

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 18, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

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
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Suzy Scotty, MnDOT
- ✓ Tristan Trejo, MnDOT
- ✓ Danny McCullough, Three Rivers

Guests:

- ✓ Benjamin Lester, Bryn Mawr ATC
- ✓ Alec Werning, Bryn Mawr ATC
- ✓ Beth Turnbull, Bryn Mawr ATC
- ✓ Josh Bowe, Three Rivers Park District
- ✓ Steven Voelker, Stantec
- ✓ Matt Huggins, HC Public Works
- ✓ Kristine Stehly, HC Public Works

Notes

- **Approval of the February 2024 minutes** **4:01 – 4:04**
 - Lou Dzierzak moved to approve the February 2024 minutes; Billy Binder seconded. The minutes were approved by voice vote.

- **Bryn Mawr Active Transportation Committee** **4:04 – 4:15**
 - Benjamin Lester from Bryn Mawr Neighborhood Association introduced himself; Alec Werning, treasurer of the neighborhood's Active Transportation Committee; and Beth Turnbull, who is on the neighborhood association board.
 - The Bryn Mawr neighborhood association racial justice committee had a movie night and Hennepin County Active Transportation Committee representative Tammy McLemore was there and connected with neighborhood ATC members. Neighborhood ATC members wanted to connect with the county ATC because we are working on similar issues.



- Bryn Mawr is in Minneapolis west of downtown to the Golden Valley border. The neighborhood is surrounded by parks and has regional trails through it. Metro Transit Route 9 runs through, the Blue Line extension is coming. The Active Transportation Committee is working to connect the trails and transit to the street network.
- The neighborhood ATC started in 2023. Activities include:
 - Group rides to destinations like grocery store, farmers market. Places that can become routine.
 - Install bike racks to support local businesses.
 - Build community and connect neighborhood by making biking walking and using transit desirable. We're working to humanize transit.
 - Host a group ride each month
 - Help neighbors with bike repair
 - Community survey for traffic calming
 - Engage with local leaders to encourage complete streets
 - Budget is \$500 for events and programming
- Connection to Hennepin County plans:
 - Bike plan Strategy 2.2, address network gaps and barriers
 - Bike plan (2015) shows Penn Avenue as a planned bikeway
 - Address gaps and barriers
- We have an idea of what to do with Cedar Lake Road and Penn Avenue. The Green Line extension will add ADA ramps, but only existing curb cuts and geometry. Would love to see curb extensions / bus stop bumpouts installed. Metro Transit would be supportive but would need funding. Jordan Kocak: That might be a question for me. You could send me an email and I will route that internally to the people working on the project. I think what you're proposing makes a lot of sense.
- Would love to know — I think you have an established mission and vision, would love advice on that.
- Greg Anderson: It's great you got that group together. It'd be great if more neighborhoods did things like that. When is the work on Penn going to happen?
Benjamin Lester: Sometime over the winter but unclear exactly when.
- Dave Carlson: Connecting Bryn Mawr Park and Van White Boulevard is a brand new bridge over railroad. The bridge is in essence complete and it's connected on the BM Park side, just a teeny bit missing on the Van White side. I think Metro Transit is holding off on that. I think they're waiting until LRT is going and the station is completed. I'd love to see your organization put pressure on them to complete that connection. Benjamin Lester: I wish that bridge could open today. I would take it to work every day. Alec Werning: Is there a specific avenue to follow up with that? Dave: They do have liaisons on the whole thing. We've been in contact with them and project managers. It might be part of their contracts with their contractors, with safety or something similar. Jordan Kocak: david.davies@metrotransit.org would be a good starting point. Their contract gives the construction firm a lot of leeway on when things close and open. Benjamin: The station area is going to have a helix that goes around and connect to the trail, and they have their equipment staging there, those are the only reasons I can think of that they wouldn't open it already. Karen Frederickson I think is the liaison for the neighborhood, I'll follow up with her, too.

