

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, January 23, 2023

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
- Vacant, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- Vacant, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Danny McCullough, Three Rivers
- ✓ Naveen Mallipaddi

Notes

- **Approval of the December 2022 minutes** **4:01 – 4:02**
 - Lee Newman moved to approve the December 2022 minutes; Dave Carlson seconded. The minutes were approved by voice vote.

- **Three Rivers Park District 2023 projects and initiatives** **4:03 – 4:47**
 - Danny McCullough introduced himself to present on a federal grant opportunity and to highlight some of Three Rivers' activities over 2022.
 - Danny showed a map with six trail projects across Hennepin County. Three Rivers is looking for a resolution of support for a federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant application. The application is still being drafted, due in about a month and a half.
 - The infrastructure projects include:
 - Shingle Creek Regional Trail, upgrade sidewalk to multiuse trail.



- Eagle Lake Regional Trail from Maple Grove/Plymouth border south to Trunk Highway 55. Some of the trail exists, some would be new. It's a great north-south connection.
 - Basset Creek Regional trail in Golden Valley, Crystal and New Hope. Master plan in process; would be entirely new trail.
 - CP Rail Regional Trail (north end) would connection to Luce Line Regional Trail
 - CP Rail Regional Trail South
 - Medicine Lake Eagle Lake Regional Trail.
- Includes accessibility improvements, more than 100 curb ramps.
 - Improves six railroad crossings
 - Applying for more than \$22 million.
 - Theme is north-south connections. We have a lot of east-west trails. These link our great east-west trails together.
 - Lee Newman: I see that this is a \$22 million transportation improvement for 17 miles of trail. That seems like a lot of money for 17 miles. Danny McCullough: It does. A lot of this is reconstructing our existing network. For example, the Eagle Lake Regional Trail to Medicine Lake, a lot of that is already in place, but it needs reconstruction. A lot of these things were built 30 years ago, and like roadways, they don't have an infinite life. A million dollars a mile is about the going rate to build a trail through an existing urban environment. These prices are a little high to federalize it and with contingencies. We do budget a bit high, which doesn't mean we get to keep any extra, but it makes sure we have enough to complete the projects. When we reconstruct a trail, it's a full reconstruction, digging down and redoing it all. In some places we're adding curb, storm drainage. Concrete is not cheap.
 - Dave Carlson: These are hugely popular trails, I'm glad you're putting money into reconstruction. They're popular and they're often two-way or multiuse; could they be 12 feet or even 14 feet? They're so much easier and safer to use. Danny McCullough: We have looked at that, and on many of these it's really hard to do that. We try to minimize private property impacts. I'm a proponent of wider trails, but the only opportunity realistically is trails in our railroad corridors, where we do have a lot of space. Otherwise we're up against a lot of private property. We don't go down the road of eminent domain. Dave Carlson: I know you like to maintain boulevard between trails and roads, that might be an option without the expense.
 - Billy Binder: I heard there's going to be railroad abandonment under 100 just north of Glenwood Avenue, it goes under 55 near the school and Theodore Wirth Parkway. Is that on your radar, is that going to happen? Is Three Rivers ready to jump on that opportunity? Danny McCullough: I don't know a ton about that. I know two years ago we were made aware of that, a small segment, that didn't connect to anything. It wouldn't connect to anything in Theodore Wirth Park or infrastructure to the south. It was an isolated segment. We met with Minneapolis Park and Recreation Board and determined at the time it didn't make sense, especially at the price they wanted to sell it at. We're waiting until it's a longer segment. Billy: I would sure hate to see it sold into private property and cut up. At least it would be a very good local connection. Danny: Golden Valley has done a great job keeping us in the loop. I'm sure they'll let us know if something has changed.

- Lee Newman: On the railroad abandonment question, would Three Rivers or the state have right of first refusal? Danny McCullough: First would be Hennepin County Regional Railroad Authority and that's how we would find out about it. Then the interested parties would look at it together. There may be some conversations in the past few months that I'm not aware of. The segment didn't even go all the way through Theodore Wirth, maybe a mile. If the conversation's changed, I'd be happy to look into it if it's a longer segment.
- Greg Anderson: At the southern end of Medicine Lake, Eagle Lake Trail, at Highway 55, you were looking at a safer crossing, is that part of this grant? Danny: No, but you'll be happy to know the city of Plymouth is going to construct the crossing at TH 55. What you see in red is the Eagle Lake Regional Trail new trail and reconstructing existing city trail in bad condition. The city is building an underpass under TH 55 / Hopkins Crossroad to the transit hub. Greg: Beautiful. There's pedestrian traffic and bikes wanting to get through there. That will be a major safety enhancement. Danny: What we're proposing here will connect to that. Then the trail will continue south to Bryant Lake Park.
- Active Transportation Committee members reviewed a draft resolution supporting Three Rivers' RAISE grant application.
- Greg Anderson: I thought the draft resolution was sort of generic, I would like to mention a more specific list of what we're supporting.
- Courtney Costigan: I like the idea of us completing this resolution. I've learned on this committee. I think it'd be helpful to have a line in the resolution that Three Rivers will come back for feedback throughout the process. Greg Anderson: I don't know if we need that in here, we proactively work together.
- Dave Carlson: I think because this really is going as a resolution to the transportation committees and it's not really a generalized statement of how we interact with Three Rivers, while I agree it's good to have that cooperation I don't think it needs to be in here.
- Lee Newman moved to adopt the resolution, Courtney Costigan seconded the motion.
- The resolution passed on unanimous voice vote.
- Danny McCullough: Thank you. I don't know when we'll get the results, I imagine at least six months. I generally come at least twice a year or so, but I'll be sure to come back and let everyone know how we did. I'll make a note for August to be sure I check in with you all.
- Danny McCullough moved on to highlights from 2022 and what to expect in 2023: We're about 70 percent done with the long range plan for the CP Rail Regional Trail corridor. The southern part, that plan has been completed. In the next year we'll kick off planning in St. Louis Park, with outreach this summer. On the northern end, from Becker Park 81/ Bass Lake Road will be the terminus. We were looking at three options
 - 1. Straight down Douglas Avenue
 - 2. Down Winnetka Avenue
 - 3. Weaving through New Hope with existing trail, destinations and parks
 - Public overwhelmingly wants the weaving through parks and destinations option.
 - This segment is part of the RAISE grant application to construct this trail, which would happen around 2026/2027 or so.
 - Still need full approval from all the cities but we're almost there.
- Diamond Lake Regional Trail in Dayton/Rogers/Corcoran/Medina/Maple Plain/Orono. We have a final route resolution. No funding to build it; it will be a while.

- One of the interesting things, it uses the existing Independence Trail to the Luce Line Trail with what we call the Wayzata connection to downtown Wayzata. The connector I'm hoping to build in the next five or six years. I don't think we'll need grant funding for that.
- Three Rivers was awarded funding for four projects in the regional solicitation with 2026/2027 construction years:
 - Bryant Lake Regional Trail Eagle Lake Trail. We were awarded regional solicitation funding from TH 55 south down CSAH 73. We will reconstruct some of the existing trail through the Ridgedale area, then bring existing trail on Plymouth Road up to standard.
 - At Minnetonka Boulevard we were awarded Bryant Lake Regional Trail construction, brand new trail along Baker Road in Minnetonka to Bryant Lake Regional Park.
 - Short segment of 9-mile creek regional trail, Excelsior Boulevard Minnesota River Bluffs along 11th Ave S. Sidewalk is narrow in places, some trail that's falling apart. Construct down to 7th St. S. to connect to 9-mile Creek Regional Trail.
 - Reconstruct Shingle Creek Regional Trail in Brooklyn Center. Parts of the trail are over 30 years. Reconstructs a huge piece, from Minneapolis border up through Palmer Lake Park. A section that floods every spring or large-scale rains. We're moving the trail out of the floodplain so it's not under water two months of the year.
- Lee Newman: Thank you. Going back to the proposed trail through Crystal/Golden Valley. I want to submit to the group that I love this route. I like riding through quieter neighborhoods, quieter areas. This certainly would fulfill that. Danny McCullough: this was a great project. We talked to a ton of people who live in these cities. We were out all summer. This was by far the most popular route. A lot of people in this area walk, and they wanted a quieter place to walk away from busier roads.
- Greg Anderson: on Eagle Lake, the 63rd Avenue Trail. Currently that's a gravel road. What's going to happen with the gravel road, will that be combined into one project or coordinated somehow? Danny McCullough: The project would join up with Hemlock. It is a gravel road, we don't know exactly what's going to happen in the area. We're doing a long-range plan next year for the entire park. That will determine the route for the trail. We have a lot of big ideas, including access to fishing. We actually want to get rid of the gravel road and just have maintenance access and fishing access. But to be determined. There's a lot to look at still. Greg Anderson: It's nice to drive in with your kayak to the lake and not having to haul it in.
- Tammy McLemore: Kudos for getting funding for Shingle Creek, I've had lots of wet socks riding through there. Kudos also for the fitness equipment behind the community center, a lot of people use that. Danny McCullough: This is one of my favorite trails, I ride it a lot. Greg Anderson: Does that include a new bridge over 94? Danny: No, but it includes approaches. On the south side it has a corkscrew kind of ramp to the crossing. We're looking at improving that, getting rid of that. The bridge is a MnDOT structure and we're not going to touch that. It's a really expensive bridge, it's not on MnDOT's replacement schedule for a long time. To save a little money, we said let's just improve the approaches and make it a little more inviting. In the future we'll look at the span with MnDOT.

- **Member Announcements** **4:47 – 4:49**
 - Dave Carlson: On February 9 the Bicycle Alliance of Minnesota is having their annual legislative day. The morning is a bunch of speakers and tips on how to talk to your legislators and the afternoon is for talking to your reps and senators. It's a critical time, too, with funding coming up.

- **Adjournment** **4:50**
 - Lee Newman moved to adjourn the meeting. Tammy McLemore seconded. The meeting adjourned at 4:50 p.m.

Next meeting:

February 27 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, February 27, 2023

Time: 4 – 6 p.m.

Location: Hybrid. Government Center Room LL 0300 and 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
Vacant, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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

Guests:

- ✓ Danny McCullough, Three Rivers
- ✓ Naveen Mallipaddi, HR Green
- ✓ Bob Byers
- ✓ JoNette Kuhnau, Kimley-Horn
- ✓ Jasna Hadžić-Stanek, Minneapolis
- ✓ Jason Staebell, HC Public Works

Notes

- **Approval of the January 2023 minutes** **4:01 – 4:07**
 - Greg Anderson moved to approve the January 2023 minutes; Dave Carlson seconded. The minutes were approved by voice vote.

- **Welcome new ATC members** **4:07 – 4:17**
 - Jordan Kocak introduced Luke Van Santen, recently appointed to the Active Transportation Committee for District 6. We're still waiting to hear on an appointment for the District 4 appointments.
 - Luke Van Santen introduced himself. He bikes year-round. He no longer commutes, as he works from home, but still gets out a lot. Luke works for MnDOT on the Southwest Light Rail project. Also works on the Blue Line Extension and the Gold Line in St. Paul.
 - ATC members and others went round robin to introduce themselves to Luke.

- **Lake Street B-Line aBRT project update** **4:17 – 4:39**



- Jason Staebell with Hennepin County Public Works introduced himself, JoNette Kuhnau from consultant Kimley-Horn and Jasna Hadžić-Stanek from Minneapolis.
- The project Web site is <https://www.hennepin.us/lake-street-improvements>
- The project has been in planning since 2018. Runs entire length of Lake Street in Minneapolis, including the Lake/Lagoon one-way pair then along Marshall and Selby avenues in St. Paul.
- Station construction starts east of Hiawatha Avenue and in St. Paul in 2023. Construction starts west of Hiawatha to France in 2024.
- The city and county identified additional opportunities and improvements to enhance the B Line.
 - Many sections of Lake Street existing four lanes will be converted to three general lanes and one transit lane for a transit advantage to make bus rapid transit more reliable and with fewer delays.
 - There will be accessibility improvements at many intersections, including bumpouts and accessible pedestrian signals.
 - Pavement rehabilitation.
 - In Uptown, since last time you saw this project, there have been changes. Lake Street is on the city's All Ages and Abilities network and identified for a protected bikeway on Lake and Lagoon. The city and county identified how a protected bikeway on Lake Street could work. This one-way section is quite wide. Goal was to add protected bikeway while keeping the transit lane and on-street parking.
- JoNette showed a map east of Bde Maka Ska showing a protected bikeway at sidewalk level for the first short block, then to street level from Knox to Humboldt. Curb and median protected at street level. Goes in next to existing curb. Creates pedestrian refuge at James, Irving, Humboldt. Humboldt also is on the city's bikeway network, north to the Midtown Greenway.
- The city wants to complete the bikeway from Humboldt to Hennepin. With schedule and constraints, it's not feasible with this project. They're working on how to get it built.
- County applied for federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding last spring and was awarded some for this project. That's a big piece of funding for these improvements. The county also got Highway Safety Improvement Program and regional solicitation funding.
- Working on final design now, finish this year for construction in 2024.
- Changes since the early concepts in early 2022: The Lagoon/Lake/Dupont intersection has a lot of pavement and it can be confusing. This design creates a separate intersection of Dupont into Lagoon to shorten pedestrian crossings, add green space and tighten turning radii.
- Dave Carlson: How wide is the off-road bike trail west of Hennepin along Lake, the two-way trail? JoNette: It is between 8 and 10 feet wide. It varies a little.
- Luke Van Santen: 1. When would construction be completed, at least for the bike lane portion? JoNette: 2024. We have an aggressive schedule. Luke: 2. Could you talk about the stormwater, is that detention, retention pond? JoNette: I would not call it a retention pond, but it is intended to infiltrate stormwater and deal with it in a more sustainable way. It reduces pavement. Luke: Sort of a raingarden? JoNette: Yes, more like that. It may have trees, native plants. We're working through that now.

