

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, July 15, 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
- ✓ Tristan Trejo, MnDOT

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Sylvia Greenwood, HC Public Works
- ✓ Peter Bennett, city of Minneapolis
- ✓ Emily Schulz, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works

Notes

- **Approval of the June 2024 minutes** **4:01 – 4:04**
 - Jenny Ackerson moved to approve the June 2024 minutes; Clara Sandberg seconded. The minutes were approved by voice vote.

- **Lowry Avenue Phase 2 Reconstruction** **4:04 – 4:12**
 - Kelly Agosto from Hennepin County Transportation Design introduced herself and Peter Bennett from city of Minneapolis to talk about the Lowry Avenue Phase 2 Reconstruction.
 - The extents are Marshall Street Northeast to Johnson Street northeast in Minneapolis. The ATC reviewed the project in May.
 - The project team is looking at option to add two feet to the shared use path where there is not an issue with private property or slopes. Henrik Kowalkowski: Fantastic.
 - They are looking at traffic control options at 2nd Street and Grand Street. Recently met with city and Metro Transit to understand how they use Lowry today for local service.



- Intersection of Lowry and University will be part of MnDOT project, including about a block east and west of University.
- Updated since last time: Intersection of 5th Street, bike boulevard today, showing additional ramps on each side of street to allow bikes to go on-street to off-street to use median cut-throughs.
- Jenny Ackerson: Is there any consideration that the crossings for bikes and peds would be shared through median; would it be painted or tabled? That would be a next step to elevate bike boulevard. Kelly Agosto: We're looking at just a cut-through with truncated domes, 6 feet wide. If there are other suggestions you have, we're still looking at options. If we end up making it something different as we get into that part of the design, that shouldn't impact our layout approval.
- Jenny Ackerson: What is the width of sidewalk on 5th, part of shared/blended zone? Kelly Agosto: I don't have exact dimensions on 5th. We're calling for 6-foot on Lowry. It looks similar to that, maybe 5 feet. When we put the bike facility in we try to angle it so hopefully they can have a little more space and bikes can get back on 5th Street.
- Henrik: Any kind of treatment or visual demarcation for bikes/peds at the median to prevent collisions? Kelly Agosto: If there's any kind of treatment you could put in the resolution that would be great. Peter Bennett: We have similar ramps in other parts of the city, the cut-through on the median is not demarcated in other places, just a shared area. We do use some black colored concrete, Kelly and I could work on that to show it's shared and to be more intuitive.
- Kelly Agosto: Also added cut-through for bikes/peds at 7th.
- Greg Anderson: We'll do a resolution the usual way and Jordan Kocak will work with the ATC representatives from this district to draft a resolution separately.

- **42nd Street Mill and Overlay**

4:12 – 4:33

- Dan Patterson presented from Hennepin County Transportation Planning introduced himself and the project.
- 42nd Street in south Minneapolis will receive a mill and overlay in 2025 from Cedar Avenue (CSAH 152) to Minnehaha Avenue (CSAH 48). Because we're going to have to replace the paint anyway, we look at whether we want to revise the striping.
- The hope was we would have a preferred concept for you to react to tonight, but we aren't there yet. There is controversy around reducing on-street parking in front of businesses at 28th and at Cedar Avenue. We're collecting video and crash history to better assess the benefits and tradeoffs of closing the bike gap.
- The corridor is on the city's All Ages and Abilities Network, was identified as a high-injury street in the city's 2019 study and is on the county's bike plan to have an on-street bikeway.
- Currently there are standard bike lanes on most of the corridor with on-street parking on the south side. There are gaps from just east of Cedar Avenue to 19th Avenue and from 26th Avenue to 30th Avenue, where the bike lanes drop to accommodate on-street parking on both sides of the street.
- Another bikeway gap from 34th to Cheatham Avenue was identified as a top 25 bike gap in the county's Bicycle Transportation Plan. This project cannot address that gap, as it requires more space and improvements more intensive than paint.

- Last year the county completed a safety improvement project at the intersection with Cedar Avenue, adding left turn lanes and a protected bikeway through the intersection. We currently don't have bike facilities on either side of the protected bikeway, so people biking are dumped back into mixed traffic.
- We hope to have a preferred concept soon, in a matter of weeks, and we can update you with that concept when we have it. It should be pretty straightforward, it's basically bike lanes or parking, but the city and the city's Bicycle Advisory Committee recently have requested that we look at buffered bike lanes and remove parking along the entire corridor, as it is on the All Ages and Abilities Network.
- The city also has a safety project to the west, where 42nd is a city street, and a repaving just west of Cedar Avenue. They've left that pavement unmarked until we figure out what we're doing so they can tie into it.
- Henrik Kowalkowski: Is there an opportunity for a parking protected bikeway? Dan Patterson: In theory, yes, but we are looking at only doing paint with this project. Where parking-protected bikeways have been implemented in the past around the Twin Cities without some kind of barrier separating cars from the bikeway, they haven't gone well, with people blocking the bike lane, you still have a door zone that you can't avoid as well and snow removal becomes more difficult. So, we're not considering it at this point.