- Clara Sandberg: Could you share the slides? Benjamin Lester: Definitely. I'm hoping it could help other neighborhoods create a committee.
- Billy Binder: I'm the ATC representative for Irene Fernando, right north of Bryn Mawr. I'm aware there's plenty of room on the road on the south side of 394 from Penn to France Avenue to the Golden Valley border. Golden Valley has considered putting in a trail, there's great potential for that corridor. I'd like you to look at that and work with the city to make that happen. Either bike lanes on the shoulders or a more elaborate off-road trail. Talk to Golden Valley people to see where they are. It'd be a great connection. I've worked hard on Glenwood to get more than just bike lanes, something with separation. It so happens that Glenwood is the most popular bike lane in Golden Valley but also the most dangerous.
- Billy Binder: Do you have bike shops in the neighborhood? Benjamin Lester: No, that's part of the reason we're doing bike repair. How do you fix a flat if there isn't a bike shop you can walk to? There's a neighborhood garage sale day in May, and I'm looking to set up a bike stand that day. At least give people an option. Beth Turnbull: We're a break in the trail system in Bryn Mawr. We'd love to be a connector north to south and to the light rail. We'd love to work with you on that.
- Henrik Kowalkowski: I love bike racks. They're for locking up, but they're also a great advertisement that people can bike to destinations. The city has funding to help with bike racks. The link is <https://www.minneapolismn.gov/getting-around/bicycling/bike-safety-rules/bike-parking/bike-racks>.

- **Bassett Creek Trail**

4:26 – 4:44

- Josh Bove from Three Rivers Park District introduced himself. The county's lead on the project, Cole Pardridge, is on vacation. This was a 2019-2020 collaboration of Three Rivers, Hennepin County and Golden Valley for federal funding for intersection improvements on Noble and Hidden Lakes Pkwy; regional trail construction from Regent Avenue to Theodore Wirth Parkway; and local trail from Regent to Toledo and Lilac to Douglas Drive. The local trail will be on the north side and the regional trail will be on the south side.
- Local trail will be 10 feet wide with five-foot boulevard. It will connect to existing trail on Douglas Drive. Trail will be on north side, will need some trail easements.
 - Upgrades at Adair, a lane drop with median and pedestrian refuge. Currently four lane, will reduce one westbound lane, allowing for the trail by moving curb. Lane drop is Lilac to Douglas. Added right turn and left turn lanes.
 - Continues through Lilac to do ADA ramps. Existing trail is city park. This project will reconstruct that.
- Regional trail segment will be a 10-foot trail with five-foot boulevard.
 - Existing trail is west of Regent, on north side.
 - New regional trail will be on south side.
 - Road is four lane. Will drop to three lanes east of Regent, but two eastbound lanes needed near the intersection. Plan is to have crossing on west side of Regent. Two lanes eastbound through intersection. It would not function with only one lane through intersection.
 - Moves south curb line north to make room for trail.
 - Temporary construction easement needed.