- Jenny Ackerson: Where the bikeway ends at Humboldt: I know this project's scope doesn't extend the bikeway east. The bikeway is marked as continuing across Humboldt, which would leave people biking on the sidewalk, which is not preferred. JoNette: The city Bicycle Advisory Committee and Pedestrian Advisory Committee also brought this up. We're still working on the signing and markings to identify where the route goes after you cross Humboldt. It's definitely a comment we have heard and are taking a look at.
- Jordan Kocak: The bus lanes are shown as fully painted. Are any other paint schemes being considered, given how long the corridor is? JoNette: The short answer is yes. The long answer is we're looking at a few different kinds of markings. Research shows a benefit for red lanes reducing general purpose traffic in a transit lane. The pavement marking material can be quite expensive. The bidding environment has been quite volatile. We're trying to find a balance to get that benefit. We're looking at some options that use less red but may still get a transit benefit.
- Greg Anderson: Will you be investigating dedicated bike/ped signals like on Washington Avenue? JoNette: We are coordinating the signal design with Minneapolis and the county. I don't know if there will be specific bike signals. Obviously on Lake Street there will be bikes going west, so it will need some indication where there isn't one today (as Lake Street is one-way westbound). Whether that will be a bike-specific signalhead we don't know yet.
- Dave Carlson: Dedicated bus lanes are fairly new. Downtown Minneapolis, I see people bike in bus lanes. Is that legal and is that something you'd consider? Can they use the dedicated bus lanes? JoNette: We had a lot of discussion on this. Bikes are not explicitly permitted to use the bus lanes. We recognize some people will choose to bike in the bus lanes. There will not be signs or markings to specifically prohibit it. Jasna: There is no law prohibiting people from people biking in bus-only lanes.
- Luke Van Santen: How wide is the bus lane? JoNette: It varies. From lane line to curb is about 12 feet. Jason Staebell: We would typically call that 10-foot with 2-foot reaction distance.
- Tammy McLemore: Are there still opportunities for community input? Jason Staebell: Late last year we emailed a bunch of neighborhood groups and groups like this. Several took us up. At this point we're in an inform mode sharing what we're going to do. Tammy: Were you able to coordinate with the Midtown Greenway Coalition? Jasna: No.

- **Project evaluation matrix**

4:39 – 5:19

- Bob Byers gave background on the need for a matrix: Often the Active Transportation Committee is given a project by an agency and asked for community. Some of these can be bigger projects than what really can be covered in one meeting. We came up with a few ideas on what sort of questions we might ask to make sure we cover our bases.
- We formed a subcommittee last fall to refine the idea and ultimately developed a matrix, a checklist to help us sort out the discussion and interests for the project being reviewed.
- The questions and matrix don't lead to a final position of the ATC. There will be some things we can't resolve, but it may raise questions for further discussion.
- Often these large complex projects have competing objectives. Based on what you're optimizing for you will come at it differently.
- One of the benefits of organizing this approach is we're making sure the typical interests are brought up. If we go through a conversation we might not cover every question.

- It provides a historical record of how we arrived at some of the opinions we expressed. Typically the county likes to go back and look at its projects later; Did the project meet its objectives? What did we accomplish? Would we approach similar projects the same way?
- The process of asking questions, we might be able to encourage a little more innovation. We ask, What are other parts of the country doing that might be applicable here?
- Some highlights of the matrix, in particular things that are new since last fall.
 - In the safety and comfort area, we get more detail on the buffer and protection area. This is one area county staff had a comment on. Should we replace the word "barrier" with "curb"? We felt barriers still belong. There are areas in our bikeway system where we provide something more substantial than just a curb.
 - In the Modal area: I think it was significant we added the bike-bike interaction. That was something we hadn't thought about when we started talking. Take University Avenue, around the University of Minnesota, bike-bike interactions are something to consider. We also added "What is the mixture of user types?" to highlight mixture of different comfort levels and goals of users.
 - In the Design configuration area: Is the design consistent with county plans, policies and initiatives? The Climate Action Plan goal of reducing motor vehicle miles traveled usually isn't mentioned in projects or presentations but it's a pretty big deal to the county. Maybe we should go through some of these documents and what the county is trying to do with them. And are they consistent between them. Plans move at different rates and get updated at different times.
 - Dave Carlson: There're also federal guidelines and bike design manuals. Should we put that in the consistent design configuration area, under the second bullet? Bob: We'll add it. MnDOT covers it pretty well but it doesn't hurt to add it.
 - Environmental consideration under Design Configuration: Our original version did not include this. We added environmental considerations. Environment and Energy has guidelines for green infrastructure, landscaping and stormwater elements. Jordan Kocak: Minneapolis has guidelines or requirements and other cities might as well, we might want to add them, too.
 - We added a catch-all area on evaluation of trade-offs including choice of materials, life cycle cost and size and alignment of the facility.
 - We added maintenance: Who is responsible, what special effort might be needed, unique costs and schedule. This can be a factor in choosing one option over another.
- I see updating and revising this as it's used. It at least provides an organized way to evaluate things brought before the committee and provides a record on why we chose one thing or another.
- Courtney Costigan: I love this. As someone who doesn't have a background on city or county or federal projects, I don't know what to ask. This is a great framework for that, especially as a living document. I appreciate the work you did on this.
- Dave Carlson: On maintenance, which is extremely important, could we add something under unique costs saying something like dedicated budget or something to make it stronger? Bob Byers: Sure. That starts getting into a different area for us. It's not a bad conversation for county staff, but I don't know if it belongs here. Jordan Kocak: A dedicated funding source for maintenance is kind of beyond the purview of the committee. I am trying to have the staff who work on our budget and cost participation

program to come to the committee more often at least so the committee is more informed of how those decisions are made, maybe to have some input on how those decisions are made. Dave: Maintenance is often the forgotten step-child of projects. Jordan: For the moment and the foreseeable future, the county puts all maintenance on city and park agencies. Any trail, protected bikeway, we put the responsibility on the city. We still clear the on-street bike lanes we can get with a plow. It makes the maintenance conversation harder. It's almost like you need to change that policy before you can address funding.

- Bob: It would be nice if this list could be provided to county staff before they come to the group. They can be prepared and address the things they know we're going to be interested in. Is that doable? Jordan Kocak: Yes. I don't see that being a problem and can be a reference for them. Bob: I wouldn't want to make it onerous.
- Tammy McLemore: I like how it has the ATC desired actions, for support or resolution.
- Bob: I think there's been a few cases where we weren't quite ready for a resolution and needed more time. Some of these things might not get covered in a presentation but we can follow up later, right? Jordan: Everyone would have this as a reference. So if you're reviewing materials ahead of time you can pull it up. Tammy: Especially if it's in someone's district and they're taking the lead on writing a resolution. It also helps us be more engaged.
- Luke Van Santen: When I looked at this, with my maybe overemphasis on biking, I couldn't help but think of the CROW Manual. I know it's not an approved document in the state, but it has five principles that show up in the document. Do things get ranked? Is there a priority or order? Bob: We know there's a lot of good information out there that we might not work with directly. We did not order or rank them. There's isn't a score, it's more like a guide. Courtney: Things to keep in mind to help guide reviews. Bob: There's no reason we can't include other information. People around the country are doing lots of good work. Lou Miranda: This is the CROW document Luke is talking about: <https://www.crow.nl/publicaties/design-manual-for-bicycle-traffic>
- Many county roads in District 7 currently have nice wide shoulders, and are heavily used by cyclists. As growth occurs and roads are re-built, the concern is that roads previously great for bikes become less safe due to mixing fast cyclists with all other pedestrian speed users/dogs/young kids.
- Tammy McLemore: What will be our next steps. We're adopting this, what would be the next steps to put it in action? Jordan: I have a draft resolution to adopt it as a guiding document for the committee. It doesn't need to say every exact word is adopted, but that it will be updated. Jordan shared on screen the draft resolution.
- Courtney Costigan moved to approve the resolution. Lou Miranda seconded.
- Luke Van Santen: Do we want to embed language in the second whereas to say "may contain additional information as appropriate." For example, so if we saw a spot where we knew from experience with the CROW manual that an innovative solution would work perfectly, should we bring that up if we're limited in what we can ask for? Bob Byers: We're encouraging them include innovative ideas. Jordan maybe something like it's not an exclusive guide. Courtney: We could modify it to say it's just one guide, in addition to other related documents or resources. Jordan modified the text in question.
- Jordan added the phrase "as a living document" to the resolution to reflect the intent as a modifiable document.

- Tammy: We say “project managers,” but would we be working with others? Jordan: Maybe staff is more open-ended. Jordan changed the text to “agency representatives.”
- The resolution to approve the document passed on a unanimous voice vote.
- Tammy McLemore: Will the notetaker be completing this or how will we use it? Jordan: I was thinking it wouldn’t necessarily get filled out, but be more of a guide.
- Jenny Ackerson: Is this something you can save in each month’s agenda folder? Jordan: Yes, certainly.

- **Member Announcements**

5:19 – 5:20

- No announcements.

- **Adjournment**

5:20

- Lou Dzierzak moved to adjourn the meeting. Dave Carlson seconded. The meeting adjourned at 5:20 p.m.

Next meeting:

March 20 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 20, 2023

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
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- Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works

Guests:

- ✓ Luke Sandstrom, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Bob Byers

Notes

- **Approval of the February 2023 minutes** **4:01 – 4:03**
 - Dave Carlson corrected a typo regarding bus-only lanes being “new” rather than “now.” Dave Carlson moved to approve the edited February 2023 minutes; Lou Miranda seconded. The minutes were approved by voice vote.

- **Welcome new ATC members** **4:03 – 4:15**
 - Jordan Kocak introduced the new Active Transportation Committee member from District 4, Larissa Lavrov. He also said current members Dave Carlson, Laura Mitchell, Haley Foydel and Lou Miranda were reappointed by their respective commissioners.
 - Larissa Lavrov introduced herself and described her interest in biking and walking. Walking is her favorite form of transportation.
 - ATC members each introduced themselves and a little about why they’re interested in biking and walking in Hennepin County.



- **Mill Street trail project**

4:15 – 4:52

- Luke Sandstrom with Hennepin County Public Works introduced himself and the Mill Street Trail project in Excelsior and Shorewood.
- Project Web site is <https://www.hennepin.us/millstreet>
- The area has been studied and talked about for a long time, 10-20 years with a county-funded study in 2019-2020.
- Last presented to ATC in December 2022.
- There is some parking in Excelsior, no parking in Shorewood.
- We've gotten input from residents and city councils to keep impacts to private property low and reduce impacts to trees.
- Luke brought two layouts for review.
- Option 1's typical section has two 4-foot shoulders plus 2-foot gutter pans, 11-foot general lanes and on the east side a 10-foot multiuse trail with 6-foot boulevard.
- 10-foot trail is as narrow as we would like to go for people biking, walking, using strollers in the same space. Boulevard will have trash collection, a lot of utilities, snow storage and a buffer between the trail and roadway.
- Earlier on we had assumed we would touch only the east side. Now this project is a complete mill and overlay and adding curb in Shorewood where there isn't some now, will shift entire roadway west by 2.5 feet.
- Luke showed a plan view of option 1, starting at the southern end in Carver County, where we would tie into existing trail.
- Toward north part of project, at 3rd Avenue with the retaining walls: This location would narrow roadway to 11 feet with no shoulders; shoulders drop on either side.
- Retains existing concrete median at 3rd Avenue that provide pedestrian refuge.
- It continues a 10-foot path all the way to Five Corners where today there is a four-foot sidewalk.
- Option 2: This typical section removes shoulders altogether, moves centerline 6.5 feet west to reduce impact to property and trees. It has 11-foot lanes with 2 foot gutterpan and a 10-foot trail.
- Option 2 at retaining walls would be wider, at 11.3 feet, to avoid leaving a strip of grass that would be too narrow to survive and/or would be weeds and a maintenance issue.
- Option 2 would widen sidewalk between 3rd Street and Five Corners from 4 feet to 6 feet.
- Other considerations
 - Mail delivery, waste, recycling
 - Speed enforcement and management
 - Side slopes and grades
 - Stormwater management
 - Future projects
 - Alternatives for shoulders
 - 4' shoulder with 2' gutter
 - 5' shoulder
 - Full 6' gutter pan
 - Curb extensions bumpouts, especially at natural crossings associated with schools? Would lose the shoulder at those intersections and people biking would have to enter the general lane.
- Winter 2022 complete field survey, preliminary design

