narrow the road and crossing distance. It'll appear more tight and difficult to speed on.
- Tammy McLemore: There will be the fall open house, other than presenting a concept, what other types of activities will you have? Trey Joiner: We're contracting with the Midtown Greenway Coalition plus community specialists with the Hispanic, Native

American and Somali communities. The plan is to have a main open house with design options and some focus groups.

- Jordan Kocak: Is there a future point where this project would come back to the committee, particularly at the county road intersections? Trey Joiner: Yes, at some point.

- **Complete streets policy update**

**4:25 – 4:56**

- KC Atkins from Hennepin County Transportation Planning introduced herself and the Complete and Green Streets Policy.
- The effort refines the county's transportation vision; develop a modal hierarchy; incorporation green streets; align with climate action plan, disparity reduction, comprehensive plan.
- Met with cities, agencies, businesses and other parts of Hennepin County.
- Example of modal hierarchy from Minneapolis: Walking, rolling; biking, transit; driving, freight.
- MnDOT just released their new complete streets policy, which includes a hierarchy. They're going to launch it more publicly in October.
- MnDOT's includes a typology that acknowledges they need to work with the existing contexts.
- We're debating where to include green infrastructure in a modal hierarchy.
- We've heard from stakeholders the importance of engagement, crossing roads and context sensitivity.
- Ideas for transportation vision? Ideas around hierarchies for the county?
- Courtney Costigan: Everything you said makes sense, but you were moving pretty quickly, so I'm not tracking exactly. Can you go back to the question about the modal hierarchy, what you're proposing versus MnDOT? KC Atkins: When it comes to the hierarchy and the transportation vision, we don't have a draft yet. We're still figuring it out and wanted to come to you first and get ideas whether this makes sense and to react to what MnDOT's come up with. From KC's slides: MnDOT's considerations in creating the hierarchy, they considered: Jurisdiction; Functional class; safety and user priorities; freight, transit, maintenance and operations; project types; design guidance and state aid rules.
- Jenny Ackerson: Understanding that it's a policy document, a lot of policy documents lead to design guidance whether description or topological; is there an engagement aspect possible in this document? Working in transit, it'd be great to see how transit is addressed here. Every transit user is also a pedestrian or a bicycle rider. KC Atkins: I think we're open to that. We do have a policy on engagement on mill and overlays. Once a project is identified, we engage internally, with cities and residents on what the configuration will be. On reconstructs we go more in-depth.
- Jay Eidsness: The urban core, urban resident and so on typologies; what's the basis for those distinctions? KC Atkins: As far as I know MnDOT does not have a map. A lot of it is functional classification, speed. Michael Samuelson: MnDOT put out a memo a few years ago talking about these contexts. There's not a map that defines things by land use. It's more of a description of what these land uses look like and the complete streets policy refers to these as a starting point. The MnDOT guidance is meant to be a starting point and there's flexibility built in. It's not prescriptive and designers aren't necessarily bound to a specific course of action.



- Jay Eidsness: Does the county use these descriptors elsewhere in its work or is it just for this? KC Atkins: We're looking at MnDOT's descriptions just now. Michael Samuelson: It's used in other ways as well and predates the complete streets policy update. Jay Eidsness: It sounds like there's flexibility; these images show designations of high, medium, low priority, but that could change on individual characteristics. Is that right? Michael Samuelson: From MnDOT's perspective, yes, there is flexibility on individual projects.
- KC Atkins: We're hearing from stakeholders there is a desire for that flexibility. It allows the designer to work with community starting from the typology to design something that works for the context.
- Lou Miranda: Could you provide the slide deck so we can digest it more and not have to react on the spot? KC Atkins: Yes, we can do that. On the hierarchy, we're going to have tough conversations.
- Jordan Kocak: Ideas for the transportation vision, are people aware of other overlapping county policies, like accessibility, climate action, bicycling, pedestrian plan. KC Atkins: Yes, those and Toward Zero Deaths.
- Tammy McLemore: How is the process going to work and where is our input going to go? KC Atkins: We've had seven meetings and are going to update our commissioners. We're looking at whether we've had good engagement and we'll consider whether we need to go out for general public comment. We're working toward policy adoption early next year. Over the next two months we'll be working on the transportation vision and hierarchy. Tammy McLemore: Was there anything before that modeled a vision? KC Atkins: Yes, we have a complete streets policy from 2009. We also have a vision from our 2040 transportation plan.
- Greg Anderson volunteered to help draft a resolution for the complete streets policy. Tammy McLemore also volunteered.
- Tammy McLemore: Funding is a factor? KC Atkins: The policy sort of indirectly affects funding, it more comes from safety, asset management, pavement condition.

- **Olson Memorial Highway demonstration project**

**4:56 – 5:34**

- Michael Samuelson: I was here in August talking about Olson, but didn't have a formal presentation on it. I've come back this month with a more formal presentation. Some will be repeating what we talked about last month, but with figures and photos.
- The project is in north Minneapolis between Bryant and Thomas avenues.
- 20,000 vehicles a day. Parallels I-394.
- Corridor was slated for light rail transit and we did lots of engagement seven or eight years ago on what community members wanted, what needs and concerns were. Based on that, we planned on a bike trail on the north side, sidewalks, signal improvements and crossing improvements. But due to railroad issues LRT got rerouted.
- The needs are still there without the LRT project, so we're looking to address them.
- Basset Creek tunnel project going on now between Bryant and Van White. Because Olson was slated for closure for this project this fall, we got to looking at how we can address pedestrian and bike issues.
- Added bollards, paint and restriped from three lanes to two lanes in each direction. Fewer vehicle lanes leads to lower speeds, bollards improve sightlines and makes pedestrians more visible while also slowing turning traffic.