- Flashing yellow left turn at Noble.
- East of Noble, goes to two lane section.
- At Hidden Lakes Parkway, it gets tight with grades and limited right of way. Signal upgrades with flashing yellow. Keeping existing layout with left turn lane and right turn lane.
- Bus stop with island at Courage Kenny. Allows for better traffic flow.
- Four-foot sidewalk in addition to the trail in front of Courage Kenny to separate people walking and biking.
- Cross BNSF railway, no upgrades to bridge. 14 feet wide currently and will stay that way.
- Connects to Grand Rounds at Theodore Wirth Parkway.
- Henrik Kowalkowski: There's a large gap from Lilac to Toledo. Josh Bowe: There's now an eight-foot trail there, closing that gap.
- Billy Binder: I'm also interested in that gap. That's going to be the same as the new trail from Douglas. I'm kind of glad the trail is on the north side of 66, on the south side the intersections are busier.
- Billy Binder: From Theodore Wirth Parkway to the bike lanes at Xerxes, there's a gap when not connecting to the bike lanes east of Xerxes. The symbols on the street are barely readable. Jordan, I hope you can renew them this year. Josh Bowe: Our trail ends at the Grand Rounds trail. That's where the connection was intended to be made when we did the application in 2020. Billy: Why wouldn't you connect them? Bowe: Our regional trail stops at Theo Wirth Parkway. Billy: But you'd be creating a gap for those three blocks from Xerxes to Theo Wirth. Bowe: Our regional trail ends at Theo Wirth Parkway. We wouldn't be fixing a separate gap outside where our trail ends. Jordan Kocak: I'm not 100 percent sure, but the Blue Line extension might end up doing something with this intersection as well. In any situation it'd have to be a separate project. I can follow up with you on it. Billy: Blue Line extension doesn't go near here. Jordan: I don't know the rationale, but in any case this trail project isn't going to close it. There might be some near-term options. Billy: It reminds me of the 55 project that abandoned bikes and peds when the LRT changed. We can talk about it, but it doesn't make sense to cut north Minneapolis off from Theodore Wirth Parkway. Benjamin Lester: Theodore Wirth and Golden Valley Road: Is there any widening of the sidewalk to connect to the Grand Rounds? Josh Bowe: No. It was part of the old Blue Line alignment, but ours ends at the corner of the intersection.
- Greg Anderson: When is construction happening? Josh Bowe: 2025 construction. We're working on getting easements. Best guess is going for bids in February 2025 and hopefully one construction year.
- Billy Binder: When Bottineau LRT was going through, the plans were to connect north Minneapolis with Bottineau and the parks. That's gone away, now there's no corresponding connection to the Bassett Creek Trail. I think we're missing something here that needs to be fixed. Jordan Kocak: That is out of the scope of this project, but I will look into it more.

- **Nicollet Avenue (CSAH 52) Reconstruction**

4:44 – 5:19

- Matt Huggins from Hennepin County Transportation Design introduced himself and the Nicollet Avenue project. Steven Voelcker with Stantec who is helping with design was also on the call.
- The project is in Richfield. First came to the Active Transportation Committee in June 2023. We want to update the ATC on the work that's been done over the past nine months and pose a few questions. We're in the phase where we're really diving into design alternatives and getting feedback.
- The project will reconstruct the roadway from 66th Street to 77th Street, the terminus of MnDOT's 494 Corridors of Commerce project.
- Construction in 2026. Still in early stages of preliminary design.
- We have been working with the Richfield Transportation Commission.
- Layout expected in July.
- Most interested in feedback on design alternatives.
- Roadway constructed in 1961, in some places the original pavement is still there.
- In past nine months:
 - Data collection
 - Traffic and safety analysis
 - Conceptual stormwater management analysis
 - Conceptual public utilities analysis
 - Phase 1 public engagement: Experiences (how people use the corridor, what they'd like to see changed)
 - Open house and companion virtual environment
 - Penn Fest
 - Farmers Market
 - Two Transportation Commission meetings
 - ATC
 - Themes: Walking and biking safety, intersection safety, vehicle speeds, vehicle operations, green infrastructure, roundabouts. County policy aligns with a lot of what residents said. Residents were split on roundabouts.
 - Phase 2 public engagement: Vision and tools (developed problem statement with Transportation Commission, defining tools to incorporate into design to address problem statement)
 - Phase 3 public engagement: Concept alternatives (we have a couple of layouts that we feel respond to concerns. They're not final, still need to get to a desired layout and some elements like traffic control. We'd like to look at lane use overall, biking and walking).
 - Used Richfield Sweet Streets public engagement process with commission and open houses. Layout approval will be with city council.
- Problem statement for the project: There is a need to improve safety and comfort for people who travel along and across Nicollet Avenue, including people walking, rolling, riding bicycles, taking the bus and driving a personal vehicle. The dated corridor doesn't address all modes equitably and needs modernization to serve the needs of the community for the next 50+ years. The corridor is uninviting, lacking in aesthetics, environmental sustainability, green space, vegetation and street lighting. Finally, the