- April should see preliminary layout, first round of public engagement: April 4 virtual open house; Popup April 11 from 5:30 to 7:30 p.m.; Open house at St. John's on April 20 from 5-7 p.m.
- We expect final geometric design in June.
- Final geometric layout approval would be in July.
- June-December 2024 would be final design.
- Construction is schedule for summer 2025.
- We presented to the city of Shorewood Park Commission, consensus was for 4-foot bikeable shoulders.
- Greg Anderson: It looks like you made some good strides since the last time we saw this.
- Dave Carlson: I am much, much in support of the bikeable shoulders. They're adequate for people currently biking the corridor. It is an important corridor that goes north-south connecting to Pleasantview Road, Excelsior and Shorewood. The curb extensions would drop the bikeable shoulder at intersections. Something not often pointed out is that pedestrians don't always like bumpouts, as they're standing right next to traffic rather than farther back.
- Luke Van Santen: One of the options was the 6-foot full gutter pan, I don't know how others perceive those, I'm sure more durable, but they're not really awesome for biking. They have expansion joints every 8 or 10 or however many feet, they get hit by plows. I would see that as a super last-ditch option.
- Lou Miranda: The bumpouts, is it possible where it would be a little island that wouldn't affect the bike lane per se? Luke Sandstrom: We hadn't considered that to this point. Are there locations you have in mind that would help me visualize that? Jordan Kocak: Nothing immediately comes to mind. There are a couple a couple of locations where the project is considering medians in the middle to benefit pedestrians theoretically without affecting the shoulder.
- Lou Miranda: Maybe rebuilding that wall where the road gets narrow. Pinchpoints for cars are dangerous points for people walking and biking.
- Greg Anderson: Is there one key place for an RRFB (rectangular rapid flashing beacon) that would get used, to encourage people to slow down and anticipate activity? Luke Sandstrom: We've been tracking connecting to the regional trail on the north side of the project. The church and school as well as the school ¼ mile west of Mill Street. The tricky thing is we try to be data-driven when making decisions to install enhanced crossings like that when it's a new trail. We'll work with planning to update counts in the future to look at whether we should construct it in the future. We could identify locations to make sure we're set up with this project so we can add an RRFB or similar later. Greg Anderson: Knowing how it will get used, I would think that will be a good safety improvement.
- Luke Van Santen: Looking at the four-foot bikeable shoulder, could those be raised to be at the same elevation as the trail? I ask first observing that there have been higher speeds reported here and the road I suspect is still going to appear amply wide with 11 foot lanes, 4 foot shoulder and 2 foot gutter. Luke Sandstrom: It's a really good question, not something we've evaluated at this point. We, off the cuff, would have to account for drainage, account for transitions at intersections. There could be a safety benefit. If we set it up that way we might need more space. The under-grade issues keep coming up with private property impacts. We don't like to lead with minimums, we like to make things that are safe and meet needs, but we're already pretty much at minimums due to private

- property. I can work with our designers to see if that could work with our existing footprint or if it would require more space and whether the cities would find the benefit worth it.
- Dave Carlson: Regarding the different heights of the bike lane vs. general lane, it's not a good idea because as Luke Sandstrom pointed out you have drainage issues, if you have a narrow shoulder, you might have to leave the shoulder to avoid obstacles, or to turn left. With a bike trail it makes sense, but not so much for a shoulder. It also becomes redundant with the bike trail. I certainly would keep it at the same level. Luke Sandstrom: Another concern is with maintenance, we wouldn't clear it with our plows if it's at a different elevation. Also issues with mailboxes in the boulevard and how would the vehicle access those, garbage and recycling. It would open a can of maintenance concerns. Dave: You also would lose the emergency pull-off for cars. Jordan: It is a shoulder, not a dedicated bike facility with other uses besides just biking. That's another reason the bumpouts are given a little more consideration. In my mind it's not as critical that they are continuous. The real dedicated facility on the corridor is going to be the trail.
 - Luke Van Santen: Regarding the turning motion at 3rd Street to get to the regional trail, that seems like it would be *the* spot other than the school crossing for an RRFB. But it also looks narrow and I don't know if it would fit. You mentioned hills and retaining walls on the east side. Luke Sandstrom: This came up in early discussions with Excelsior, and the city would like a direct connection with the trail, the issue is the elevation. It's very steep, you'd need a switchback and really go above and beyond the scope of this project and additional funds. We'll keep it in mind so a future connection could tie in without a lot of rework. So it's not in this project but it's on our radar.
 - Luke Van Santen: If second option is put forward, where the shoulders drop on the north end, any biking or walking traffic would be routed onto the trail and there would have to be appropriate signage, right? Luke: They could bike on the trail or if they're comfortable in the travel lane. Jordan Kocak: Both options don't have shoulders, right? Luke Sandstrom: Right, we're constrained by the bridge deck. There would be signage because of that transition.
 - Greg Anderson: I don't know if drainage is an issue, as you approach the bridge, can there be a gap in the curb so people can transition off the shoulder onto the trail? Luke: We haven't looked at that thus far. We for sure would figure that out in design working with our planning staff. Dave Carlson: West End at Zarthan and Cedar Lake Road has one ([link to Street View](#)). Dan Patterson: Also Portland Avenue on our Crosstown gap closure project recently complete ([link](#)).
 - Jordan Kocak: Often at decision points in a project the ATC likes to weigh in with a resolution. Right now you have two options you plan to take to the public. Next round of engagement would be in June. Are you looking for between now and then to find the preferred option to bring forward? Luke Sandstrom: Correct. We're meeting with the public in April. We'll add the comments we've heard tonight along with those from the city and the public and bring that back. I'm open to a resolution now or later on. Jordan: The committee might weigh in on a decision early and then again in a second resolution later on. Any resolution would be in April if the committee did do an early one.
 - Greg Anderson: The District 7 reps can get together and figure out a resolution.

- Luke Sandstrom: There will be yard signs, popup events, social media postings, the open houses. Watch for those. Thank you.

- **Member Announcements**

4:52 – 5:07

- Jordan Kocak: I got a message from Michael Samuelson, MnDOT's ATC representative. He wanted me to share for you knowledge that the Plymouth Avenue bridge over 94 in Minneapolis is going to be closing this spring, possibly as soon as May, for a redecking project. The work probably won't finish until October. It's a major bike network connection, so just be aware it won't be available. When it's done — right now it's just delineators separating the bikeway — they will be putting in a curb-separated bikeway. I'll forward the email from him to the group.
- Jordan Kocak: In terms of the process for a couple of things for the new members. Generally we follow Robert's Rules of Order for motions and discussion and resolutions. The resolutions are the formal way the ATC takes a position on a topic and I send that to commissioners. When there's a desire for a resolution, we identify that from members and the members from the affected district put together a draft resolution and in the next meeting typically the ATC considers it.
- Lou Dzierzak: This whole project evaluation worksheet (see February 2023 minutes), one of the huge benefits is a bridge between old members, new members and new members to come. That got me thinking about a resource library, a glossary or access to big picture plans for the whole metro or Hennepin County where people can look at what the biggest picture is. With internal and external documents. This group has so much experience and varied interests. I know I have alerts for bikes and transportation and different things, I wonder if there would be a place to put together studies or best practices or sharing awards. The evaluation is a wonderful tool and adding a library would contribute toward the same ends. Jordan Kocak: The first thing that comes to mind is the ATC Web site. It is public facing, anyone could view those things. Otherwise a Google drive, but that's not really county-endorsed. It may be something to think about a little more.
- Courtney Costigan: Happy birthday, Jordan! Members opted to not sing the "Happy Birthday Song."
- Lou Miranda: An important topic we deal with a committee is equity and climate change. Today the IPCC (United Nations' Intergovernmental Panel on Climate Change) released a report, call the Synthesis Report. It seems like basically they feel like nobody's listening to them. They took reports from before and put them together. They included a summary for governments and committees. It's general and for a worldwide audience, so not very specific, but it's worth reading and shows how concerned scientists are and actions groups like us might take.
- Luke Van Santen: House file [677](#) and Senate file [912](#) are the accompanying bills for an overarching bike legislation at the state. Include increased funding for Safe Routes to School, clarification on laws, the Idaho stop. Not sure on its status for moving out of committee for consideration. I hope if anyone's interested in Safe Routes to School they will contact their representatives or committee members to voice support. Jordan Kocak: I have asked someone from the county's Intergovernmental Relations group to come give this group an update on what was passed once the session is over.

- Tammy McLemore: William/Bill Dooley was the co-author on that legislation. I'm in Major Taylor as was he, he was working on it up until a few days before he passed. Bill will be missed; he was a longtime transportation advocate.
- Dave Carlson: Bike Alliance of Minnesota doesn't have any new information on their Web site about the bills. It's probably still in one or two committees. I can find out from Dorian Grilley and share with Jordan what the status is.
- Jordan Kocak: Hennepin County Bicycle Friendly Community survey is open through April 5. We've been ranked at Silver level, not sure if we'll make it to Gold. It took much less than 15 minutes to complete the survey. It's not arduous.

- **Adjournment**

5:07

- Courtney Costigan moved to adjourn the meeting. Lou Miranda seconded. The meeting adjourned at 5:07 p.m.

Next meeting:

April 17 | 4 – 6 p.m.

In-person room LL 0300 Government Center and remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, April 17, 2023

Time: 4 – 6 p.m.

Location: In person room LL 0300 Government Center and remote via Microsoft Teams

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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

Guests:

- ✓ Peter Bennett, Minneapolis
- ✓ Benjamin Klismith, MnDOT Metro
- ✓ Christina Morrison, Metro Transit
- ✓ Kelsey Fogt, Minneapolis
- ✓ Nathan Ellingson, HC Public Works
- ✓ Rachel Blaseg, Damon Farber
- ✓ Jason Staebell, HC Public Works
- ✓ Lisa Austin, MnDOT
- ✓ Aaron Warford, Bolton and Menk
- ✓ Kristopher Johnson
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Greg Lindsey, Humphrey School
- ✓ Tristan Trejo, Humphrey School
- ✓ Dan Murphy, Humphrey School
- ✓ Isak Johnson, Humphrey School
- ✓ Ryan Ackerman, Humphrey School

Notes

- **Approval of the March 2023 minutes** **4:02 – 4:03**
 - Billy Binder moved to approve the March 2023 minutes. Laura Mitchell seconded. The minutes were approved by voice vote.

- **Hennepin County Pedestrian Crash Study** **4:05 – 4:49**
 - Dan Murphy, master of public policy student at the University of Minnesota's Humphrey School of Public Affairs, introduced himself and master of urban and regional planning



- students Ryan Ackerman, Isak Johnson and Tristan Trejo. They conducted a pedestrian crash study of Hennepin County roadways.
- Hennepin County had highest pedestrian deaths in 2021 since 2016.
 - Dan Murphy showed aerial and street views of Hemlock and Elm Creek Boulevard, plus Lyndale and W. Broadway. Hemlock and Elm Creek Boulevard had one pedestrian crash while Lyndale and W. Broadway had 30. His message was you can't tell what's happening at an intersection just by looking at it.
 - Study examined intersections and midblock crossing with at least one county road.
 - 1,148 crashes at intersections, 347 crashes at midblock. 3591 intersections, 4,171 midblocks.
 - They looked at which crossing have most crashes, most fatalities and serious, how do characteristics associate, what increase/decrease severity, which intersections are at higher risk.
 - Factors influencing crash risk include:
 - Street characteristics
 - Lanes, speed limit, median, signal, average daily traffic
 - Built environment
 - Land use
 - Transit
 - Bike
 - Percent of crashes in daylight
 - Demographics
 - Population
 - Percent female
 - People younger than 18
 - People older than 65
 - Percent not white
 - Percent income greater than 185 percent
 - Median income of block group
 - Tristan Trejo showed a heat map of pedestrian crashes, with hotspots on Lake Street, Franklin, downtown and north Minneapolis. He showed a heat map of midblock crossings, with similar patterns.
 - Study examined crashes 2012-2021
 - Crashes spiked in minor injuries in 2019, but generally are declining.
 - Isak Johnson described safety performance functions, which found significant influence among multiple factors, including daylight, number of lanes, traffic signal presence and signals.
 - Isak Johnson went commissioner district by commissioner district highlighting predicted high-risk locations on Hennepin County roads.
 - District 1 had higher risk locations on Brooklyn Boulevard.
 - District 2 had clustering in predicted high-risk locations, including on W. Broadway. Model predicts 15 crashes at W. Broadway and Lyndale in the next 10 years. Generally predictions have been lower than observed crashes.
 - District 3 had a few clusters on Lake Street and Lyndale.
 - District 4 had clustering Franklin Avenue and University Avenue.
 - District 5 had higher risk locations spread out, not very clustered.