- **Cedar Avenue Reconstruction**

4:33 – 5:01

- Josh Potter from Hennepin County Transportation Design introduced himself and the project.
- Cedar Avenue was two lanes in the past with off-peak on-street parking. We restriped it a few years ago to one lane each direction. No turn lanes.
- Hope to get approval from city in September.
- Final design and construction in 2026.
- Goals
 - More comfy for people walking, biking, rolling and using transit
 - Livable, calmer safer
 - Build road for today and tomorrow that reflects the community's values
- Last rebuilt by MnDOT in 1966 when it was TH 36.
- Project goals
 - Make it more comfortable for people walking, biking, rolling and using transit along the corridor
 - Build a road for today and tomorrow that reflects the community's values
 - Design a livable, calmer, safe street
 - Make it easier to access nearby community destinations including parks, trails and local businesses
 - Preserve existing tree canopy and increase greening along the corridor
 - Replace and modernize aging infrastructure, such as traffic signals and stormwater facilities
- We're going to try to preserve existing tree canopy and increase greening in the corridor
- Historically there has been arsenic in the area, has been mitigated.
- Phase 1 public workshop asked residents to vote on priorities for the corridor, listed in order of priority
 - Environment and health

- Pedestrians
 - Bicycles
 - Public amenities
 - Transit
 - Gathering
 - Vehicles
 - Parking and delivery
- In February, we shared two options: Alternative A, which maximized greenspace, and Alternative B, which included greenspace and a bikeway. We're now recommending Alternative B with the bikeway and increased greenspace compared with today. Cedar Avenue is not on city or county's bike plan, but it is the public preferred option. People are using it today.
 - Corridor is future bus rapid transit corridor. Identified as a line, does not have a letter or funding yet.
 - Buses would stop in lane. Allows us to to dedicate space that would have been a bus pullout for bikeway, median, greening. Prevents vehicles from passing stopped buses.
 - We heard about the environment and importance here. It is in the Southside Green Zone. Below average for existing tree canopy compared with rest of city.
 - Retained parking in higher use areas, in the south end. A couple of disability zones preserved as well.
 - Surface stormwater treatment where possible.
 - Separated bikeway near Little Earth. Deciding factor for bikeway type was preserving trees in the corridor. Separated two-way bikeway with separate sidewalks.
 - Existing grade separated pedestrian crossing at Little Earth will stay.
 - Add median to control speeds and removed dual threat. Will replace signal.
 - Green space around transit stops preserves space for future bus rapid transit. Preserving as many trees as possible.
 - South of crossing constrained by retaining wall in right of way.
 - Raised crosswalks on side streets.
 - Medians at 26th to prevent passing of stopped buses and control speeds. Shared use path based on future bus rapid transit. Separated bikeway for 26th.
 - South of 26th, separate bikeway. Parking 26th to 27th for disability parking.
 - At 27th, add median since last time.
 - At 28th, ramping up bikeway on 28th. Looking at medians. More standard bus stops, not expected to have bus rapid transit stop; only a local stop. Gives us more space for greening.
 - South of 28th introduce parking on west side. Higher use here, day care with pickup and dropoff. Greenway bridge recently rebuilt; we are not touching it. With any future work on bridge we would look at changes.
 - Bikeway ends at 28th, want to get them to 24th and the bikeway two blocks west.
 - At 29th, looking at raised crossings.
 - Stops north of Lake Street. About a half block north and south they've rebuilt Lake Street a little over 10 years ago and redid these segments, too. Lake Street is getting D Line improvements this year.