- There have been questions on why bike lanes weren't provided. Working with the city and Metro Transit, we knew we needed a bus pullout along three locations. That would require motor vehicle/bikes mixing. Average speed for motor vehicles is about 45 miles an hour, while bikes are moving 5 to 15 miles an hour. The likelihood for someone biking getting hit at that speed dying is quite a bit higher. MnDOT is still committed to providing a bike facility on this corridor; we just didn't do it as part of this project.
- Michael Samuelson showed photos of the project with bollards narrowing each direction to two lanes from three.
- Anecdotally, I've been out there and typically you see bollards getting beaten up. Fortunately I haven't seen that. The bollards are intact and people seem to understand where they need to be.
- We restriped all MnDOT-maintained crosswalks on the corridor.
- Next for Olson: Accessibility improvements with sidewalk replacement and ramps in 2023; planning studies kicking off this year with a community advisory group, whose details I will share with Jordan; study with Metro Transit on transit service on 55 going out to Plymouth or Medina; 2027 planned roadway project.
- This year's project will be removed before winter due to maintenance and drainage difficulties.
- Billy Binder: I do think when we went from six to four and you left turns on Penn and Van White, you didn't improve crossings for pedestrians. That's a missed opportunity. I suggested putting bike lanes in the unused lane. When you have a free right, vehicles use it and make that turn as if they're entitled and they don't care about looking for pedestrians. I still think you should have bike lanes in the full section all the way west and east. Michael Samuelson: The reason for those turn lanes is transit service, to get buses to the stops. It's not because of modeling. You're right, vehicles can use them, but they're there because of transit. Billy Binder: I question that. I think the buses should stop on the right lane and load the transit in-lane as a two-lane street and not a three-lane street. The three lanes make it much more difficult to cross and does nothing to slow traffic.
- Haley Foydel: Is there anything you can share about the 2027 plans. Is there talk about bike lanes or dedicated bus lanes or any pedestrian improvements like lighting or painted crosswalks? Michael Samuelson: The committee that's coming later this year will help scope that project. We've identified some high-level needs and looked at asset condition. We know this street is very old and a lot of the assets need to be replaced. But in terms of bus lane or bike lane or how many lanes, that's going to be worked through in this study. Haley Foydel: Do you anticipate beyond the ADA improvements next year, do you anticipate any other work between now and 2027? Michael Samuelson: Between now and 2027 we're continuing to engage the community and collect data to inform decisions in the interim period and feed into the larger planning study.
- Jenny Ackerson: I sit on this committee as a resident, but I also work at Metro Transit, so I wanted to talk about the Metro Transit facility angle. We stop in the turn lane rather than the other lane. We really want people to access buses at the curb height and not get out into the street in a temporary condition. The current layout is not desirable, but we expect we'll build out the bus rapid transit stations. Was speed reduction for pedestrian safety considered here for 2023 or 2027? Michael: Speed reduction definitely is a huge priority for us on this project and more generally on our urban arterials. The decision to go three lanes to two lanes in each direction was part of that and we're still collecting that data.

We want to be driven by technical data and what we hear back from residents. What exactly goes in in the interim period, it's too soon to say. If what went in is well received and achieved goals around pedestrian safety and speed reduction, we can repeat it or make adjustments.

- Gilbert Odonkor: Looking at 2027, my concern is the safety and speed on 55. As someone who drives it, bringing speeds down is not a desirable thing. There might be a little bit of give to get bikes here. Michael Samuelson: There are multiple considerations as always. On speeds, the average is about 45 miles per hour while posted speed limit is 40 miles per hour. There have been several severe and fatal crashes, and there's a correlation between high speed and bad safety outcomes.
- Billy Binder: Cars are moving too fast at 45, not slowing them down to get bikes onto 55 is abdicating responsibility; it's like you're giving up so traffic can continue going 45 miles per hour. I want to see more. I'm not satisfied.
- Greg Anderson: Why 2027, why so far off? Is it a funding thing? Michael Samuelson: MnDOT has a 10-year process where we put projects into a funding program, then four years out where projects get much better defined. In the 10-year process we identify corridors but don't quite say what's going to happen. Four years out we better define what's going into those projects. Now is really the time we're moving projects from the 10-year list to the four-year list and Olson is part of that. For a while Olson wasn't on the project list because the transit project was coming. Once we had clarification transit wasn't coming, we moved it toward the four-year process.
- Haley Foydel: With potentially another demonstration project next year, where or how will you soliciting community feedback from the current project going into that? Michael Samuelson: We have an online survey, I think we've gotten 150 comments as of a week ago. We've been attending community events and meetings. Last week we started on-bus surveys and surveys at stations. There's going to be door-knocking, either already started or starting soon. We also have decals placed on the corridor on sidewalks that direct people to complete a survey. A combination of trying to meet people where they are and word of mouth. Tammy McLemore: What about footwork, reaching people who don't use technology so much. Michael Samuelson: Hopefully door-knocking will help with that, but I'll take that back to our community engagement lead.
- Tammy McLemore: Is there a way to have temporary lights to flash for people trying to cross between now and 2027? Michael Samuelson: I can take that back and talk with our partners about that. Some of these things require city agreement as well. As we go through the process and consider options, it may allow us to start implementing things in a quicker fashion that gets us toward our goals.

- **Member Announcements**

**5:34 – 5:43**

- Jordan Kocak: I've been working with John Mark Lucas from the University on a meeting next month and a bike ride afterward. He led a tour during a recent conference, so it would repeat that and look at some infrastructure that helped the U get Platinum level Bicycle Friendly University status. I will still try to have a hybrid option, but try to attend if you can for the ride. It's October 17.
- Jordan Kocak: There was an evaluation process subcommittee meeting scheduled for this Thursday, but Bob Byers would like to cancel it. So no subcommittee meeting this week.

- Haley Foydel: I work with an organization that puts on Open Streets. Minnehaha Open Streets Lake to 46h on Oct. 1. We're always looking for volunteers, especially to close it in the morning and open it in the evening. Go to [openstreetsmpls.org/volunteer](https://openstreetsmpls.org/volunteer). Or stop by; I'll be there, Metro Transit will be there, people from the county will be there.

- **Adjournment**

**5:43**

- Jay Eidsness moved to adjourn the meeting and Lee Newman seconded. The meeting adjourned at 5:43 p.m.

Next meeting:

October 17 | 4 – 6 p.m.

TSB-3-331 Executive Meeting Room Parking & Transportation Services 511 Washington Ave. SE, 300  
Transportation & Safety Bldg., Minneapolis

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, October 17, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting and the University of Minnesota, 511 Washington Ave. SE, Suite 300

### Committee Members:

- Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- Lou Dzierzak, Dist. 5
- Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Michael Samuelson, MnDOT
- ✓ John Mark Lucas, U of M

### Guests:

- ✓ Eric Torgerson

## Notes

- **Approval of the September 2022 minutes** **4:03 – 4:06**
  - Lee Newman moved to approve September 2022 minutes; Gilbert Odonkor seconded. The minutes were approved by voice vote.
  
- **Project evaluation process** **4:06 – 4:39**
  - Bob Byers described efforts of the subcommittee working on a project evaluation process.
  - The primary goal is to better organize the committee's thoughts when evaluating projects.
  - The subcommittee met in August and fleshed out some guidelines. There was interest in creating a list of questions we're interesting in answering for planners and engineers that we could give them prior to meetings.