- District 6 had light clustering in midblock risk on Blake Road.
- District 7 had spread out risk without clustering.
- Some limitations of the study:
 - They used 10-year crash data while demographic data was a single year, so there might be some change that was not picked up.
 - Police reports are somewhat subjective in what is a serious injury crash.
- Dan Murphy described their conclusions
 - Crashes resulting in fatal and serious injuries were far more common in urban areas.
 - Variables that influenced crashes were signals, transit stop, density, low income, motor vehicle traffic.
 - By estimating where future crashes might occur, the county can proactively save lives.
- Billy Binder: What effect does law enforcement have on the number of severe injury and deaths? Dan Murphy: We don't exactly know. We didn't look at that. To add that, you'd have to compare before and after results. Billy Binder: Last fall I was driving on Fremont approaching W. Broadway, heading southbound. As I approached southbound a pickup went through a red light. I had to slam on the brakes to avoid hitting the eastbound truck. I can predict someone's going to get hit. That's a real hazard. We have to do something to stop that. Dan: The problem with speed limits is that doesn't necessarily mean that's how fast people are driving.
- Luke Van Santen: Did you consider speed limits as a possible factor? You've since answered that. Dan Murphy: We didn't see a strong relationship between posted speeds and crashes.
- Greg Anderson: There is equipment to log speeds, that might be able to help your predictive model. A report on citations should be available, too. Isak Johnson: Looking at citations would be interesting. Thanks for that. One of our limitations was accessibility of data. Jordan Kocak: Hennepin County has access to a software tool Street Light, which shows average speed, speed distributions and pedestrian volumes. They might not reflect true reality, but we can put factors on them and get closer to reality. That's one area we could go in the future.
- Jenny Ackerson: Unfortunately, all these things contribute to an increased risk of pedestrian crashes. Is there a way to reframe this to ways that can reduce predicted crashes? So when we review projects we could say including such a feature would reduce crashes? Dan Murphy: There are variables I would caution against making assumptions on. We tried to find correlations, but it doesn't necessarily say why it influenced things. For example, traffic signals were correlated with more crashes, but would taking them away reduce crashes? Or is the signal there because there already were crashes, or is it correlated with higher traffic volumes? We didn't see a strong connection between number of lanes and crashes, but we did see a connection between number of lanes and fatalities.
- Tammy McLemore: I'm in District 1. Does aging infrastructure, where people traveling on certain roads have outgrown the roads we have, affect pedestrian safety? For example, 252 and 81, we have a lot of fatalities. One of our limitations was construction and changes. Dan Murphy: We didn't have particularly strong available data on when a road

was last paved or reconstructed. Isak Johnson: This was the first time this study was done in Hennepin County. A future study could add data on infrastructure age.

- **Hi/Lake interchange project**

4:49 – 5:03

- Jason Staebell from Hennepin County introduced himself and others working on the Hi/Lake interchange in Minneapolis: Christina Morrison with Metro Transit, Rachel Blaseg with Damon Farber, Kelsey Fogt with Minneapolis, Ben Klismith with MnDOT Metro District and Lisa Austin with MnDOT.
- The project Web site is <https://www.hennepin.us/hi-lake>
- The project will change the TH 55 (Hiawatha Avenue) / Lake Street interchange from single point to tight diamond in 2024.
- There will be intersections on either side of the bridge. On the north side there will be a bike trail from 22nd Avenue to Snelling Avenue, which are the limits of our project. It connects to the trails parallel 55 on east and west sides.
- The projects adds pedestrian scale lighting to replace the out of date lighting.
- Nearing 60 percent plans. MnDOT will construct the project.
- B Line bus rapid transit (BRT) is going it at the same time. Station on the south side of Lake Street is there but needs a few upgrades for BRT. Will construct station on the opposite side
- Project will add green space and trees in 2025 after construction is done.
- Christian Morrison described the major restoration of Blue Line Lake Street/Midtown station. We're looking at concepts and scope now, including the idea of a ramp to the station rather than elevators.
- City has funding to install art, possibly a mural on the bridge abutments in 2025.
- Minneapolis Park Board is looking to help activate the space under the bridge, with more pedestrian realm. They'll look at expanding the farmers market from the adjacent property. It's early on but they're discussing at the staff level.
- Tammy McLemore: I know this project is coming along and will benefit community members who will use it, has there been discussion on how to keep people safe who are using it? Jason Staebell: There has been a lot of discussion about it. There's only so much we can do as a transportation provider. If the area becomes more positive and open, that may help. But when it comes to enforcement and cleaning those things up, that's beyond our capability. Lisa Austin: People should be welcome to use the space. With activities and more people using the space legally, it should help discourage things like theft and drug dealing. We're looking into resources for street outreach workers, too.

- **Franklin Avenue reconstruction**

5:03 – 5:53

- Nathan Ellingson from Hennepin Count introduced Aaron Warford from Bolton and Menk and Peter Bennet from Minneapolis.
- The project Web site is <https://www.hennepin.us/residents/transportation/franklincorridor>
- We were here last in August in 2022 talking about project goals and existing conditions. We've done engagement since then, with open houses in October and March, popup events, Our Streets, neighborhood meetings and other outreach.
- We now have concepts based on that input to share and would like to get your feedback. We'll then develop a preferred option and move forward with design.

- Aaron Warford: The corridor goes from Lyndale to just short of Chicago Avenue. It's about 1.25 miles with a lot going on.
- Right now it's a four-lane undivided with 15,000 to 20,000 vehicles a day. There's not much there today beyond the four lane road, with very little for pedestrians and not in Americans with Disabilities Act compliance. No setback, no boulevard, no bike facilities. Our job is to fix all that with a full reconstruction.
- We hope to build in a lot of safety improvements, streetscaping and stormwater improvements.
- Project goals and themes, in no particular order
 - Safe pd crossings
 - Space for all modes
 - Better community connections
 - Support businesses and institutions
 - Enhance visual character
 - Minimize traffic delays
- Planning phase started in 2019 with the study, now in design phase 2022-2025 for 2025-2026 construction.
- Popup event this Saturday with Earth Day cleanup.
- Everything is important and much is needed, but:
 - Strong support for pedestrian, transit and bike needs
 - Moderate support for green space and driving needs
 - Mixed feelings on parking and delivery needs
- Input helps inform selection criteria, targeting specific locations, building connections to follow up.
- This is a big project with a lot of needs. Varying conditions and multiple needs means too many options. We need a way to evaluation all those options.
- We're using a tiered screening process:
 - Does it fit in project scope and constraints
 - Does it meet high level needs for key travel modes
 - Does it address concerns based on priorities (we are here, moving into the next)
 - Does the design generally fit with corridor context and needs
 - Selected preferred alternative.
- Selection criteria
 - Ped safety and walkability
 - Comfort
 - Accessibility
 - Bike safety and usability
 - Level of traffic stress
 - Conflict points
 - Vehicle safety
 - Traffic calming to reduce speeds
 - Transit access
 - Safe boarding and alighting
 - Space for facilities
 - Reliability improvements
 - Vehicle mobility

- Travel times
 - Displaced trips
 - Commercial access
- Social, economic and environmental considerations
 - Whether meets 2040 plans of county and city
 - Focus on active transportation
 - Reducing vehicle miles traveled
- Segment 1 Lyndale to 1st Avenue
 - 80-foot right of way, but only 67 feet or so is usable due to retaining walls, steep slopes. We're trying to avoid having to buy properties.
- Segment 2 1st to Clinton
- Segment 3: Clinton to Portland
- Segment 4: Portland to Chicago
 - 66 feet of right of way, with a few narrower exceptions due to obstructions such as stairs.
- Segments 1 and 4, Concept 1
 - Two-lane divided with one general lane in each direction and raised median. Bikeway behind curb and boulevard. Concrete sidewalk behind that.
 - Pros
 - Separates bikes, peds
 - Space for landscaping
 - Median improves safety
 - Cons
 - Some traffic impacts
 - Restricts some left turns if medians go through intersections
 - Concept 2
 - Three lane with boulevards, separated bikeways and concrete sidewalk. Would use some of the boulevard space for the two-way center turn lanes Would be space for pedestrian median and key locations. Some potential left turn conflicts.
 - Concept 3
 - Two lane maximizing space outside the curb. Wider pedestrian and bike space. Does have some traffic and safety concerns, including rear-end crashes. If it does advance, we'll address those safety issues.
 - Segment 2, most constrained, from 1st to Clinton
 - 70 feet of right of way, working with about 59 feet.
 - Concept 1A, Segment 2
 - Two lane with center median. Pave boulevard on one side, landscaped on the other, Shared use paths
 - Concept 2A
 - Three lane with paved boulevard on one side, landscaped on the other and shared use paths.
 - Concept 3A
 - Three lane with on-street bike lanes and concrete sidewalks.
 - Concept 4A

- Two lane with landscaped boulevards and shared us paths. Part of it could fit separated sidewalk and bikeway for part of it.
- Segment 3, Clinton to Portland
 - Constraint is the bridge over 35W, which was recently rebuilt.
 - 10-foot existing sidewalk on the bridge. Could be shared, or put in bike lanes or reconfigure the deck.
 - Almost all the congestion on Franklin is here, people getting on and off 35W.
- We plan to select a preferred concept in late April or early May. We hope to have a preliminary layout in September and finalizing that by the end of the year.
- We've heard from residents there isn't one option that consistently rises to the top. We likely will have to work on some transitions from segment to segment as we accommodate all these modes.
- Luke Van Santen: Looking at the various options, it really seems striking how much of a change could be made on this corridor by dropping down to two lanes. In segments 1 and 4, how big an impact would that have on traffic? Segment 3 it looks like five lanes, two through and turn lanes. How "bad" would congestion be if you went to two lanes? Aaron Warford: The analysis so far shows if we provide turn lanes at the major intersections — and we think we can do that with a two-lane road by using the boulevard — the segments between those intersections aren't all that affected. Travel times don't blow up. The biggest impact is safety and how long people would be waiting to turn off a side street. Nathan Ellingson: The intersections that need it are going to have turn lanes, so the boulevards do go away at those intersections. Segment 3 around 35W could see multiple turn lanes. The traffic component is important on the bridge, it affects things downstream and upstream, affects safety of people walking and biking. We're still looking at how much delay we're comfortable with and what trip diversion might look like. Aaron Warford: From a traffic congestion standpoint, we're leaning toward a dual left for eastbound to northbound at Franklin. Metro Transit sees congestion there on their Route 5 going westbound.
- Kristofer Johnson: I travel this route by car for afterschool pickup by car. I don't see a lot of cyclists on the road and don't recommend people ride it. In a transitional period, going from no bike availability, to now pedestrians, cyclists. Is there any kind of study about concern the transitional period of no infrastructure to this influx. Plus the transition in driver behavior. Aaron Warford: We've heard a lot of feedback on that. Our lowest scoring option, 3A, is the one that puts bikes on the roadway. You have bikes, buses, cars turning. People generally do not like this. Most of the feedback is that if you do something for biking, it should be behind the curb. Kristofer Johnson: How does that work with being "out of sight, out of mind" then suddenly, boom, it's all brought together at 35W. Peter: We're hoping our infrastructure causes a change that increases safety. We wouldn't not do this project because for six months drivers would be surprised. The designs we're working with, we haven't gotten to any intersection design yet. The concepts with bikes behind trees, at the intersections you'll come out from behind the trees and be visible.

- Billy Binder: Franklin is a very important and unique street. It looks like you're getting rid of the power poles, that'll be very helpful if you can do that. Aaron Warford: We're going to give it a shot.

- **Mill Street trail resolution**

5:53 – 6:04

- District 6 member Luke Van Santen walked through a draft resolution of support for Hennepin County's Mill Street trail project presented at the March Active Transportation Committee meeting. We emphasized that it is an important north-south route today for people riding on the shoulder. It would not be ideal to have a 10-foot trail drop down to a 6-foot sidewalk on the north end.
- Greg Anderson: We were hoping to maintain shoulders as much as possible, but with a pinchpoint, is my recollection. I remember a question of whether someone could have a ramp to go from shoulder to trail, especially around the bridge. I would want to maximize support for shoulder on the road and not have the trail displace people on the shoulder.
- Jordan Kocak: We left open in the draft whether we supported shoulders. Jordan edited the draft resolution to support alternative 1.
- Greg Anderson: Do we need to include an RRFB? Luke Van Santen: If it does terminate at 3rd Street I think we do need one. Jordan edited the draft resolution to recommend an rectangular rapid flashing beacon at 3rd Street.
- Tammy McLemore moved to approve the resolution and Luke Van Santen seconded.
- The resolution was approved on a unanimous voice vote

- **Member Announcements**

6:04 – 6:06

- Greg Anderson: BikeMN sent an email this morning that gave an update on the legislative stuff. If everybody hasn't seen that, go to their Web site (bikemn.org).
- Luke Van Santen: Three Rivers Park District master plan draft for the Canadian Pacific rail trail is open for comment right now [the comment period closed April 26]. It's a very important north-south connector through the center of the county. The Web page is <https://www.threeriversparks.org/page/canadian-pacific-rail-regional-trail-master-plan>

- **Adjournment**

6:07

- Greg Anderson moved to adjourn the meeting, Luke Van Santen seconded.

Next meeting:

May 15 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, May 15, 2023

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
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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

Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Julian Fernandez-Petersen, HC Public Works

Notes

- **Approval of the April 2023 minutes** **4:01 – 4:03**
 - Dave Carlson moved to approve the April 2023 minutes. Lee Newman seconded. The minutes were approved by voice vote.

- **42nd Street 2024 mill and overlay** **4:03 – 4:21**
 - Dan Patterson introduced the 42nd Street mill and overlay set for 2024. The project will go from Cedar Avenue to Minnehaha Avenue.
 - The road today has a bike lane, but it drops at Cedar Avenue and 28th Avenue to accommodate motor vehicle parking. People biking are expected to ride in the general lane and it is marked with sharrows.
 - There is a safety project finishing up soon that is addressing bike lane drops at 21st Avenue and 26th Avenue. Previously a striped median was installed to improve pedestrian



crossings there; this year the county installed concrete medians there and made continuous bike lanes.

- The 2023 safety project also installed curb-separated bikeway at Cedar Avenue but left a short gap just east of Cedar to 19th Avenue.
- The 2024 mill and overlay will come after the safety project, creating a fresh, smooth road surface. It also will need restriping, which creates an opportunity to revise the configuration.
- We are looking at removing parking from the north side of 42nd just east of Cedar to 19th Avenue, from the north side of 42nd from 26th to 30th and from 31st to 32nd.
- Comments from ATC members were supportive of parking removal and a continuous bike lane.