- Henrik Kowalkowski: Anything you can do with signage around where you get off to get to the greenway, to make it clear where they can connect to that great east-west connection? Josh Potter: We've briefly mentioned it, but it's certainly worth more discussion.
- Lou Miranda: The accessible parking spot, is that for one single-family home? Josh Potter: Yes. It's requested by the homeowner who needs it, and we have talked to the owner and she is currently using it. If we could remove it we would. It's signed so anyone could use it, but we anticipate the person who requested it will use it. Certainly if someone were to request a disability spot closer to businesses others may use it as well. Lou Miranda: My partner is disabled. I can see that on a normal street where the street goes to the sidewalk. Rebuilding a street for someone who may not be there in three, five or 10 years, doesn't seem very equitable. If someone comes in later with a disability and requests a spot, would the county rip up the street? Josh: Typically no. It is an existing disability spot and we do follow Americans with Disabilities Act law. If it were not needed any more, we could fill in that curb and it would go away. Lou: It seems odd to have a permanent physical space, but it's designed in a good way.
- Luke Van Santen: Is there a way that parking spot, probably involving taking some land for right of way, could that spot be moved out of the street and made part of that particular property? Josh Potter: Yes, it would involve right of way acquisition. We've had extensive discussion with the city and our attorneys as to whether we can relocate it around the block or on private property. Generally with that disability zone, once we've granted it and there's that demonstrated need, it's pretty tough for us to move it. We've talked about having the person using it be agreeable to the change, especially if not in the right of way. We're very sensitive about ADA and the importance of it. Luke: even if it didn't involve right of way taking, I don't know the legality of building on someone else's land and immediately giving it back?
- Luke Van Santen: What species of tree in the corridor? Josh Potter: It is mixed, there are some ash trees. We looked at the health of the ash trees about a year ago, and we're looking at it again next week. Knowing that if we identify emerald ash borer has impacted a tree to the point it can't be saved or there are a few in a row, then we'd look at separating the bikeway in that area. Luke: Where I am, I'm dumbfounded by how many dead ash trees there are. Like the parking spot, it'd be nice if we didn't design it for trees that aren't going to be there for long. Climate change, too, if we take out some trees can we put in some that will do better in the climate of 20 or 50 years from now? Josh: I'm not fully into what types of trees we're planting. We do have forestry staff who are. We do go out and have discussions with them and assess trees. They do have a list of trees.
- Henrik Kowalkowski: The existing entrance and exit at Little Earth, is it looking more likely that will be removed? It seems dangerous with the crosswalk there. Josh Potter: We've talked with Little Earth, and it looks like we may not have the opportunity to remove that. Today it's full access. Our intention in making it right in, right out; we would expect to see better safety. If they redo their parking lot we'd work with them to try to remove that access.
- Greg Anderson: Are you looking for resolution? Josh Potter: Yes, I'd appreciate that. Greg: We'll do our usual process and have our district representatives put together a draft with Jordan Kocak.

- **Nicollet Avenue reconstruction draft resolution** **5:01 – 5:04**

 - Lou Dzierzak introduced the Nicollet Avenue resolution. He, Henrik Kowalkowski and Jordan Kocak put together a draft based on input from the previous meeting. Henrik read the draft resolution aloud.
 - Lou Dzierzak moved to adopt the resolution; Luke Van Santen seconded.
 - The resolution was adopted on unanimous voice vote.

- **Member announcements** **5:04 – 5:09**

 - Greg Anderson: A little over two and a half years ago, on CSAH 9, a 19-year-old kid named Austin was going home, going through intersection of Rockford Road and Vicksburg Lane. He was hit and critically injured. There's a fundraiser for him July 27. Starts at 10 a.m., there's food, a band, games, hopefully raise money for his recovery and his family. It's at Parkers lake Community Playfield. Link to details: <https://www.eventbrite.com/e/austins-hope-a-day-of-support-and-awareness-tickets-876814645207>
 - Henrik Kowalkowski: I wrote an article about a resolution last November around the Canadian Pacific Rail Trail and how great it would be to connect Hyland to existing Nine Mile Creek Regional Trail: <https://streets.mn/2024/07/03/the-missing-link-between-nine-mile-creek-trail-and-hyland-lake-park-reserve/>
 - Luke: This Friday at 1 p.m. the Southwest Light Rail Transit project office director as well as chair of the Metropolitan Council are leading a bike tour along the newly reopened South Cedar Lake Trail. It will start behind Rustica and will take about two hours with several stops to discuss various infrastructure, Beltline bridge, tunnels. End at the giant raspberry in Hopkins. There are possibilities for social activities afterward. Greg Anderson: It's fun they can do that and finally having it open after so long.
 - Larissa Lavrov: Minneapolis Park and Recreation Board has the Cycle the Summer event along the Grand Rounds. I've done it twice; nice to go to places I typically don't go. You notice things like whey speed bumps on the bike part of the parkway and not the road. Victory Drive, that's it. Up so many ups and downs, slamming you into your handlebars. Stopped by Cosmic Coffee by the golf course. Really great ride.

- **Adjournment** **5:09**

 - Henrik Kowalkowski moved to adjourn the meeting. Clara Sandberg seconded.
 - The meeting was adjourned at 5:09 p.m.

Next meeting:

August 19 | 4 – 6 p.m.

Remote via Microsoft Teams