- pavement quality and ADA facilities do not meet Hennepin County or City of Richfield standards.
- Project node tools include the below items. We can't really dive further into tools until we have a preferred layout.
 - Compact roundabouts
 - Traffic signal modifications and upgrades
 - Limited access median closures (i.e. right-in/out)
 - Pedestrian refuge medians
 - Raised "tabletop" crossings
 - Pedestrian activated flashing beacons
 - Intersection curb bumpouts
 - 67 percent of residents at open house agreed with the problem statement. Preference for three lane roadway. Prefer separated bikeway, more of an all ages and abilities facility. Desire for enhanced crossings. Split views on roundabouts.
 - We've taken the feedback so far and are whittling it down to three concepts. Layouts shared at open house are in the materials.
 - We had an open house at the end of February. The online version still live and available through <https://zan.mysocialpinpoint.com/nicollet-avenue-reconstruction> (also linked from <https://www.richfieldsweetstreets.org/updates>).
 - Coming up:
 - Two Richfield Transportation Commission meetings
 - Hennepin County Active Transportation Committee
 - Spring pop-up events
 - Phase 4 engagement anticipated for June 2024
 - Piggyback on Bike Walk Richfield events.
 - Now in Phase 3 of 4, concept alternatives, hopefully have preferred design in July and move toward final design. Bid letting in winter 2025-2026, start construction spring 2026 through fall 2027.
 - Existing conditions:
 - 66 foot footprint
 - 51 feet curb to curb
 - Center lane allows turning vehicles to get out of through lane
 - 8-foot shoulders with restricted parking (allowed on Sundays)
 - No green boulevard space
 - Seeing higher speeds on the corridor with such a wide space even though it is a three-lane section.
 - No separation for pedestrians, no dedicated bikeway, only shoulder.
 - We looked at facility types, Richfield has great examples with cycle tracks, one-way pairs, shared-use paths around the city.
 - Three alternatives, centered around separated bikeway for all ages and abilities
 - One-way cycle track
 - Separated from vehicles
 - Dedicated and separated
 - Aligns with existing directional facilities at termini
 - Cyclists need to cross street to change direction
 - Conflicts present on both sides of roadway

- Largest footprint.
 - Recognized as a regional facility by Three Rivers
 - Not an exhaustive list
 - MnDOT accommodating on-street and shared use paths on both sides, so confident riders can be in the road.
- Two-way cycle track
 - Separated from vehicles and walking
 - Dedicated and separated
 - On west side for connectivity with Augsburg Park, Augsburg Library, Community Center, high school, Academy of Holy Angels
 - Doesn't align with existing directional facilities at termini
 - Challenging intersection operations and mixing zones with transit
 - Median footprint
- Sidepath plus sidewalk
 - Shared use sidepath on one side, sidewalk on the other.
 - Narrower option but not separated bikeway. More mixing between peds and bikes.
 - Doesn't align with directional facilities
 - Metro Transit and Three Rivers Park District involved; could be considered for regional facility in the future. Parallel railway that if it ever becomes available, that could be an option for a regional trail. Nicollet could be an interim solution until it is available.
 - Cyclists need to cross to change direction.
- Beth Turnbull: I vote for option 1!
- Henrik Kowalkowski: I personally would vote for the one-way bikeway on each side. Variety of positives, for Richfield we know the one-ways work really well. The one way bikeway has worked fantastically for 66th street. Integrating that north-south route in addition to the east-west bikeways creates network effects
- Haley Foydel: I agree. The one-way is definitely my preference. I really dislike when it's separated bike lanes. I commute to Richfield from south Minneapolis. The transition from separated lanes back onto the street with cars is always lacking. There is insufficient signage, cars can't tell what's happening. Usually there's some kind of kind of a lane, but the paint has worn off. I'm wondering what it's like to transition back onto a road with cars going 30-40-50 miles an hour. I'd love to see everything from bollards to green paint, a much bigger sign, something highlighted, not just a little white sign. Currently in Richfield maybe a little sign, paint on street is totally faded. I'd like to see at any of those transition points, to think about the biking experience. The transition for people driving, where they're used to bikes off to the side, then suddenly there's a bike. That's a really scary place to be as a biker. Matt Huggins: One advantage for better or worse we are tying into 66th with the existing facilities, so that's a little cleaner to the north. There's much more pavement to work with there, too. How long is that curb cut, is it more of a driveway? At the southern end, we do need to look at those details further with MnDOT's Corridors of Commerce project. I do hear you loud and clear, when crossing the curb and also hitting that slope.
- Lou Miranda: I agree with the single-direction bikeway on each side. I think Hennepin County needs to make that the gold standard moving forward. There's a ton of space