- **Park and Portland avenues 2024 mill and overlay**

4:21 – 4:40

- Jordan Kocak introduced the Park and Portland avenues 2024 overlay.
- Our goal in Transportation Planning is to finalize a striping concept by end of August. Internal staff, city staff, neighborhoods will all agree on it. Then we hand it off to designers who comes up with a plan, then our maintenance team puts it out to bid at the end of the year. They like to do that early because they get better rates.
- The project is from I-94 to Washington Avenue. It's a maintenance project to extend the roadway life.
- We are considering a couple of striping changes. Both roads have three general lanes, we would consider eliminating one general lane and put in a buffered bike lane, like what Park and Portland are to the south.
- Potential benefits of the project:
 - Extend pavement life
 - Ensure all curb ramps are accessible
 - Discourage speeding
 - Improve crossing safety for people walking and rolling. There are some city projects on the horizon to improve pedestrian crossings, but those are not part of this project.
 - Enhance experience for people walking, biking and rolling. Existing bike lane is in the door zone, maybe a five-foot bike lane. Buffer space will create more separation between parked motor vehicles and moving motor vehicles.
- Parking remains on both sides and a buffered bike lane. We're also buffering the parking lane from the general lanes. Usually we don't have enough space to work with, but here we have too much space.
- Lee Newman: When they do an overlay, how thick is it? Jordan: It can vary. Typically around 2 inches. Luke Van Santen: And that depends on how much they mill. Jordan: Right, and that depends on the condition of the road. If it's not too bad, it can be just a chipseal.
- Lee Newman: The bids go out to numerous contractors to get a favorable bid? Jordan: That's right, it goes out to multiple and they can choose to bid on it or not.
- Timeline is planning and design in 2023 with construction and completion in 2024.
- Luke Van Santen: 3-6-3 (six-foot bike lane with three-foot buffers)? 4-4-4? Jordan: Probably closer to 3-6-3, maybe a five-foot lane. General lanes would be 11 feet and parking would be 8 feet, which is pretty standard for us.

- Jenny Ackerson: Any consideration to swap the parking and the bike lane, you could never put in temporary planters or bollards? Jordan: We did investigate doing a parking protected bike lane. There were two reasons to not go that direction. If anyone's familiar with the corridor today, the parking lane adjacent the bike lane is in many areas a wide concrete parking lane with integral curb, so maybe 7 feet of concrete. In some blocks its in very poor shape. We weren't comfortable doing a parking protected bike lane without repairing that. That would be \$100,000s to \$1 million and we don't have that. Our capital improvement program is evaluating corridors for the next 10-year capital improvement program. They scored well and are up for extensive reconstruction in the early 2030s. County leadership didn't think it made sense to repair it now for only a 10-year service life. If there weren't a reconstruction on the horizon, we likely would have made different decisions. We want to be good stewards of taxpayer dollars, and the more transformative change will come in the 2030s.
- Lou Miranda: Can I give you a hallelujah and an amen for reducing car lanes? I don't think there's been enough of that, with the county's goal to reduce vehicle miles traveled. Jordan: We did traffic modeling, utilization study, worked with Minneapolis, and there wasn't a lot of need there. This actually was a pretty easy one, the volumes just aren't there. There are other places with 4-3 conversions where we are pushing it, like Lyndale in Uptown. Minneapolis did a pedestrian crash study and found a three-lane one-way road has almost the same crash risk as 4-lane undivideds. It's good for multimodal and for safety to have fewer lanes.

- **Member Announcements**

4:40 – 4:55

- Jordan Kocak: This is National Bike Week and Friday is National Bike to Work Day. HC has been working with Move Minneapolis and Minneapolis for an event at Government Plaza North. Pre-Covid this was a regular thing in the morning. This year the event will begin at 3 p.m. <https://moveminneapolis.org/event/bike-to-work-day-2023/>. Multiple agencies will be tabling. At 4 p.m. there will be short speaking engagement. City Council Member Elliot Payne and District 7 County Commissioner and Public Works Committee Chair Kevin Anderson will be there. At about 4:45 a group ride will ride to Northeast and head to some Art-a-Whirl events. It's still being called Bike to Work Day, but we're trying to recognize work looks different now. Maybe you're not biking to work, but you can bike to the event. There will be bike commuter pit stops in the morning. I'll be at the St. Louis Park stop from 7 to 9 a.m.
- Jordan Kocak: The third Monday of June is a county holiday, so we'll have our June meeting on the fourth Monday.
- Jordan Kocak: Attendance for in-person meeting's has not been great. I'm thinking of rather than having regular in-person meetings, have them less often but paired with a ride or site visit. So in the summer maybe we do an in-person meeting with a ride to a project or a happy hour. That might give more incentive to attend in person without the pressure to attend in person. I'm just planting the seed for now, maybe we'll send out a poll to see what everyone thinks and when might work. Laura Mitchell: I'd love that. Greg Anderson: Work pressures are something. I'm at work right now. It's very convenient to

have the remote option. I also like the in-person option and ride, especially in the summer.

- Lee Newman: In July I'm going to for the first time in my life participate in RAGBRAI. I understand it's a 500-mile ride and 7 days. Does anyone know whether it's possible to do it without the expectation of riding 70 miles a day every day. Greg Anderson: You'll love it. Usually it's a pretty doable ride. You'd be surprised. There're lots of stops and food stops. You'll gain weight on the ride. Lee Newman: I'll be sleeping in a tent with a sleeping pad and bag. Where can I plug in my phone? Dave Carlson: I'm sure they'll have some things set up for charging. This is the 50th anniversary and people are expecting a huge amount of people, like 50,000 people. I did it in the 1990s. It's a lot of fun. It can be hot. Greg Anderson: On any given day you can get double the number of registered riders. It still sounds like fun.
- Jordan Kocak introduced Julian Fernandez-Petersen at the beginning of the meeting. He will be evaluating our four-to-three-lane conversions for how they went

- **Adjournment**

4:55

- The meeting adjourned at 4:55 p.m.

Next meeting:

June 26 (fourth Monday of June due to Juneteenth holiday) | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, June 26, 2023

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
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Julian Fernandez-Petersen, HC Public Works
- ✓ Bob Byers, former HC PW and ATC member
- ✓ Julian Fernandez-Petersen, HC Public Works
- ✓ Luke Sandstrom, HC Public Works
- ✓ Matthew Dyrdaahl, Alta Planning + Design
- ✓ Joe Gladke, HC Public Works
- ✓ JoNette Kuhnau, Kimley-Horn
- ✓ Nicolas Grothey, HC Public Works

Notes

- **Approval of the May 2023 minutes** **4:00 – 4:03**
 - Luke Van Santen moved to approve the May 2023 minutes. Billy Binder seconded. The minutes were approved by voice vote.

- **Mill Street trail project** **4:03 – 4:20**
 - Luke Sandstrom from Transportation Design introduced the Mill Street trail project. This is his third time bringing the project to the Active Transportation Committee and the committee reviewed the project several times prior to design.
 - The project Web sites are hennepin.us/millstreet and millstreetpathway.com.
 - The project is in Phase 1 engagement. We've done door hangers, yard signs, meetings, mailers, pop-up events, open house and millstreetpathway.com. We have engaged an estimated 800 residents.



- Two options were presented to the community.
 - Option 1 eliminated the shoulders, with a 6-foot boulevard and 10-foot trail. This has the least property impacts, but no shoulders for biking or parking.
 - Option 2 retained shoulders at 4 feet, 6-foot boulevard and 10-foot trail.
- 58 percent favored option 2 (shoulders) and 27 percent preferred option 1. 9 percent said either, 2 percent neither and 4 percent needed more information.
- Pedestrian and bicycling safety were the two biggest identified needs, at 25 percent and 26 percent.
- Out of about 800 residents, about 70 percent were in ZIP code 55331 and 23 percent in nearby 55317, so we knew we were talking with community members near the project.
- We are moving forward with Option 2, which is favored by residents and also was supported by the ATC with a resolution of support.
- The shoulders do not drop at the retaining walls. Previous concepts assumed the retaining wall would stay in place, but we talked with the adjacent property owner and they are open to replacing the wall and moving it to the east. Previous concepts assumed we would drop the shoulders due to the wall.
- Other considerations
 - Mail delivery, waste, recycling
 - Speed enforcement and management
 - Side slopes and grades
 - Stormwater management
 - Future projects for connections or extensions
- Schedule
 - July final geometric layout, second round of public engagement
 - August final geometric layout approval
 - September-December 2024 final design
 - Summer 2025 construction
- Dave Carlson: Thank you for engaging with the property owner with the retaining wall. I'm very glad that by a more than 2-1 margin people went for bikeable shoulders. It's a true representation of complete streets, which is still county policy.
- Courtney Costigan: I'll echo Dave's comment. I appreciate you including us as you move through the process. It's interesting to see what concerns people want addressed and what plan they opted for. I'm excited about the dedicated shoulder, then the path is great for people walking or rolling. Have we seen in other surveys, have other groups said they want just the trail. Historically, are we seeing people shift to make sure there's dedicated space for biking or does it vary project by project? Luke Sandstrom: It's project by project. Often people who didn't want the shoulder don't bike themselves and thought it was redundant to have a shoulder and a trail. Some said they don't bike but they see people commuting here. I think generally we are seeing people change their minds and don't see it as redundant and that there are other uses of shoulders.
- Lou Miranda: Thank you for your work and the county's work on getting the continuous shoulders. Just having it, no matter what, having it consistent is good for everybody. I'm not a huge fan of in urban areas having a shoulder in the sense that we don't separate bikes from cars, so it's wider for cars and feels wider and faster. I wish there were some way to keep cars off it, then I'd be a huge fan of it.

- Tammy McLemore: Thank you for the engagement. I know that's often the hardest part. I'm impressed with that and all the residents who responded.

- **Cedar Avenue reconstruction**

4:20 – 4:44

- Luke Sandstrom from Transportation Design introduced the Cedar Avenue reconstruction project, scheduled for construction in 2026. This is the first time the Active Transportation Committee has seen this, not yet into design. This is an overview of what's to come. We'll come back as we develop concepts. The project goes from 24th Street to just north of Lake Street. The B Line improvements on Lake Street will improve just north of Cedar.
- The project Web site is <https://www.hennepin.us/cedar-avenue>.
- Today this is two lanes, one in each direction. It used to be four lanes.
- Last reconstructed almost 60 years ago. It's near the end of its useful life. Overlays and crackseals no longer are cost effective.
- We have federal funding for the project, through the regional solicitation.
- Gathering existing conditions, volume counts.
- Bike and pedestrian traffic greatest at Little Earth, 26th and Lake Street. 26th Street has a bollard-separated bikeway.
- We want to highlight community partners Banyan Community, Little Earth Residents Association and the Midtown Greenway Coalition. We're paying them to help us with engagement, hosting. We have an open house tonight hosted by Little Earth.
- High level goals, subject to change as we hear from residents.
 - Multimodal access, along and across Cedar
 - Increase greening. Tree canopy a huge amenity for residents. We might narrow the road a bit and add boulevard for greening and stormwater management.
 - Connections to destinations, along and across Cedar.
 - Replacing aging infrastructure
 - Transit friendly. It's a possible future bus rapid transit route. We want to be sure the design does not preclude BRT.
- Engagement goals. We contracted in January 2023 with the community groups, ahead of design, which got under contract this week. It helps with our credibility, that we don't have a design yet, we really do want to hear what people want.
 - Inclusive engagement
 - Multicultural process
 - Prioritize community relationships
- Engagement activities
 - Neighborhood listening session with Banyan Community March 11
 - Little Earth listening sessions May 22, June 1
 - Corridor listening session March 21
 - Business community listening session March 22
 - Open Streets pop-up listening session June 10
 - Little Earth listening session June 26
- A lot of people said they drive on Cedar but they'd like to also walk and bike on it.
- Safety is a huge concern. It's on the city's high injury network. There was pedestrian fatality a couple of weeks ago. We heard a lot about safety.
- We heard about better bus stops, the Little Earth pedestrian bridge, community impacts, climate change and emissions reductions.