- When Bob worked at the county, they did work through trade-offs, such as University and Fourth. The city and Simon Blenski did a good job creating a matrix on that project. We refined those criteria into questions.
- Dave Carlson: Under Level of Protection in Safety and Comfort: I'd make the case that simple bike lanes provide some safety as opposed to nothing at all. Can that be worked in? Bob Byers: The protection is pretty low. That's where we've started. Bike lanes are better than nothing. Dave Carlson: Additional striping, like and Park and Portland, that can help. On some roads you can't do more than that. You aren't going to have bollards on County Highway 6. I suggest adding it in. Bob Byers: It doesn't say anything about buffers. Jordan Kocak: Bob, are you trying to quantify this and get a score? Bob Byers: I wasn't thinking we'd go that far. Maybe high/medium/low. A qualitative thing. Otherwise you get bogged down in numbers and confused as to what criteria is important. With the questions a pattern emerges. Something like, "This one seems to be pushing more this way." It doesn't necessarily give an answer. Dave Carlson: I'd like to see it in print so people don't forget about it. Bob Byers: I can add that in.
- Lee Newman: The way I see this is these are questions we would ask of any question before us. Whether University Avenue or Minnetonka Boulevard, any of them. We want the experience of riding a bicycle in any area as safe as possible. By asking these questions and hopefully getting satisfactory answers, hopefully we can make them more safe. If a potential new member of this committee is interested in what they would be doing, these would be good questions to review. Bob Byers: I think there could be a lot of value in providing this to people before we review. They and we would have time to prepare rather than doing it off the cuff. Maybe even look at the design a little closer in some cases. Greg Anderson: We're looking at the context of what's going on, whether there's heavy transit or heavy transit or close to a stadium. You want to look at that context for a first evaluation. We spent so much time on University and Fourth going over context.
- Jenny Ackerson: What is the proposed sequence? Are we asking people who present projects to complete something and that becomes part of our packet? Which group are we trying to prepare more. Bob Byers: We're trying to give people a heads-up of what we're interested in so they can think about them and prepare an answer. Maybe this will spur us, too, to do a little more preparation. I don't think I see it as a process that's so bureaucratic that they have to answer each question in a high level of detail. Greg Anderson: These questions during discussion will lead to other questions. Jordan Kocak: I've noticed sometimes it's hard to get discussion on a project going, this can act almost as an icebreaker. Bob Byers: To answer your question, Jenny, I don't know. We can try it for a while and see how it goes. Jenny Ackerson: I like the idea of an open-ended prompt to spur discussion. The engineer knows what they're trying to solve, they might identify where they can't get everything they want, where there will be deficiencies. Bob Byers: This encourages them to tell us how they think it went, why they went this direction rather than that. To be able to see how they evaluated and came up with this thing, and the trade-offs, that would help us a lot.
- Jordan Kocak: Should we add bike/bike conflicts? Where you have a narrower facility. Or on University with a two-way bikeway. On a trail, if you eliminate a shoulder and want everyone to use the shoulder, you might get conflicts between a family out for a ride and

someone who's faster. Bob Byers: That's a good point and something I think we should add. Mixture of user types, maybe?

- Jean Mark Lucas: A lot of the criteria are functional, given the concern about environment, should you be aiming for something stronger? Bob Byers: I was thinking along those same lines, maybe I didn't word it quite right. Lou Miranda is big on that and integrating into the climate action plan. Unless we ask the question it might not come up. Jordan Kocak: Giving climate more weight. Jean Mark Lucas: It's not just design, it's how it's constructed, life-cycle cost. It becomes a greater awareness, you can't just put it with everything else at this point. Bob Byers: It happens in planning; sometimes we see this stuff sometimes we don't. For example the Complete Streets Policy. It's sort of in a different realm. How are we going to treat projects in the future.
- Dave Carlson: If you want to get specific about design elements, lanes and trails have particular design elements besides just what type of pavement. You don't want a six-foot two-way trail. Same with road widths. Bob Byers: I thought about that but didn't want to get that far into details. What we might ask is what kind of volumes, is it a residential connector or regional trail?
- Billy Binder: How between 100 and the lakes is going to be different from west of 100. How's it going to work to have two contexts. Context is really important. Bob Byers: Does it have to be consistent? I don't think we always figure that out.
- Jordan Kocak: I had a thought on design considerations that has come up a lot lately. Green stormwater infrastructure, greening on corridors. Unfortunately right now it's competing with biking and walking. Really, they should be allies. It's definitely something to think about. And it affects climate change, too, preventing flooding, infiltration, shade. Bob Byers: What happened with the streetscape guidelines Environment and Energy came up with? Jordan Kocak: I'm not sure what came of that.
- Dave Carlson: On Minnetonka Boulevard, they added that greenspace.
- Laura Mitchell: I don't think it's our job to be the experts on everything. I think this does a perfect job of giving us questions and subquestions in our back pocket to get what we need. I tend to be more quiet, I don't know what to ask. This gives me a launch point.
- Jordan Kocak: Maybe there's a second member-only one. Laura Mitchell: Yeah, we don't have to have it memorized, but it'd be helpful for follow-up.
- Bob Byers: I'll add things based on today and Jordan will share it with Public Works staff as a next step.

- **Complete streets policy draft resolution**

**4:39 – 4:55**

- Tammy McLemore, Greg Anderson and Jordan Kocak discussed the topic and came up with a draft resolution. Greg read the resolution.
- Dave Carlson: The county itself is asking to update this? Jordan Kocak: Yes, KC Atkins is leading that effort. She presented last meeting. I wouldn't call it an update, but a from-scratch new policy. Jordan Kocak: The old one is from 2009. This effort originated from our county engineer and Design to catch up with best practices around the country and be a little more visionary than the previous policy, which was pretty straight-forward. Dave Carlson: So you see it as a positive thing? Jordan Kocak: I think it is. It's looking to be more robust than the prior one. A modal hierarchy wasn't there before and would set direction on projects. If biking or walking is at the top of the hierarchy, it better be in the

project. The Active Transportation Committee doing a resolution is an opportunity to voice what your priorities are and can influence the outcome of the policy.

- Greg Anderson: I think capturing the hierarchy is good. Jordan Kocak: The urban/rural/suburban context came up in our conversations. We have a wide variety and between those contexts. We highlighted it to be sure they include that. Greg Anderson: In the west metro, I see what goes on in my district. The shoulders are great. Every Tuesday there are time trials out there. If those disappear, they aren't going to do time trials on trails. Jordan Kocak: A lot of times transportation is our priority, but in the rural areas it might be more recreation. Bob Byers: It seems they're trying to address that.
- Billy Binder: I like the thought of trails in western Hennepin County. We have a shared use roadway in Golden Valley. We don't have any separation between bike lanes and general lanes, but we could have if we did what Minneapolis does. Emerson and Fremont, Plymouth Avenue. That could benefit us. Glenwood is a heavily used bikeway but also has a lot of crashes. We should do more to separate bikes and cars. Jordan Kocak: In your example, when the county was making that decision, if we had a hierarchy, maybe we would have done something better with a policy pushing us. Billy Binder: The mayor and city council member were asking for separation. We said it again and again and again and still the county didn't do it.
- Billy Binder moved to adopt the resolution. Laura Mitchell seconded.
- The resolution was adopted unanimously.

