

## Active Transportation Committee

Date: Monday, August 19, 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
- ✓ Tristan Trejo, MnDOT

Guests:

- ✓ Marilea Browne, Southside Greenway
- ✓ Julia Eagles, Southside Greenway
- ✓ Matthew Hendricks, Southside Greenway
- ✓ Sylvia Greenwood, HC Public Works
- ✓ Christina Perfetti, MnDOT
- ✓ David Elvin, MnDOT
- ✓ Kristine Stehly, HC Public Works

## Notes

- **Approval of the July 2024 minutes** **4:00 – 4:05**
  - Minutes unanimously approved by voice vote.
- **Southside Greenway** **4:05 – 4:40**
  - Marilea Browne and Julia Eagles – project overview
    - Route through South Minneapolis
    - North South walking and biking corridor
    - Park and Portland on Hennepin County’s road network is included for a portion of the route from 40<sup>th</sup> to city limits.
    - Want county roads when rebuilt to follow greenway standards to be in alignment with the route
    - Would connect 12 different parks and trails
    - Would connect 4 different schools
    - Parts of route are designated for improvement but doesn’t mean safe infrastructure has been delivered yet for the community
    - Asking ATC to support a resolution to urge Hennepin County to design Park and Portland to support a ‘linear park’ that would be in alignment with Southside Greenway route
    - What could design options look like:
      - Calmed streets
      - Protected bike lanes
      - Streets to park conversion greenway
        - Park and Portland could be a “half greenway” treatment. Cars still included but bikes are physically separated
        - Full greenway with no motor vehicle access also should be considered with support from residents but not asking this for county roads
    - Park Portland project goals
      - Safe biking spaces
      - Improve crossings
      - Calm vehicle speeds
      - Believe these goals are in alignment with Southside Greenway
    - Park and Portland are very wide and offer opportunities to
      - Add green space and trees
      - Protect bike lanes
      - Link existing parks
    - Community engagement
      - Idea since early 2000’s
      - Neighbor driven
      - Many rounds of engagement
      - 2015 dinner in the street engagement events
      - Surveys
      - Recently, renewed rounds of support solicitation

- Building public support through tabling. 500+ sign on's to a public letter of support
    - Request for ATC resolution in support of Southside Greenway
    - Questions:
      - Dave Carlson:
        - Prefers separating between faster commuters and trail users
        - Park is good through route for commuters into downtown
        - Matthew Hendricks: would like to see park be a two-way bike lane. This could provide more overall space for passing.
      - Laura Mitchell:
        - Even with Bryant people trying to bike fast give space or ride in the street. Shows how it can work. Agree with Dave that faster bikers need space too.
        - Lou Miranda, agree that slower speed limits this can make biking in the street feel safer for fast cyclists. Without widening the street for a second bike lane.
      - Lou Miranda:
        - In diagram bike lanes are 5' on some streets and 6' on others
        - Matthew, 5' bike lane and 5' boulevard is their estimate to maintain two vehicle travel lanes as well. If there is no parking, then you can have more space for bike lanes and green space.
      - Henrik and Laura are interested in helping to craft a draft resolution
- **Highway 55 corridor study** **4:40 – 5:20**
  - Christina Perfetti and David Elvin, MnDOT – project update
    - Study has been ongoing for two years
    - Met with ATC last October, reported on results of purpose and need
    - At the inform community phase
    - Studied between BNSF rail bridge to one block east of I-94
    - Blue line had been planned to go down 55 but then was rerouted. But still wanted to address the needs of the community identified during the Blue Line project
    - Understand experience and design elements to address issues
    - Alternatives development
      - 4 lane mixed transit
      - 4 lane curbside bus lane
      - 5 lane center bus lanes
      - 2 lane busway
    - What was heard from public engagement
      - Shorter crossing distance
      - Bikeways separate from highway
      - Dedicated transit lane or transitway
      - Less driving lanes than what exists today
    - Design elements screening results
      - Not going to carry forward 6 lane or 2 lane option for roadway
      - Center busway on its own will not carry forward

- One way or two-way bikeway
- Next Steps
  - Finalize the study summer/ fall of 2024
  - Policy advisory committee
  - Pop up events
  - Community based organizations
- Study outcomes
  - Purpose and need statement
  - Developed evaluation criteria
  - Multiple rounds of public engagement
  - Collaborated with other agencies
  - Carry forward or eliminate design elements that do/ do not meet the purpose and need
- Moving into preliminary design phase
- Reconnecting communities and neighborhoods planning grant. 6 million dollars for next phase of work. Includes another planning study from BNSF rail bridge to Medina on HW 55
- Questions
- Lou Miranda:
  - Why was the busway removed?
  - David: Right of way impacts with having two separate bus lanes from the main road. Made it hard to fit in other road elements that were important. Trying to reduce impervious surface.
  - Christina: busway, considerations from Metro Transit and operations. How it transitioned in and out. Community concern about the total amount of lanes that would need to be crossed.
- Billy Binder:
  - Wants to see a bike lane in the extra lane now in the short term. Outside of project timeline. This is a missed opportunity.
  - Like the idea of regional transportation corridor with bus transit
  - Is Bus Rapid Transit still a consideration?
  - David: yes. Coordinating with Metro Transit.
- Henrik Kowalkowski
  - Even if bus is not grade separated still looking at bus only lanes?
  - David: yes, one of the options that are being looked at. A bus only variant and mix traffic variant
- Lou Miranda:
  - How does this relate to MnDOT's VMT reduction goal? 20%
  - David: VMT reduction goal is closely related to greenhouse gas reduction goal. Hard on a corridor this size to estimate the VMT reduction because there is a small sample size. Greenhouse gas has to do with new projects that would not have a greenhouse gas mitigating component. But this project has transit integrated, all modes represented. This project is supported by Greenhouse gas policy. Bus lane is consistent with VMT reduction policy.

- **Draft resolution – Cedar Ave Reconstruction Project** **5:20 – 5:30**
  - District 4 members
  - Resolution passed unanimously on voice vote.
  
- **Draft resolution – Lowry Ave Reconstruction Project – phase 2** **5:30 – 5:40**
  - District 2 members
  - Resolution passed unanimously on voice vote.
  
- **Member announcements** **5:40+**

Next meeting: September 16 | 4 – 6 p.m.

Microsoft Teams