- Schedule
 - Conceptual design 2023-2024
 - A couple of options in a couple of months, to be refined through 2023
 - Detailed design 2024-2025
 - Construction 2026
- Jenny Ackerson: It's great to hear about how the engagement process is starting before any sections are drawn or alternatives are created. Is that something that can be applied broadly across county projects, was it a regional solicitation requirement? Why is it being done differently? Luke Sandstrom: The city had just done a traffic study and we learned a lot from them. We came in knowing there's concern and a lack of trust in government, a lot of inequity in the area, a lot of different languages spoken. Having the community partners contracted is new for us, too. When we looked at the schedule, we thought this would give us a better product and hopefully it will go well and we'll be able to use it as a model.
- Dave Carlson: The bike counts, were those mostly crossing Cedar at 26th and 28th and the Little Earth Bridge? Were there counts of people biking along Cedar? Was there interest in biking along Cedar? Luke Sandstrom: I would say a majority was crossing. I've heard people do not bike on Cedar due to safety concerns. If there are any, they'd be few and far between. There was some interest in having bike facilities along Cedar. As we go through design, we get into discussion of tradeoffs. We'll do a parking inventory. When we look at a road section, we can't have everything without tradeoffs. If we do parking, bike lanes, then you would lose trees, for example. It affects stormwater, snow plowing. Cedar Avenue is not identified by the city or county as a bikeway. Maybe we can make the crossings safer, include some wayfinding so people know they can go two blocks over for a bikeway with a direct connection to the Greenway. Being ahead of design, we don't have plans yet. It's come up, we are going to look at it.
- Jenny Ackerson: The Little Earth bridge, is that Hennepin County's? Luke Sandstrom: The city owns and maintains the bridge. We have a good relationship with the city, they've been involved with the project. We have rolled the bridge into our engagement piece. The city knows there's a huge desire to do something with the bridge — whether it's removing it for an improved at-grade crossing, modifying it or replacing it. Because it's not county infrastructure, we can't make those decisions, but whatever happens with it, it affects our project so it needs to be coordinated. So it's in flux and part of our engagement.
- Luke Van Santen: If there's a decision that Cedar would not support any kind of bike facility — which seems kind of appropriate for how it looks now and the desire for trees — the one-way pair on 17th and 18th, could there be enhanced connection between Cedar and those two? Luke Sandstrom: On 26th and 28th, the city has identified those as future protected bikeway projects, not yet programmed. We do want to improve the safety at those intersections and make sure it's ready for improvements in the future for bikeways. There's also a two-way bikeway at 24th we'll coordinate with.
- Lou Miranda: Very impressive answer to Jenny's first question. I hope this is a new way for the county to reach out to the community. I think this is the first time I've heard motor vehicle miles traveled reduction mentioned at the beginning of a project. That's impressive.

- **2023 Minnesota legislative update**

4:44 – 5:00

- Joe Gladke from Transportation Planning introduced himself. Joe is the legislative liaison for Transportation Planning. He said he has a lot of great things to share that happened this session.
- Go back to 2008, there was the legislation for the state to monitor and reduce that. Every year the Minnesota Pollution Control Agency sends a report. For many years the transportation sector has not made much progress. For a long time the goals would say one thing but the funding would say another.
- Transportation Advancement Account. Legislators know we need alternative funding. Right now it's gas tax, but that needs to change
 - The state is going to tax deliveries from businesses like Amazon. That money goes into a new Transportation Advancement Account. Tax will start a year from now. It will phase in over 10 years.
 - Right now about 43 percent of auto parts taxes goes to transportation, over 10 years it will go to 100 percent.
 - Metro $\frac{3}{4}$ cent sales tax. 5 percent of that will go to the Metropolitan Council. 17 percent will go to metropolitan counties for specific types of projects. They will have a process similar to the regional solicitation where cities, counties, others will get transportation funding. Much is set to go to multimodal and safety. There will be a huge emphasis on transit, bike, pedestrian.
- On the policy side funding for education and outreach.
- \$19.5 million transfer from the general account to the active transportation account. MnDOT required to create an 18-member committee to give feedback and recommendations to MnDOT.
- Jim Oberstar state bike route from St. Paul to Duluth and to Canada.
- Additional matching funding for the federal Infrastructure Investment and Jobs Act to get more federal funding.
- Details on timing, exact process to come. This is the biggest thing in transportation funding since 2008.
- Gas tax will be indexed to inflation. It's been raised like once in 35 years.
- Dave Carlson: There were some great bike policy initiatives passed this year that BikeMN has pushed for years. The Bill Dooley Bicycle Safety Act included funding for safe routes to school, \$15 million in 2024 and \$10 million in 2025. Policy issues like the Idaho Stop, so people biking can treat a stop sign as a yield sign. That has some support from law enforcement, that's one less thing they have to tag people for. It never was legally allowed but people did it, but now people can bike through the right turn lane. It was a really good year for biking initiatives that we worked for for a long time.
- Billy Binder: I've seen an epidemic of traffic law violations throughout the state. Has that had an impact on the Legislature to do something about it? Is it more than a local thing?
Joe Gladke: I can't say I saw anything specific. That certainly is a concern as far as safety, so people feel safe. There's been a higher amount of people speeding, maybe it's come down a little in the State Patrol numbers, but there's definitely been very erratic behavior since the epidemic. I wouldn't be surprised if there's more discussion of that.
- Tammy McLemore: On the home delivery fee, is that for everybody? Joe Gladke: No, not everybody. There was some controversy. It's somewhat narrowly focused. There are a lot

of specifics; it's not across the board. There are definitely carve-outs for concerns identified in the process. It's a start and we'll likely see changes in the future. Right now it's only deliveries over \$100 and not on medications, things like that. Tammy: Hopefully it won't affect delivery drivers. Joe: The consumer is going to end up paying for it. Rather than going to the store, the store is coming to them. The vehicles are still using the system. Tammy: What other states are doing this? Colorado already has done it, I think that's where the idea came from. There were some challenges there. It won't be implemented here right away, they're going to take some time to work it out and take a measure approach to avoid as many problems as possible.

- Julian Fernandez-Petersen: If I remember right, counties are also now authorized to implement a wheelage tax of up to \$20 a year on vehicles kept in the county when not in use.

- **Lyndale Avenue reconstruction**

5:00 – 5:15

- JoNette Kuhnau from Kimley-Horn introduced herself. She's a consultant working on the Lyndale Avenue construction for the county. We're at the very beginning of the project and are here to introduce the project to the group. Matthew Dyrdaahl from Alta Planning + Design is working on the project, too.
- We want to give a project overview, corridor context, activities and schedule and take any questions.
- It's a rebuild of Lyndale from Franklin Avenue to West 31st Street with federal funding. Construction is planned for 2026-2027. There are several city and county projects in this part of Minneapolis, county is monitoring those and may adjust timing to coordinate with those.
- Scope
 - Replace pavement, curb and gutter, drainage, signals
 - Safety improvements including curb extensions, raised medians, crossing beacons
 - Accessibility ramps and sidewalks
 - Streetscape improvements such as green boulevards and lighting.
- Lake/Lyndale intersection part of the B Line / Lake Street project in 2024. Currently has the Route 4 bus. Potential future arterial bus rapid transit line, beyond 2030.
- Connects multiple bikeways, including the Greenway, 28th, 26th, 24th, Franklin and has Bryant running parallel to the west. North of the project limits is an existing bikeway gap, on the city portion of Lyndale. The county will continue to partner with the city to maybe address that.
- Lyndale is part of the city's pedestrian priority network.
- Not on city's all ages and abilities network, not on county bike plan. Matthew Dyrdaahl: I used to work for the city as the bike and pedestrian coordinator. At the time, it seemed like Lyndale was untouchable for a bikeway, with Bryant to the west and Hennepin. Bryant has undergone significant change, Hennepin Avenue also will include a bikeway. Franklin from Hennepin to Lyndale is getting a bikeway, so a lot of changes in the area. We thought it makes sense to have the conversation about bikes with this project, since so much has changed. We are focusing on crossing Lyndale and connections to Bryant. We'll likely have different cross sections that show what those tradeoffs would be. If you include a bike lane, how does that affect the street, sidewalk, infrastructure.

- Has lots of motor vehicle traffic, connection from south Minneapolis to downtown and I-94. People use it for different things and different modes. Lots to consider when thinking about what a new Lyndale Avenue could look like.
- Engagement expected to start later this summer, concept layout approval in summer 2024 and final engineering afterward.
- Lou Miranda: As Mr. Dyrdaahl mentioned, this project and Cedar Avenue, having bikeway offset a block or two off the main corridor — there's a lot more businesses on Bryant than the one for Cedar. People want to move on the corridor where there's more density, whether by car, bus, biking, walking. Stratifying it this way a block off is problematic. Has zoning changed at all on Lyndale or Bryant? All this stuff relates together. Businesses on Bryant are there based on bus traffic coming on and off, now it's a couple of blocks away. Will there be more pressure for businesses to move to Lyndale? I think it's sticky and needs to be investigated in a systemic way — Should all transportation options occur on the main corridor or not. JoNette Kuhnau: The city and county recognize this is what the plans say, but they're a few years old and it makes sense to revisit that and the tradeoffs.

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

5:15 – 5:42

Josh Potter from Transportation Design introduced himself and the pilot. The pilot is in place on Lyndale Avenue from Franklin to 31st Street, which is one block south of Lake Street.

- The project Web site is <https://www.hennepin.us/residents/transportation/lyndale-avenue-safety>.
- The project started in fall 2021 with before-data collection ahead of July 2022 implementation of the pilot.
- We've been monitoring it through late summer, fall, winter spring. We've gotten a lot of feedback.
- Before the pilot, Lyndale was a four-lane undivided with heavy motor vehicle traffic, which is why we wanted to do a pilot. Would we impact the neighborhoods adjacent Lyndale? Transit and parking remained the same, parking on both sides, transit stops in the same locations.
- People were excited for the improvements. We added medians along with rectangular rapid flashing beacons (RRFBs) at 26th — people loved that. We heard from businesses and concerns about parking, which we did not remove.
- Post pilot: Basically the same but with three lanes (two general lanes plus left turn lane).
- Received more than 1,000 responses on our interactive map. Mailed 4,500 postcards, canvassed neighborhood.
- Very positive comments on 25th and 27th streets. Before people said they avoided these intersections, now people say they seek them out. It makes the crossings safer, and the more people who use the crosswalk, the more people driving expect to see them and watch for them.
- We did hear a little bit about longer travel times, but overall a very positive response.
- Speed changes: average 39 miles per hour to 29 northbound; 35 mph to 25 mph southbound. This was a greater impact than what we typically see on a 4-3. Posted speed limit is 30 miles per hour.

- Travel time, average daily increase 43 seconds northbound, 26 seconds southbound. Peak increase (95th percentile) 101 seconds northbound and 54 seconds southbound. About 8 to 14 seconds per signal. There are some spikes, it does see some variation (e.g. snow events).
- Pedestrian crossing compliance, three intersections without signals:
 - Reduction of average and peak noncompliance by 85 percent
 - Increase in pedestrian crossing by 86 percent at the three intersections
 - Largest benefit with RRFB at 25th and 27th and three lane and medians.
- About a 57 percent decrease in crashes; 48 percent reduction in injury crashes.
- Pedestrian/bike crashes decrease and reduced severity
- Crashes are in a limited timeframe; we usually collect data over three years while this was less than a year, but this is a trend. Typically a 4-3 sees a one-third to one-half reduction in crashes.
- Motor vehicle traffic reduced 11 percent at Franklin. Did not really see people cutting through the neighborhood.
- Lessons learned
 - Important to be deliberate
 - Context sensitive
 - Resource allocation toward pilot; we had about half a million for preparation and half a million to implement the pilot
 - Covid impacts — peaks have died down a little bit and traffic is more spread out
 - Adjacent 35W construction from 2017 to 2021 we saw a jump in traffic.
- Only about 30 percent of people traveling the corridor did not have a destination in the corridor.
- This was very successful, we're very excited about the results, especially the safety results. We do plan to keep the pilot in place until reconstruction.
- Lou Miranda: I have to say I'm surprised by just how positive these results are. I've never been so giddy about a project. This is win-win-win for everybody — by mode, organization, neighborhood. I hope it sets a precedent for the county, or at least provides feedback to look at this differently even if not a template. I hope you can spread the word at conferences and the like with colleagues — this is amazing.
- Haley Foydel: Is there a threshold, is there a point where an increase in travel time is too much? A lot of discussion leading into the pilot about traffic going onto side streets. Was there negative feedback on that? Josh Potter: Certainly very positive response on this pilot. We see it as a tool in the toolbox. It's part of Vision Zero and Toward Zero Deaths. We don't have any additional pilots planned right now, we're still digesting this. For the pilot, we did not want to set a threshold and artificially bring focus to that. We were looking at safety, speed — travel times not as much. Haley: A lot of the county's discussion early on expressed concern the most about car traffic and commuter times but I'd love a world in which we are thinking about the potentials of traffic evaporation and other modes of transit, particularly knowing that 70 percent of this Lyndale traffic is so local. Josh: We did measure traffic on the side streets. We knew we'd hear from people but wanted to measure it. It wasn't really significant. We even saw speeds go down a little bit on side streets. Less on Bryant and Aldrich, more on Harriet and Garfield where it was an existing condition that has been a consistent concern. With the Franklin Avenue project, we'll work on the intersections with Harriet and Garfield with the city.

- Greg Anderson: Impressive results on Lyndale 4-3. Thanks Josh!

- **Draft resolution for 42nd Street mill and overlay** **5:42 – 5:51**
 - Larissa Lavrov, ATC District 4 member read through the draft resolution. Courtney Costigan moved to approve the resolution. Tammy McLemore seconded.
 - Dave Carlson: I thought we discussed no parking on three segments, not just 26th-29th but also Cedar-19th and 31st-32nd but they aren't in the resolution. Maybe something to discuss. Jordan: Technically there are three bike gaps here, we didn't mention the one to the east because the project won't address it. Tammy McLemore: Should we add anything about 31st or 32nd? We could to acknowledge that it exists. Jenny Ackerson: In the second whereas, we could add another clause that there will be an unaddressed bike gap.
 - The resolution was adopted by voice vote.

- **Member Announcements** **5:51 – 5:54**

Jenny Ackerson: I have my Metro Transit hat on now. Do people have experience with bike rails on stairs, do you like them, are there any around that you have used? I'd be happy to take emails or however else you'd like to get comments to me. Larissa Lavrov: Should we share this with others in our network? Jenny Ackerson: It's a pretty informal inquiry, not really a call to action, but if it comes up in conversation, it'd be great to hear what others think.