- **Member Announcements** **4:55 – 4:56**
  - Jordan Kocak: During our next meeting I'm going to be out on paid time off. Dan Patterson will cover that, and we'll do a virtual meeting rather than hybrid.
  
- **Adjournment** **4:56**
  - The meeting adjourned at 4:56 p.m. and in-person participants went for a bike ride around the University of Minnesota campus.
  
- **University of Minnesota platinum level bicycle friendly university tour** **4:56 – 6:00**

Next meeting:

November 21 | 4 – 6 p.m.

Remote via Microsoft Teams



# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, November 21, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Michael Samuelson, MnDOT
- ✓ John Mark Lucas, U of M
- ✓ Arman Rajaeian, Metro Transit

### Guests:

- ✓ Josh Potter, HC Public Works
- ✓ Amber Klein, HC Public Works
- ✓ Phong Vu, HC Public Works

## Notes

- **Approval of the October 2022 minutes** **4:00 – 4:05**
  - Bob Byers moved to approve October 2022 minutes with a correction to the meeting location and to change bike/ped conflicts to bike/bike conflicts; Lee Newman seconded. The minutes were approved by voice vote.
  
- **Lyndale Avenue 4- to 3-lane conversion** **4:05 – 4:24**
  - Josh Potter from Design introduced himself and the Lyndale Avenue safety improvements pilot and upcoming changes.
  - The project Web site is <https://www.hennepin.us/residents/transportation/lyndale-avenue-safety>
  - Project goes from 31<sup>st</sup> Street to Franklin Avenue in Minneapolis.
  - Typically would not look at striping as a three-lane based on traffic volumes. Piloting to measure impacts, safety impacts, feedback from community.



- Finalized design in spring 2022 and in May added rectangular rapid flashing beacons (RRFBs) at 25<sup>th</sup> and 27<sup>th</sup> streets with medians and upgraded accessibility. We got out and informed the community. Restriping as three lane in late July into August.
- Residents want a safer place to walk and roll, excited for a three-lane and pedestrian crossing improvements. Concern about longer travel times.
- County is collecting a lot of data: speeds, pedestrians, people biking, people using transit, travel times, crashes, adjacent neighborhood street traffic, traffic on Blaisdell, Hennepin. Also collected ahead of the pilot. Collecting vehicle yielding rate at 25<sup>th</sup> and 27<sup>th</sup> with the RRFBs.
- In data collection phase, but don't have the data processed yet. Late winter early spring (March/April) we'll share the outcome of the pilot.
- Coming in the future, will start talking about upcoming reconstruction about five years out from the Midtown Greenway to Franklin Avenue. Also looking at improvements for Lake/Lyndale and Lake/31<sup>st</sup>.
- Lee Newman: Slide says we typically would not restripe as a three-lane based on traffic volume and national guidelines. Did Hennepin County have to receive permission/authorization of a national entity? Josh Potter: Lyndale ranges from about S. of Lake at 22,000 and to the north 27,000 to 30,000 vehicles a day. Typically national guidelines say over 20,000 it gets more difficult to do a three-lane. Highest we've seen documented was in Seattle at 25,000 vehicles a day. We did not have to get permission to do this pilot. We wanted to try it to see the benefits and impacts.
- Haley Foydel: Can you talk through once you've collected this data, what tips the scale for going forward with a permanent conversion on Lyndale? Josh: We do not have a specific threshold set. We wanted to see what it was like. We're focused on speeds, if we're calming traffic as well as safety and feedback from the community. A fourth item would be are we moving the problem elsewhere, seeing cut-through traffic on adjacent neighborhood streets. We haven't heard a lot from the community and we're not really seeing that. We want the outcome to be successful. We didn't want to put something on Lyndale that would be challenging to maintain in the future. It provides an avenue for us to look at this on other streets with higher traffic.
- Tammy McLemore: Will data be broken down by peak time vs. nonpeak, statistics with crash data with pedestrians, rollers, walkers, vehicles. Josh Potter: For crash data we're looking at before and after. For speed and volume, we're looking at multiple days of data collection for a wide variety so we know what's happening at 1 p.m. on a Wednesday afternoon vs. 1 p.m. on a Saturday.
- Laura Mitchell: On the theme of community input, I live very close by. With Lyndale I typically cross it east-west. The question of going backwards gives me anxiety. The improvements have been so great. The RRFB crossings are amazing. It's been a great, great improvement as a pedestrian and a biker. Josh Potter: Thanks for that information, especially with the before and after perspective.
- Lou Miranda: There's the concept of induced demand, where if you add lanes you add traffic and if you reduce lanes cars just magically disappear. Given that the county has a climate action plan, are you going to try this with other roads to reduce vehicle miles traveled. Josh Potter: We know that climate action is important. Minnetonka Blvd. is on the agenda today, which has lane reduction. I expect the conversations to continue. Lyndale will help aid those conversations, allowing us to look closer at places we

previously would not have considered. I would expect we won't look at 27,000 vehicles and say "can't do it," we'll in the future consider it. Lou: That's great to hear. Do you have any input on national standards? Josh Potter: I think from time to time we have a staff member involved. I'm not sure if we do have one at this time. With Lyndale we're certainly pushing the threshold. I think we'll gain a lot of interest locally and nationally for pushing those guidelines further. Lou: Great, I hope you become famous in a good way.

- **CSAH 51 Sunset Drive Reconstruction project** **4:24 – 4:46**
  - Amber Klein from Design introduced herself and the project.
  - The project Web site is <https://www.hennepin.us/residents/transportation/sunset-drive-reconstruction>
  - County, Spring Park, Three Rivers and Orono are reconstructing Sunset Drive from Shoreline Drive to Shady Wood Road (CSAH 19). It's about a mile long connecting people to homes, businesses, Thor Thompson Park, Dakota Rail Trail. Dedicated westbound left turn lane rather than bypass lane.
  - Construction begins in 2024.
  - 2,750 motor vehicles a day — a lot less than Lyndale — and a 35 mph speed limit.
  - Includes utilities that are more than 50 years old.
  - Not well suited for walking, rolling and biking, lacks curb and gutter.
  - Dakota Rail Trail crosses between Spring Street and Northern Avenue.
  - Both Thor Thompson and the trail are used for recreation.
  - Sunset Drive at Rockvam Boat Yards. Existing building is very close to right of way line, creating sight distance issues with vehicle exiting the building. Drainage concerns on the east side of the roadway.
  - At the Dakota Rail Trail crossing, need to upgrade crossing and ADA ramps.
  - At Thor Thompson Park. There are known flooding issues and need for space for walking, biking and rolling.
  - At Lord Fletcher's, need for improved pedestrian crossing. Aging infrastructure is crumbling.
- Goals:
  - Update aging roadway and utilities.
  - Improve traffic flow and roadway function at key intersections
  - Enhance features for people walking, biking and rolling, including traffic calming at key crossing locations
  - Improve trail access for present and future needs.
- Schedule: Planning in 2021; preliminary design in 2022-2023; final design in 2023; construction in 2024. Expect engaging with the community in early 2023 to get feedback on the concept.
- Engagement: 2 pop-up events; 1 virtual open house; signage; interactive comment map; 60 open house comments; passed out more than 130 fliers.
- We heard: Speeding is a concern and traffic calming is needed. Desire to add sidewalk. Desire for lighting for the trail and sidewalk. Desire for roundabout at the Shadywood Road intersection. Some blind spots need addressing.
- We have three main concepts.
  - Typical section 1: 2 11-foot general lanes; two outside shoulders; 10-foot trail on northbound side. 7' boulevard