here, no excuse not to. Need to find space in other places. It's kind of embarrassing that a sidepath is even an option. It kind of legitimizes Option 2 as a safe compromise. The sidepath is just awful. I'd rather have another option on the other end of the spectrum, maybe with one less lane for climate action, green streets. Matt Huggins: There was a desire to eliminate less desirable facilities, but we weren't quite ready yet to do that in Phase 3 of engagement. It is the least desired from the public. Henrik Kowalkowski: Agree. Good point about how the multiuse path shifts the window of conversation.

- Greg Anderson: I hear about transitions that aren't easy, it makes me think the more consistency we have the better. I don't think we should rule out the first option with three lanes and bikes on the road. Yes, they're closer to cars, but drivers can see them and know they're there. That would be my concern with the cycle track.
- Henrik Kowalkowski: We need some physical barriers that's not just paint.
- Henrik Kowalkowski: As a resident of Richfield, the transparency, communication, and open houses have been really great.
- Jordan Kocak: I'll get in touch with District 5 and put together a draft resolution for consideration at the April meeting.

- **Draft Cedar Avenue resolution**

5:19 – 5:37

- District 4 representative Haley Foydel presented a draft resolution on the Cedar Avenue reconstruction from 24th Street to Lake Street in Minneapolis that was discussed in the February 2024 ATC meeting.
- Jordan Kocak showed cross-sections of the layout options. The big difference is Layout A doesn't have a dedicated bike facility. Two lanes bike boulevard.
- Option B has two-way bike facility for a portion of the corridor.
- Henrik Kowalkowski: I like Option B.
- Greg Anderson: I'm going to assume people are in favor of a bike facility rather than nothing.
- Henrik Kowalkowski: My comment was about if reducing sidewalk width was possible to have a bikeway while preserving trees. Maybe making that portion a multiuse path.
Jordan Kocak: I think it's less about trees, more about a logical end point. The project stops short of Lake Street so there isn't something to tie into. I think it's more about if you end it at 28th there's an existing bike facility connecting to the Midtown Greenway. But that doesn't mean the ATC couldn't say it makes sense to take it as far south as possible.
- ATC members edited language regarding National Association of City Transportation Officials guidance on bikeway widths.
- Lou Dzierzak moved to approve the resolution and Larissa Lavrov seconded.
- The resolution was approved by voice vote.

- **Member announcements**

5:37 – 5:43

- Suzy Scotty: I'd like to introduce Tristan Trejo. He's on the call and will be the new MnDOT representative. He's awesome and will be a great contact. I'll probably still be around here and there. I'd also like to say thanks for the time on the committee, it's been great to get to know/work with such an awesome group of people!! Billy Binder: Can I have his name and contact information? Tristan: tristan.trejo@state.mn.us.

- Jordan Kocak: For the April 15 meeting, I won't be here, I'll be at the American Planning Association conference. Dan Patterson will get the meeting going and be there.
- Greg Anderson: Dave Carlson and I attended the Bike Summit at the capitol. Talked to some of our legislators. The topics from BikeMN were clarifications on ebikes, some requirements for drivers education in terms of cycling, which has been sorely lacking forever. They have some good commonsense stuff again this year. They had some things on more freedom to reduce parking.
- Lou Miranda: I was biking on 36th St in St. Louis Park this past week. I was near Highway 100 and I'm biking along, go through intersection on a separated bikeway that feels safe. I pass Park Center Boulevard basically the Target entrance and hear a big boom — two cars smashed into each other at speed. One ended up in the crosswalk; had I been there a second earlier I would have been injured. Separated bikeways are great, but you're still vulnerable when you have to interact with cars. It was kind of terrifying.

- **Adjournment**

5:43

- The meeting adjourned at 5:43 p.m.

Next meeting:

April 15 | 4 – 6 p.m.

Remote via Microsoft Teams