- **Adjournment** **5:54**
 - Courtney Costigan moved to adjourn; Lou Miranda seconded. The meeting adjourned at 5:54 p.m.

Next meeting:

July 17 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, July 17, 2023

Time: 4 – 6 p.m.

Location: In-person Government Center Room LL 0300/Auditorium and 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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ Matt Huggins, HC Public Works
- ✓ Joshua Colas, SRF
- ✓ Ben Klismith, MnDOT
- ✓ Amy Gage, streets.mn
- ✓ Julian Fernandez-Petersen, HC Public Works
- ✓ Becca Hughes, Stantec
- ✓ Joanne Cho, Stantec
- ✓ Tom Musick, HC Public Works
- ✓ Nicolas Grothey, HC Public Works

Notes

- **Approval of the June 2023 minutes** **4:08 – 4:09**
 - Jenny Ackerson moved to approve the June 2023 minutes. Courtney Costigan seconded. The minutes were approved by voice vote.

- **Nicollet Avenue reconstruction — Richfield** **4:09 – 4:37**
 - Matt Huggins from Transportation Design introduced the Nicollet Avenue reconstruction project and consultants Becca Hughes and Joanne Cho from Stantec.
 - The project Web site is <https://www.hennepin.us/residents/transportation/nicollet-avenue-reconstruction>
 - The project is in the first of 12 months of public engagement, to be followed by 18 months of construction expected to wrap up in 2026.
 - The project team is meeting with the Richfield Transportation Commission often.



- A refined layout is expected next year. We're trying to get input on how people use the corridor so we know what to take into consideration. We've done research to a certain extent, but that can't get the full picture.
- We have high level goals shaped by higher level guiding principles. The project is aligned with Richfield Sweet Streets for engagement and phasing.
- Partners include:
 - Richfield
 - Metro Transit (which has local routes on the corridor)
 - Three Rivers Park District
 - Minnehaha Creek Watershed District
 - Richfield-Bloomington Watershed Management Organization
 - MnDOT
 - Richfield schools, Richfield Transportation Committee
- The interchange with 494 going away (as part of MnDOT's Corridors of Commerce project) improves conditions for walking, biking and transit.
- Needs and goals
 - Replace deteriorating infrastructure
 - Provide dedicated safe and comfortable facilities for all modes, ages and abilities
 - Support efficient transit for current and planned needs
 - Provide safer crossings and intersections for walking, biking and rolling
 - Improve mobility to enhance community connections
 - Improvements to water and sanitary sewer. We want to design for 50 years and don't want to tear it up in five.
 - Support adjacent neighborhoods, local businesses and institutions
 - Expand on guiding principles, including visual character
 - Leverage voices from underserved populations to deliver an equitable and comprehensive project that serves needs specific to residents in the area
- Guiding principles for the project come from multiple documents
 - Hennepin County
 - Climate Action Plan
 - Complete and Green Streets policy process
 - Disparity reduction efforts
 - Richfield
 - Active transportation plan (in development)
 - Sweet Streets
 - 68th Street priority pedestrian route
 - 73rd Street planned bike route / crossing improvement area
 - MnDOT
 - I-494 Corridors of Commerce
- Three Rivers Park District has a potential regional trail affecting the corridor.
- Metro Transit has a potential bus rapid transit route affecting the corridor.
- The corridor underwent a 4-3 conversion about five years ago, but the wide swath of pavement remains. It's a wide and open roadway today and this project can do some traffic calming.

- Signals, some will stay, traffic circles, roundabouts also will be considered.
- The project is expected to make Transit improvements and reach ADA compliance. Not compliant today.
- We've heard a desire to incorporate trees.
- Project limits: From 66th Street on the north to 77th Street on the south, lining up with Corridors of Commerce. It's about a mile long
- We're early in the process. Kicked off in June 2023. Preliminary design and engagement are from summer 2023 to summer 2024. Final design / communication will be in summer 2024 to fall 2025. We expect to go out for bids winter 2026 with construction from spring 2026 to fall 2027.
- Four open houses planned
 - First open house is planned for August 2023.
 - Second open house will be in the fall.
 - Winter 2023/2024 third open house, plan to come back to ATC around this point
 - Fourth open house 2024
- We will do walkthroughs and bike rides to get input, and will coordinate with the ATC to organize one if desired.
- Lou Dzierzak: At the same time you're doing this, 494 is being rebuilt. From 76th to 494 is a couple of blocks. Is this plan taking that into account? Matt: Yes. We're coordinating. Construction in 2026/2027 may come a little earlier. We certainly are aware of the project.
- Courtney Costigan: You said you learned some lessons from 66th Street. Can you say a couple of the things? Matt: There are a lot of different elements, RRFBs (rectangular rapid flashing beacons for pedestrian crossings), cycle tracks, different types of bicycle infrastructure and striping that hasn't been implemented as much on main corridors.
- Billy Binder: The city of Richfield acquired property to make 66th it as good as it is, which is almost unheard of to make things better for biking and walking.
- Jenny Ackerson: Is it considered a bike or ped priority? Matt Huggins: Yes, that's why it's identified as a need for a separated bikeway.
- Lou Miranda: Is it a typical county highway as far as width? Matt Huggins: It's hard to say what a typical county highway is. It used to be four lanes undivided with sidewalk at the back of curb. I think it was built in the late 1960s or 1970s. Right now it's a three-lane with center two-way left turn lane. I don't know if you can call that typical. There certainly is a need to modernize the design. It's very auto focused. Lou Miranda: There's always not enough room, is there enough room here? Matt: The right of way is between 66 and 100 feet wide, and there's more of a tendency to narrow the road. I don't foresee a need to add more lanes. There're a lot of advantages with the interchange going away, creating opportunity to improve active transportation. Maybe not as drastic as 66th, but opportunities.
- Matt Huggins will let Jordan Kocak know when the open houses occur, also any pop-up events, rides and walkthroughs, so he can update the ATC.

- **MnDOT University Avenue and 4th Street SE project**

4:37 – 5:07

- Ben Klismith from the Minnesota Department of Transportation introduced the University Avenue and 4th Street SE roadway project.

- It's a MnDOT-led project between Interstate 35W and Central Avenue.
- Today it has a painted bikeway, boulevard and sidewalk. It already is very multimodal. Surprisingly it does have enough space.
- These are old roads that haven't been reconstructed in over 100 years. Budgets associated with that are challenging. It's scheduled as a mill and overlay, but we should be improving the bikeway and making it grade separated, and redoing the sidewalks.
- Stakeholders include
 - MnDOT
 - Minneapolis
 - Metro Transit
 - Hennepin County
- The bus rapid transit project is dictating our schedule; we're trying to finish construction by the end of the season in 2025.
- No county roads intersecting this segment, but it's surrounded by them. The bikeways and pedestrian network are very important around the University of Minnesota.
- Roads are operating at level of service A,B or C in the morning peak for motor vehicle drivers, meaning there isn't much if any congestion. In the p.m. peak there is a level of service D at Central and University.
- There is a high demand for biking and walking.
- Proposed cross sections:
 1. Would have a curb barrier separating the bikeway in a similar layout to today
 2. Keep parking lane and general lane similar, with grade-separated bikeway and sidewalk improvements. Would be one-way directional bikeways.
 3. At the E line, even with curb-separated bikeway, we need to bring the bikeway around the stops for the E line. Buses will stop in lane.
- Grade separated bikeway would be expensive; may need to seek grant funding.
- Ben Klismith showed a concept at 6th avenue showing the bikeway behind a bus stop and curb protected lanes.
- Concept development is in July 2023. Public engagement with pop-ups, public events and Web site will follow.
- Joshua Colas: Some of our primary stakeholders are MnDOT, Metro Transit, also University of Minnesota Marcy-Holmes neighborhood, residents and businesses.
- Joshua Colas: Bus rapid transit stop locations are at University and 6th, University and Central and 4th and 6th. Looking to implement those wraparound concepts accounting for bike and ped safety.
- Joshua Colas: We will add pedestrian data that we're calibrating. We don't foresee the level of service for motor vehicle drivers changing much or going to D or F. It could change a little, though.
- Joshua Colas: We're really wanting to improve pedestrian safety. Also biking. It's also a connector for freight and vehicle traffic. We discussed a two-way bikeway option, but given the characteristics here and how they differ from University Avenue (where the county is doing a two-way bikeway), we're going with one-way.
- Joshua Colas: Will have a survey with our first public meeting. What makes you feel safe, whether biking, riding, walking. How are connections to other bike routes.
- Tammy McLemore: Did we go over the drainage? Joshua Colas: We'll be getting to that. We're waiting on additional utility information. Drainage is a big portion. Right now it's a

- resurfacing, portions a reconstruct, then what bumpouts would do, modification of any catchbasins. It's not been reconstructed in a very long time.
- Billy Binder: We're hugely interested in how this will come about. I have a lot of questions and would like to get Josh and Ben's contact information.
 - Courtney: What constitutes a pop-up event? Joshua Colas: We're still working through what that will look like. Could be in the corridor at a business, school, neighborhood association. It's a scheduled day when we're out there gathering feedback. Can be things like plugging into an existing event like a farmers market. You want to be able to catch those who are actively using a corridor, as well as those who aren't as familiar.
 - Jenny Ackerson: I'm hearing there're projects capping either end and lifting this to be a separated bikeway, and the driving factor is funding, is that right? Joshua Colas: It's a mix between a much advocated safety benefit mixed with cost. If there are two solutions with similar improvements and one may or may not be substantially higher cost, it might be reason to go with the one with lower cost. We're definitely going to analyze what the trade-offs are among all the concepts, then go into the costs. It's not the first thing we look at.
 - Jordan Kocak: I'd be interested in hearing from ATC members if anyone has a preference for a sidewalk level bikeway or curb protected. The county project to the east is mostly going to be curb separated at street level. There might be some consistency to consider.
 - Lou Miranda: This is just west of our bike ride a few years ago. We had a lot of discussions at that meeting. This is two lanes one-way. There's a lot of truck traffic. Even if curb separated is "as safe" as a sidewalk level one, you want families or young people or old people, the comfort level is not the same.
 - Laura Mitchell: I ride on a lot of two-way bikeways and it's nice for biking when it's that wide, but twice in the past week I've had people driving cars down the bikeway right at me. I'd like to see actual bollards, not just flexposts at the end. At the sidewalk level, you can have people walking into the bikeway.
 - Luke Van Santen: On street level, they seem to collect debris: broken glass, leaves, debris from crashes. Elevated at sidewalk level can avoid that.
 - Luke Van Santen: I assume one of the lanes is 13-foot because of the freight? I would very much like to see it narrower than that. Joshua Colas: It's for buffer space. It's really a 12-foot lane and a 1-foot buffer from the curb.
 - Luke Van Santen: When the proposal for separated bikeway goes behind the E Line, is there going to be enough space so people can get off the bus without stepping into the bike lane? It looked close. Ben Klismith: The bus pad is a minimum 10.5 feet wide, with tactile strips separating them. Joshua Colas: It's not as tight a space, there will be room for people to get off the bus and get their bearings. At a future ATC meeting we'll have a concept with geometrics for the platform, bikeway and roadway elements.
 - Jordan Kocak: I pass through this corridor pretty regularly. I noticed some of the curb ramps already are reconstructed. If you go with a sidewalk-level bikeway, would the new ramps have to be torn up? Ben Klismith: Possibly. That was part of our small business initiative.
 - Tammy McLemore: Will there be a cost factor on curb vs. sidewalk separation? Ben Klismith: I think we're possibly running into some issues and unknowns, if we reconstruct more, a whole strip for the bikeway. We're going to do some more investigation on

where things are, e.g. with ground-penetrating radar to find steel rail from the streetcars. If we keep looking, keep digging, we'll find more.

- Billy Binder: Lou referred to the discussion to the east, we need a lot of discussion on this segment to the west, but we have a bike ride today.

- **Member Announcements**

5:07 – 5:08

- Jordan Kocak: MnDOT is starting an ATC of their own; if you know anyone. I'll follow up with information.

- **Adjournment**

5:08 – 5:08

- Courtney Costigan moved to adjourn; Luke Van Santen seconded. The meeting adjourned at 5:08 p.m.

- **ATC bike ride**

5:08 –

- Committee bike ride will immediately follow the meeting. We will ride from downtown Minneapolis to the West Broadway Bridges project (about 30 minutes).

Next meeting:

August 21 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, August 21, 2023

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ Cole Pardridge, HC Public Works
- ✓ Jim Skoog, MnDOT
- ✓ Danny McCullough, Three Rivers Park District
- ✓ Josh Bowe, Three Rivers Park District
- ✓ Julian Fernandez-Petersen, HC Public Works
- ✓ Mark Lindeberg, MnDOT
- ✓ Kristine Stehly, HC Public Works
- ✓ Jim Henricksen, MnDOT

Notes

- **Approval of the July 2023 minutes** **4:02 – 4:04**
 - Tammy McLemore moved to approve the June 2023 minutes. Courtney Costigan seconded. The minutes were approved by voice vote.