- Typical section 2: Only one bikeable shoulder on southbound side to widen boulevard to 10 feet on the north side. Intend people to use trail rather than shoulder
- Typical section 3: Reduces roadway footprint to two 11-foot lanes, 6 foot sidewalk on the southbound side, 11 foot boulevard northbound, 10 foot trail northbound.
- Will take these concepts to the public. Also looking at median refuge islands, at the county road intersections and the Dakota Rail Trail to provide two-stage crossings, improve visibility and lower speeds.
- Lou Miranda: I noticed on parts of Minnetonka Boulevard in the packet, large portions are 10.5-feet wide. Why is this one 11 feet? Amber: When we have two lanes of traffic we have a minimum width for snow plows. With the outside shoulder, our plows are 14-foot wide. Lou Miranda: Do you use the same plows on all county roads? Amber: I believe so. Lou: It seems the multiuse path stays the same size, with lots of grass next to it. Did you consider widening it to 11 or 12 feet? Amber: It's intended as multiuse, multidirectional. The shoulder would be for road-type bikers. We could make it 12-foot or wider if needed. There are a lot of houses and private property right outside right of way lines. There are a lot of grading issues, especially near the lake.
- Dave Carlson: I use that road quite a bit. I see a lot of road bikers use it, it's a nice connection to CSAH 19, which is a very popular bike route. I think the biking has been pretty good there with 6-foot shoulders. I'm very happy you're upgrading the roadway. I would push for option 1 with a trail and 6-foot shoulders in both directions, especially since 19 has those paved shoulders. The trail is good for those who want to use it. With the driveways and commercial properties, people will want to be visible on the roadway. Amber: Thanks, we're trying to find that balance of giving people options and minimizing our impacts.
- Tammy McLemore: The utilities are old and aging; will be replaced. Will that have an impact on anything? Amber: It's doesn't necessarily affect the top surface. The utility is down a lot farther than typical. City wants to bury power in the corridor, so the boulevard provides space for that.
- Dave Carlson: A refuge at the Dakota Rail Trail would be a good thing. It's a very popular trail and only half a block from CSAH 15. Amber Klein: We're looking at a median section for sure, and possibly a rectangular rapid flashing beacon (RRFB) or flasher of some sort.
- Tammy McLemore: I think I saw a roundabout in the presentation? Amber: Yes, there were comments wanting a roundabout at Shadywood. Unfortunately there isn't enough space with water, houses and a bridge. Tammy McLemore: Would that be to slow speeds, would you consider something else, like speed bumps? Amber: Not at 30 mph, and it's stop controlled. We might do some lane shifting.
- Lou Miranda: Does HC have any 25 mph streets, would you consider it here? Dan Patterson: We don't have any 25 mph roads, except for a few school zones. Amber Klein: We don't have the ability to set our own speed limit. We can request a speed study from the state. The state can always ask us to post it faster.
- Amber: Once we have our layouts I'll talk with Jordan and come back to the Active Transportation Committee.

- **Minnetonka Boulevard 2023 corridor repaving and restriping**

**4:46 – 5:05**

- Phong Vu from Planning introduced himself and the project.
- CSAH 5 Minnetonka Boulevard will be overlaid in 2024.

- From West of 169 to Edgewood Avenue in St. Louis Park. It's about 2.5 miles.
- City requested traffic study to improve safety, especially for people walking and biking on and across the corridor.
- It's a two-lane roadway at 35 mph with about 8,900 vehicles a day. A lot of people walk and bike on it.
- Hennepin County proposed this as a two-lane with 10.5 foot lanes from 12-foot lanes to lower speeds to 25 mph with buffered bike lanes.
- A lot of people ask why we try to reduce the speed limit? It's to improve safety.
- With this layout, we want to get feedback from the community. The city supports this kind of improvement and is excited.
- Dave Carlson: I'm excited for the proposal. I think the onroad bike lanes work well, except the pavement is in bad condition from Texas to Louisiana and Edgewood, a lot of bikers use this, especially this is the detour for Cedar Lake Trail. On west end at 169 right now the bike lane disappears. Is that MnDOT? I've been advocating fixing it at 169 for years to no avail. I would hope we could work with MnDOT to improve that. Phong Vu: We have the same idea; we tried to continue the bike lanes across the bridge. In discussion with the city, it's not easy to work with MnDOT to eliminate the right turn lane onto the ramp. It does belong to MnDOT and they're the ones who decide. We have the concept drawn to continue the bike lanes west, but the problem is how to persuade them to drop the right turn lane. I'll talk with the group and see if there's anything we can do for it.
- Lou Miranda: Second vote for continuing the bike lane, and anything to get MnDOT to agree. It's great you're reducing lane widths. It looks toward the west the lanes widen out, it seems to make people go faster: Phong Vu: It varies due to the width of the road. We tried to reduce the speed limits from 35 mph to 25. This is a preliminary layout, maybe in the final layout we'll be able to reduce it to 10.5 feet. Lou: My vote would be to increase the bike lane or the buffer and keep the general lanes consistent at 10.5 feet.
- Lou Miranda: At intersections, we're probably the only country in the world that does this; there's a merge where you're (biking) suddenly in the center of the road. Is there consideration to do away with that? Phong Vu: I don't recall. That is what we're showing now. Lou: This is a replacement for the trail that's been closed for light rail; far fewer people bike here than did on the trail. If you're a parent with a child, trying to mix with car is just not comfortable all. Anything you can do to get rid of that would be helpful. Phong: We know a lot of people bike in the corridor. That's why we're converting to a bike lane with a buffer.
- Lee Newman: We've been told there's a lot of additional bicycle traffic on this corridor. Is that mainly because of the Southwest light rail and will that go away when the trail is completed? Phong Vu: There are lot of people using this corridor biking. Maybe the Southwest trail will provide a better bike route. We'd like to add the dedicated bike lane. Dave Carlson: I've been biking Minnetonka Boulevard for 30 years and it's always been pretty popular as an east-west route out to Minnetonka and beyond. Some of it was reconstructed to the west and they did a 4- to 3-lane conversion, which was exciting to see. It adds reason to add bike lanes here. It will remain a fairly popular bike route; it is a good connecting bike route through St. Louis Park. Phong: When we collected data, we were surprised by how many people bike here. This will be the first 25 mph county road; we'll see if the city and residents support it. Safety is very important for Hennepin County.

We recommend 25 mph as the plan; it will be a lot of work with the city and MnDOT. We want to do it to improve the safety for people walking and biking in the corridor.

- Tammy McLemore: When will the talks with the city and MnDOT happen? Phong Vu: Before we did the preliminary layout, we talked with the city. Discussion is happening now, including with the ATC. When we have the final layout we'll send it to the city and see what they think. We should have an answer in August or so of 2023.
- Lou Miranda: Thanks, Phong. And props to Hennepin County and the city of St. Louis Park for reducing the speed limit and making better streets for everyone.

- **Nice Ride funding and sponsorships**

**5:05 – 5:25**

- Haley Foydel, District 4 ATC member described a funding shortfall at Nice Ride after BlueCross BlueShield of Minnesota withdrew sponsorship.
- We learned about I work for Our Streets MPLS. Last week we learned Nice Ride has a funding gap and it may go away next year. There's a \$3 million gap for Lyft to be able to continue operating the program. Lyft is proposing the city to provide stop-gap funding.
- In the short term the city would earmark \$3 million in its 2023-2024 budget. The city would then have to pay it back dollar for dollar once a sponsor is found.
- It is urgent. Final comments on the city budget are due this Wednesday (city councilmembers can still take things to the mayor later).
- Is there interest in creating a resolution saying we support something like this to keep Nice Ride in the city. It would be a huge loss and something not easily replaceable.
- About half a million rides a year, 50 percent to 80 percent a day connect to transit. That's part of our mission here, to help people get around without a car.
- Laura Mitchell: I would definitely support this.
- Courtney Costigan: Me as well.
- Lee Newman: I would be in favor only after private sector support has been found. Haley: Lyft is working on this. The agreement with the city would be where Lyft would fully reimburse the city. If the city ends up funding \$50,000, they would pay that all back. Lyft has been looking for a sponsor for months. There's an issue finding someone local with the funding. They're looking at Excel, Comcast, 3M, Minneapolis Foundation to help find someone.
- Dave Carlson: Since I looked over the handout, you mentioned it's a pretty strong tie-in to get to transit; has anyone approached Metropolitan Council to help with funding? Or the county or state? As they continue looking for private sponsorship. Haley Foydel: I know they've spoken to Metropolitan Council, including today. There's a lot of competition for funding at the Metropolitan Council. The degree to which they can turn around and open their checkbook. Move Minnesota is going to work with Lyft to hopefully bring something from the state level. The issue with the state is the money is needed imminently. Lyft starts up in January February for the following season, so there's a need for immediate funding, which is why they've turned to the city for a stop-gap. For the long-term, it's of interest to get funding at the state level or regional level. Move Minneapolis, Sierra Club and others are involved. Great Plains Institute as well. The idea is the funding would go through Great Plains Institute to administer the funding. Columbus Ohio was able to do something similar with stopgap funding and once the bikeshare company

- Lou Miranda: Sounds like they're doing an exhaustive search. I'm very much in favor of this.
- Tammy McLemore: I know the Minneapolis Bicycle Advisory Committee (BAC) is on board. Haley Foydel: I believe the BAC put forward a resolution at their meeting last week.
- Haley Foydel: I've put together a quick resolution if there's interest from the group.
- Dan Patterson read the draft resolution aloud and entered modifications on-screen, including an additional whereas statement to acknowledge that the Minneapolis BAC had passed a resolution in support.
- Lou Miranda moved to adopt the resolution and Courtney Costigan seconded.
- The resolution was adopted unanimously.

- **Member Announcements**

**5:25 – 5:28**

- Dan Patterson: Districts 3, 4 and 6 Active Transportation Committee terms are up in 2023. An open call for applications will go out soon; the application is live on <https://www.hennepin.us/residents/transportation/active-transportation-committee>.
- Bob Byers has updated the matrix for project review based on comments from committee members. Jordan Kocak will present to county staff for their comments.

- **Adjournment**

**5:28**

- Gilbert Odonkor moved to adjourn the meeting. Laura Mitchell seconded. The meeting adjourned at 5:28 p.m.

Next meeting:

December 19 | 4 – 6 p.m.

Remote via Microsoft Teams

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, December 19, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ John Mark Lucas, U of M

### Guests:

- ✓ Luke Sandstrom, HC Public Works
- ✓ Catherine Windyk, Move Minneapolis
- ✓ John Barobs, Move Minneapolis
- ✓ Kadence Novak, Minneapolis

## Notes

- **Approval of the November 2022 minutes** **4:06 – 4:09**
  - Laura Mitchell moved to approve October 2022; Lee Newman seconded. The minutes were approved by voice vote.
- **New Minneapolis Pedestrian and Bicycle Coordinator** **4:09 – 4:23**
  - Kadence Novak introduced herself as the new pedestrian and bicycle coordinator. Kadence started in October and is becoming acquainted with the city's operations and policies. Kadence is excited to pursue education and encouragement. The city in recent years there's been a variety of facility types. Curb-protected, behind-the-curb facilities, shared or not, bidirectional or not. That all requires more hands-on education for everyday members of the public as well as more targeted education. Work from home and pandemic changes have given people opportunities to adapt to other ways of getting around, be it commuting by walking and biking, or more recreational biking and





walking. There's a lot of demand for facilities and space better dedicated for these activities.

- Dave Carlson: Could you go more into your background? Were you in bike education or more the planning side as well as contact information? Email address is [kadence.novak@minneapolismn.gov](mailto:kadence.novak@minneapolismn.gov). Originally from Austin, Texas. Moved here 10 years ago to attend the Humphrey. Private sector and nonprofit experience here, primarily in planning with concepts design, engagement. Everything from Southwest LRT to the Blue Line extension, West Broadway study, streetcar studies, bicycle and pedestrian plans and updates (Fargo-Moorhead), worked at Our Streets Minneapolis doing outreach for open streets and bicycling encouragement, worked at Bicycle Alliance of Minnesota as an event coordinator and social media outreach, also worked at Nice Ride neighborhood program (did neighborhood rides). In personal life, have raced bicycles at the velodrome in Blaine, cyclocross for seven years. Been a mentor mentoring girls from age 5 to high school. Member of the Minnesota Cycling Federation. Was a bicycle advisory committee member at Minneapolis Park and Recreation Board.
- Tammy McLemore: Do you plan to incorporate anything from the other initiatives you've worked on right away? Kadence Novak: In Austin, they are able to do a lot of quick-build projects because they have a lot of reconstruction funding and a warm climate. They have to repair a lot of streets because it's so hot. They use different design standards. They've been able to rapidly construct a lot more segments. Something that's really cool, their hike and bike trail and boardwalk, it's an interesting network gap, not fully accessible due to pavement and crushed gravel mix, though they were able to construct it quickly.
- Lee Newman: It's encouraging that someone came here for graduate studies and stay here despite our climate. Kadence Novak: The first winter I was here was the introduction of the "Polar Vortex" into the common lexicon and the next was the worst in 30 years. For me, there's a high quality of living here that I'm able to access in part because I get around walking and biking. Austin is hot and dry and humid. Every place has something that draws people to it. Once I was confident winter biking that really cemented my decision to stay.

- **Move Minneapolis downtown programs**

**4:24 – 5:03**

- Catherine Windyk from Move Minneapolis introduced herself and John Barobs, both from Move Minneapolis. Move Minneapolis is the downtown traffic management organization. We're presenting so you know what's going on in our world; we'll go over what we do, what we've done and what we might do in the future. Their Web site is [moveminneapolis.org](http://moveminneapolis.org). Catherine is at [catherine@moveminneapolis.org](mailto:catherine@moveminneapolis.org).
- Mission is to improve air quality and reduce congestion. They get federal Congestion Mitigation Air Quality funding. They focus on downtown Minneapolis employers, knowing that people who work downtown don't necessarily live downtown.
- We work in Traffic Demand Management and are transforming our organization as the 9-5 patterns have been shaken up; how do we engage with people now.
- Move Minneapolis provides
  - Employer services; trip planning, commuter surveys, Metropass enrollment, policy review, register carpools with the ABC Ramps, business relocation to downtown

- Commuter resources and consultations; we put together resources and tailor our programming to what commuters need at specific employers and what they're dealing with, e.g. close to light rail or not.
  - Sustainable transportation promotion to get the word out; webinars; helping to address the Metro Transit driver shortage; newsletters, blogs.
- Materials produced include:
  - Have published guides for remote working; affordable transportation; employer services and resources; individual commuting resources
  - Main goal is to reduce single-occupancy vehicle trips and motor vehicle miles traveled.
- We stay in contact with downtown partners, the Downtown Council reports:
  - 53.3 percent hotel occupancy; 61.7 percent building occupancy; 64 percent seated diners 51.2 percent light rail capacity
- Commute Ambassadors
  - Started in 2020
  - Connect downtown employees with passionate commuters
  - We try to provide networking opportunities and to keep in touch with us.
- John Barobs: We have many partners: Evie, Metro Transit, Slow Roll, ABC Ramps, Metropolitan Council, Hennepin County, HourCar, BikeMN, Minneapolis, MnDOT our streets MPLS... We help tell their story to downtown commuters and residents. We're one of the few organizations that can pull these resources together and offer them to employers to improve commuter, promote active transportation, reduce motor vehicle miles traveled and improve our community. We're fortunate in Minneapolis to have so many options.
- For outreach, we have several signature events; they target not only downtown commuters and residents, but expand beyond that, too.
  - This year we introduced Downtown Bike Day at Target Plaza on June 1. It celebrated bike community, bike education, encouraging biking at all ages and abilities. It was geared at overcoming barriers, especially coming out of the pandemic. A lot of people bought pandemic bikes and were starting to come back to the office but didn't know how to commute downtown. It helped introduce new infrastructure and parking. It was a complement to Bike to Work Day in May. That used to be at Government Plaza as part of Bike Week. We didn't do it the past couple of years due to the pandemic. So we partnered with ABC Ramps, which provides a secure bike cages at Ramp B.
  - <https://www.metrotransit.org/bike-ride>
  - Car-Free MSP, which is a great way to get employers and commuters into car-free options we have. This year we worked with the other transportation management organizations around the metro — there are five (Move Minnesota, Move Minneapolis, Commute Solutions, Commuter Services, Metro Transit). The whole goal is to get people to pledge to try a car-free option before or on Car-Free Day (September 22). We offer prizes, including an ebike and Go-To passes. We asked people to tell us their story on social media, whether it be for commuting or car-free for 24 hours with errands and working from home, or whatever people were doing. We had over 500 pledges and 70 stories shared with us. John showed a tweet with a young boy on the slide standing in

downtown Hopkins at the Metro Transit station, which has a bike lane next to it. It was our winning tweet and his dad won the ebike.

- Transportation Summit on November 30, 2022. This year highlighted mobility justice, with a focus on our community and what do we need to thrive, what do people need to move freely and safely no matter what their identities are. The pandemic, racial reckoning, labor shortages, more workers holding their employers accountable on equity, these have impact the nation and us locally. With our affordability programs, in what are traditionally low-wage jobs, is at the forefront of what employers need to know to go forward. Speakers included Hennepin County Commissioner Irene Fernando, president of Minneapolis College Sharon Pierce, Wellington Management's David Wellington and the keynote speaker, Yolanda Davis-Overstreet based out of Los Angeles. We had a morning and an afternoon session with a film screening at Parkway Theater of Yolanda Davis-Overstreet's work, including Biking While Black with a great question and answer session afterward. Collaborated with the Bicycle Alliance of Minnesota. Summary of the summit: <https://moveminneapolis.org/2022/12/2022-transportation-summit>
- Lee Newman: With your organization and others you collaborate with, how can success be measured? John Barobs: That is the holy grail. There are some methods, like number of registered carpools, number of Metropass we get employers to enroll in. Then newsletter subscribers, likes, things like that. We'd like to measure things at a more finite level, like number of motor vehicles we take off the road. Before the pandemic that was maybe a little more realistic, but now that the world has changed, it gets more difficult to measure. Catherine Windyk: We used to measure with surveys at companies before and after to look for shifts.
- Jenny Ackerson: I'm thinking of the purview of this committee and how it intersects with Move Minneapolis, are there any Hennepin County corridors more important for downtown commuters and a shift from motor vehicle use? John Barobs: Though we are focused downtown, commuters are coming from all over. We've focused with park and rides on 394 with Metro Transit and EZPass. That's a way we can reach out to the west metro and focus on mode switch all the way in. That dovetails into the fantastic map that Hennepin County puts out, with the wonderful trail network. Maybe of those trails come right into downtown Minneapolis. We try to focus on individuals' routes and show them the best way in without reaching for the car keys. Catherine Windyk: I think a corridor approach is going to be important going forward. Something for one corridor won't work for another; each is its own thing. As a federally funded organization we typically are not allowed to advocate for things. We can educate about opportunities to engage, though we can't advocate.
- Tammy McLemore: I see information on the Green Line renter program on your Web site, could you talk about that? John Barobs: That's Move Minnesota. With the Green Line, we do collaborate with them and Metro Transit. I'm on the Blue Line business advisory council, and we're very in-touch with upcoming projects. We were out helping promote the D Line opening on December 3. We're on committees for the other BRT lines and NetworkNext. Metro Transit's residential pass program is something we promote and that might be something we highlight more.

- Catherine Windyk: If you have ideas on how we can better work with you, we'd love to hear that.
- John Mark Lucas: From a practical point of view, if someone wants to engage you for a fee for service, how do you get into that? Catherine Windyk: We started incorporating language of a fee-for-service model this year. We don't have a lot of information on that right now; even with a fee it would start with an initial free consultation. Fees would come in with things that take lots and lots of staff time and resources. John Barobs: It's on our Web site because it's something we're still looking at. For most of our services there would be no fee.

- **Mill Street (CSAH 82) trail**

**5:03 – 5:24**

- Luke Sandstrom, project manager from Hennepin County Transportation Project Delivery, introduced himself and showed a presentation on the Mill Street trail project.
- Mill Street is in Excelsior and Shorewood, the gap is from Five Corners in downtown Excelsior south through Shorewood and into Carver County and Chanhassen, which has a regional trail south of the border. We want to extend over the county line to connect with that trail.
- It's been a long time coming. There was a feasibility study in 2013 with Shorewood, in 2020 county-funded feasibility study with the city of Excelsior.
- Findings of the reports are:
  - Recommended 10-foot shared use trail on the east side.
  - Crosses Trunk Highway 7 and recommended modifying the free right from northbound Mill Street. MnDOT is open to the idea as part of the project.
  - City of Excelsior is a bit more urban and Shorewood is more rural in terms of road section.
  - Studies looked at crossings from the west side of Mill Street. We'll study three locations, at 3<sup>rd</sup> Street, 3<sup>rd</sup> Avenue and in front of St. Johns Church and school for potential rapid rectangular flashing beacons, medians or other treatments. The county put a median in at 3<sup>rd</sup> Avenue a couple of years ago.
- Other considerations
  - Right of way impacts
  - Mail delivery, waste and recycling operations
  - Speed enforcement and management; speeding has been an issue
  - Side slopes and grades. Often sloping down steeply to homes or up to them. Managing grades will be a challenge.
  - Stormwater management. There are some wetlands and we're looking at adding curb and gutter.
  - Recent reconstruction investments. The county overlaid in 2018, so it's relatively new.
  - Future projects. When MnDOT replaces the bridge, we'd like to have it widened. Possibly also a more direct connection to the regional trail, perhaps down the slope just north of the bridge going east.
- Project schedule
  - Starting preliminary design now, completed field study

- February 2023 preliminary geometric layout and first round of public engagement with pop-up events, workshops, online open house. A lot of people in the area are snowbirds and already are gone for the year, so we'll be heavy with online engagement.
  - April 2023 Final geometric layout and second round of public engagement
  - June 2023 Final geometric layout approval
  - June 2023-December 2024 Final design
  - Summer 2025 Construction
- Luke will come back to the Active Transportation Committee with each stage of design, starting in February.
- Bob Byers: I am so happy to see this project still moving ahead. As many of you know, I was in Transportation Planning at the county for many years. This was in the pipeline for quite a while. It can take a long time from idea though everything to design, sometimes five to 10 years. This project has taken longer than average. For me, it's been kind of personal. Right after I joined the county, I was approached by the pastor at St. Johns about kids crossing and getting to the church. It was concerning. It's taken something like 30 years to get to this point. Why so long? I think it's a combination of strong concerns by residents, and those studies ferreted those out. Over a long period, we have two cities involved, and the support of public officials ebbed and flowed both pro and con, and I don't think we had both cities on the same page at the same time. I think there were like four attempts at this before. If it's OK with you, Luke, I'd like to point out some of the issues. Jordan Kocak pulled up a couple of photos highlighting identified issues outside St. Johns, with basic shoulders that haven't changed in many years. The first issue, at the top of the hill as you go into Excelsior, are the two retaining walls. One is old modular block that has been a headache for the county. Then an older poured concrete retaining wall, at one point maintenance people were looking at replacing that as well. Trying to get through this gap has been a challenge. The typical section that came out of the most recent study tries to thread the needle by taking some of the shoulder. The City Council of Excelsior was kind of incredulous that we could get this done, but I think it can be done. The second issue is in Shorewood, where the road slopes to the east quite a few feet. Residents were concerned about any construction and impacts to their property. The typical section shown showed at a planning level a shorter retaining wall. I sure hope we can make this thing fly this time.
- Dave Carlson: I remember when this came to us three or four years ago, I know there are pinch points, a number of us were hoping that while the trail is a good idea, where possible at least some of the shoulders could be kept for on-road cyclists. I've biked the shoulders out there now and haven't had issues with them. I am concerned about high-speed bikers on a trail with kids and the safety of other users.
- Jenny Ackerson: Great to see the slip lane for the onramp to Highway 7 will be closed. If signage is replaced as part of this project, will there be any simple wayfinding pointing to the regional trail added? Luke Sandstrom: Yes, We'll incorporate that.

• **Member Announcements**

**5:25 – 5:32**

- District 3, 4 and 6 members are up for a new term in 2023. Applications are open, closing on December 23. Current members are encouraged to reapply for another term if interested. Jordan Kocak: We'll extend the deadline, some members will not reapply, so we'll have open seats in Districts 4 and 6. Jay and Bob do not intend to reapply. Jordan thanked both for their contributions and enthusiasm.  
<https://www.hennepin.us/residents/transportation/atc-application>.
- January meeting will be on the fourth Monday (23<sup>rd</sup>) due to Martin Luther King Junior Day holiday. February is Presidents Day, so that will also be the fourth Monday (February 27)
- Jay Eidsness: I'm not reapplying for District 4, so if anyone knows anyone send them this way. Thanks to Tammy, Jordan and others for steering the ship. I've learned a lot. I'll continue to cycle around the county and hopefully will see you out there.
- Bob Byers: I might be retiring a second time, but I'm still not going away. I like to see projects through. Thanks for your leadership Tammy, you've done a great job. I might hop into some meetings on the review guidelines I'd been working on as Jordan gets feedback.
- Billy Binder: Bob, you're absolutely invaluable as a committee member. I'm really sorry to see you go. You know what can and can't be done. University and 4<sup>th</sup> is a great example of that, I'm really glad we got a two-way bikeway on that, that was your doing. Thank you. Do come back. I'm going to miss you. Bob Byers: I'm going to miss you guys, too. I'll be around. Billy, you've been here the whole time, even before I got to the county. You and Dave Carlson, too.

- **Adjournment**

**5:32**

- Lee Newman moved to adjourn the meeting. Billy Binder seconded. The meeting adjourned at 5:32 p.m.

Next meeting:

January 23 | 4 – 6 p.m.

Remote via Microsoft Teams