- **Cedar Avenue under I-94 considerations** **4:04 – 4:30**
 - Jim Skoog, the ombudsman for MnDOT, introduced the Cedar Avenue under I-94 considerations project.
 - MnDOT has been working on the project since 2018.
 - The goal of the presentation tonight is to hear concerns, share concerns we've heard and introduce 2025 project to provide more structural support for the bridge. The project could complicate an already complicated pedestrian environment. Looking for a way to



make the space work for everyone, including people who want to exercise their protected right to passively panhandle.

- Just north of here has about 2,000 pedestrians per day. Not many options to get across I-94 here in Minneapolis aside from Cedar Avenue.
- The 2025 project would build concrete walls under the pier cap. People walking would then have the option to walk between the iron fence and the wall, or they could walk between the wall and the curb, which is less than three feet. Today people are walking in the travel lane in part because the sidewalk often is obstructed by an encampment.
- East sidewalk is closed today. One Constituent idea is to permanently close the east side sidewalk to people walking and reserve it for people to passively panhandle or camp.
- Currently there are concrete pyramid barriers on the east side.
- The wall is being driven by need for support. Bridge maintenance folks realized the pier caps need to be filled in to better support I-94 above.
- The sidewalk is 5 feet, 2 inches wide inside the piers, 2 feet, 8 inches wide between the piers and curb.
- Length is 250 feet. Every 200 feet we should have a 5x5 pedestrian passing area, so that is a consideration.
- One constituent suggestion is a barrier-protected pedestrian access route, with bollards or walls.
- 3rd Street under 35W is a nearby example of a similar project. MnDOT installed fence, leaving a 5-foot wide sidewalk. But at Cedar and 94, the iron fence does not wall off the area in the same way.
- Open questions include:
 - Should the east side be closed?
 - Should a barrier-protected route go in on the shoulder
 - Should the curb be extended?
 - Should the area between fence and piers be walled off?
 - Should changes be made now or should they wait until the 2025 project?
 - Who should respond? Lots of parties involved with different outlooks.
 - City regulatory services
 - Hennepin County is the roadway authority for Cedar Avenue
 - MnDOT is the authority for I-94 and has conducted multiple clean-ups under the bridge and installed deterrents for \$10,000. Relief from clean-ups is often short-lived (often 24 hours or less). 5Ps prevent placement in shelters (pets, paraphernalia, partners, need for privacy)
 - Department of Human Services will administer funding for overdose prevention centers.
 - Some tribal governments support indigenous-led Red Road Village proposal for culturally responsive healing services.
- We're trying to find an engineering solution for a human services and enforcement problem.
- Greg Anderson: It's a very challenging problem. In some ways it seems the wall would go the wrong way, make it like a cave. It's a social problem, engineering problem and transportation problem.
- Luke Van Santen: As I was reviewing the pictures earlier, I had two ideas, one maybe more plausible than the other:

- To make more room after the wall gets added, can that slope paving be sawcut — I don't know how far back — and a new retaining wall be placed to grant more horizontal space on the inside of those piers?
 - I don't know how wide those lanes are or how wide they need to be, is there any way we can do something similar to Hennepin Avenue with a raised bikeway taking a couple of feet out of the road?
- Jordan Kocak: Jim, I can connect you with county staff who can help looking at different striping configurations that aren't four lanes, which could open a lot of options.
 - Gilbert Odonkor: My comment is kind of tied to Luke's suggestion. It looks like there's a lot of space on the ends of the bridge. If it can be sawcut — I don't think the concrete is structural, it's just to retain soil — that would give more space between the pier and the slope. It doesn't solve the encampment, but it would give more room for people walking.
 - Jenny Ackerson: Adding more lighting and changing how daylight will come through in the future, so people could see clearly would help. It's pretty unacceptable to have all these constrained walkways under bridges. The premise is to support the bridge structure, but that's a pretty poor tradeoff. There's 60 feet of space for cars in what is pretty much a glorified onramp situation.
 - Jordan Kocak: You mentioned some of the city ordinances, I'm curious if you've communicated with city staff and their perspective. Jim: I shared it with our ADA person who happens to also handle encampments, who is in regular contact with the city. I'm not getting a really clear answer; it is a delicate situation. Why aren't they enforcing prohibitions on encampments? A resident said it's been passable only three days of the past three months.
 - Greg Anderson: When you do the bridge sweeps, you mentioned \$10,000, is that city funds? State? Jim: MnDOT's funding it and having contractors do it. It is typically \$10,000 a pop.
 - Lou Dzierzak: One of the first slides had numbers on use, but it's hard to put that in context. How busy is that thoroughfare for biking and walking? Jim Skoog: I see a pedestrian under there about once a minute. I think it's worth it to have a survey and get an accurate count. The 2,017 pedestrians were counted at 6th Street and Cedar. Lou: Is it consistent throughout the day, or more other times? Jim: Most of my site visits have been 6 a.m. to 9 a.m. Residents say no matter the time, it's obstructed.
 - Greg Anderson: Are there other places like this that come to mind? It's so tight and it's going to get tighter. Not to belittle the plight of those who make it their temporary home, but it seems almost uninhabitable already. It's a very noisy place with a concrete roof over your head. Jim Skoog: The closest would be 31st St and 35W. I looked at all the underpasses on 35W and 94.
 - Jordan: I'll follow up with you Jim on the county roadway perspective on how we can work with you.
 - Courtney Costigan: I'm perplexed, it's a very tough situation. I'm trying to think of what we can do, and it's a very big problem. I'll continue to think about it. Thank you for bringing it to us. Jim Skoog: Thank you, take your time to think about it and let me know. I'm open to ideas. I'm kind of overwhelmed and stumped myself.

- **CSAH 112 Wayzata Boulevard Reconstruction**

- This agenda item was removed, as the presenter could not make the meeting.

- **Bassett Creek Trail Project**

4:37 – 4:52

- Cole Partridge from Transportation Design introduced himself, Josh Bowe from Three Rivers Park District and the project.
- It's a unique project, with two federally funded project together, one by Hennepin County and one by Three Rivers. Construction scheduled for 2025, goes to Theodore Wirth Parkway. Two intersections with signal replacement, at Noble and Hidden Lakes Parkway.
- Improvements at intersection at Regent. Working on preliminary design now, concept will be together soon.
- It will be a local trail from Douglas to Regent, Bassett Creek Regional Trail from Regent to Bonnie Lane, Regional Trail LRT extension to the east.
- Consultant expected to be under contract in September.
- Will need to acquire some right of way.
- Will bring the concept to the committee once it's ready.
- Josh Bowe: Do we want to touch on the possible lane options on the local segment and the culvert? Cole: There are a few areas we're looking at lane reconfiguration, including on the west side at Bassett Creek. We're looking at possibly one lane in the westbound direction to avoid any impacts to the bridge. We're looking at that in preliminary design.
- Danny McCullough: If you're not as familiar with the area, the Bassett Creek Trail comes into this new project on Regent from the north. It'll cross 100 and head to French Regional Park.
- Billy Binder: Thank you Danny for extending the trail out to Douglas, which is another off-street trail that will go under 55. I've been working on this project for a long time. I was really encouraged by the plan, I believe it's off-street trail on the south side. I hope it includes the section just west of Xerxes seamlessly, it's an on-street bike lane. Did you say when this will be done? I've been trying to get the bike stencils on Golden Valley Road refreshed for a while. It's a great place to bike, it connects Douglas, downtown Minneapolis and the Chain of Lakes. Cole: That would be something we'll have to reach out to our County Operations group to get that done ahead of the project. The project should be done in 2025.
- Dave Carlson: Will the roadway bike lanes/shoulders be retained along the corridor? Cole: We're planning on putting bike facilities on the whole length, behind curb. Josh Bowe: The local trail on the west side, curb line would remain as is. The dark blue regional trail on the map, that will maintain existing right of way and move the south curb line north to accommodate the trail. I think it's a four lane right now, will be milled and overlaid, reduced from four lane to three lane. Two-lane segment will have 10-foot trail. Greg Anderson: So will any on-street bike lane or shoulder disappear? Josh: Yes, the trail would be constructed in lieu of shoulder. Greg: That's a bit disappointing. You'll be back with this, correct? Jordan Kocak: I think once you have a concept the committee would like to see it and what might be possible. Josh: We had a concept to get the federal grant. Right now our concept is about 60 percent and near the point where we wouldn't make any wholesale changes. For the Park District, it's more about at the culvert and the lane changes. A lot of this was vetted during the federal application process a few years ago.

- Greg Anderson: On Duluth Street, where the culvert is, the trail will be on the north side? Josh Bowe: Correct. Greg: And then it will switch over? Josh Yes, at Regent. Greg: I'm sure there's a reason for that. Josh: It's a regional trail project and local trail project. The regional trail follows Regent and crosses 100 on a bridge.
- Billy Binder: What are you doing with the lanes between 100 and Douglas. It's four lanes right now, will that be reduced? Josh Bowe: 100 to Regent, those will remain as is, is the current plan. From Regent to Noble, the plan is to have a reduction to a three-lane roadway. Billy: And trail on the north side Regent to Douglas? Josh: Correct. Billy: I'd sure like to see your plans as soon as possible. Cole Pardridge: We'll coordinate that with Jordan to bring it to the committee.

- **CP Rail Regional Trail Planning**

4:52 – 5:25

- Danny McCullough from Three Rivers Park District introduced himself and the CP Rail Regional Trail planning project.
- This is an update on long-range planning project in St. Louis Park and Golden Valley. You might have seen some of this, but I wanted to give an update. You can go online (at https://www.letstalkthreerivers.org/CPRail_RT_GV_SLP (note there are underscores in the address, not spaces)) and look at maps, attachments, fill out a survey or just leave comments. You also can email me or use the project email address, CPRRT-GVSLP@threeriversparks.org.
- The whole trail corridor is from Bloomington to Crystal and New Hope. Some of the trail is there now. Years ago we completed the planning for the southern segment, in Bloomington and Edina.
- It's a 20-plus mile long corridor. We broke it into segments for planning and for construction. Segment A, the southern segment, is pretty much done. The north segment, Segment D, we did the planning work last year. We have a final route alignment in New Hope, Crystal and into Golden Valley. The plan is about 85 percent done, we just need to write it. Segment C is in Golden Valley and St. Louis Park. Segment starts at the Perpich Center for Arts Education and goes down to the Cedar Lake Trail.
- You're all pretty familiar with us, but Three Rivers builds and operates multipurpose regional trails that typically are 10 feet wide. We have about 180 miles of regional trail in operation today and another 58 miles planned but not constructed. The segment Josh Bowe just talked about was planned many years ago.
- Some areas of this corridor are residential, some commercial.
- The high level concept is a paved trail at 10 feet next to the road with a boulevard. In some places it might have to be back of curb.
- We've been working with city staff, city councils, park commissions on four route options. We've done about 10 public meetings on them and are doing more. We're doing a lot of engagement, especially because it is such a built-up area. We're in the public engagement phase now and probably will go past Labor Day. Will take feedback to city councils and recommend a route. Then we'll have to find the funding before it gets built.
- It's a super important regional trail, a big north-south link. Connects Luce Line and Cedar Lake Trail.
- Trail underpass being constructed right now will connect the Luce Line to the Perpich Center.

- Danny showed a route map with the four alignment options. The map is available at the project [Web site](#).
- It would be virtually impossible to put a trail along the CP Rail corridor in St. Louis Park unless the railroad completely abandons the railroad. Until that happens, we need another option.
- One tricky thing about the project, we have only two spots to cross 394 on pedestrian bridges, at Florida Avenue and Pennsylvania Avenue. It will have to cross at one of those two points.
- About 70 percent of people favor the eastern route, with the rest favoring the western route.
- Luke Van Santen: At Louisiana, is there enough space going over the railroad? I think of biking or driving that, if Louisiana can be knocked down to one lane there'd be enough space. Danny McCullough: We've done some right of way analysis. Louisiana is challenging. It's also a busy road, not a lot of other routes over interstates and railroads. There is right of way, though. The bridge is one challenge. You probably can make it work narrowing it there. Traffic study definitely would have to be done. Probably some private property impacts, you'd have to purchase some property. But it could be done. We don't dive that deep into exactly where the property would need to be purchased; it's doable, but would be expensive. Luke: More so than Dakota? Danny: Probably. The trail also would have to go to 8 feet, would have to reduce lanes, move some curbs. Ideally if the bridge ever got reconstructed that would be the time to do it.
- Luke Van Santen: Using the Dakota option on the east, that would literally run right through or next to the elementary school, which would be a big win for encouraging kids to bike or walk to school. Danny McCullough: We're going to hang fliers in that corridor and have a neighborhood meeting and show exactly what it would look like on Dakota. Corridor is very residential, it's a neighborhood. There's an elementary school, park. It's a busy corridor with school buses, but the street's really, really wide. We think we can get a trail in and minimize tree loss. It's a very wooded corridor. It might require losing some parking. We're exploring all of that. It's going to come down to, Do you want tree loss or parking loss? There already is a sidewalk to the school, but we did hear people would use the trail. It might reduce some traffic.
- Luke Van Santen: This will not cross at Douglas at the underpass? Danny McCullough: No, it will. They're building the underpass under 55 that connects Luce Line to the Perpich Center. We would utilize that. It's the start of our planning. It's awesome that there's going to be an underpass and you don't have to cross at grade. Luke: Is there going to be an issue crossing the frontage road at Florida? Danny: It is a question. There would probably be some sort of, I don't know, signal, we'll identify in the plan that we'll need to figure out a treatment for that crossing. We'll address it in the plan, but not get into a lot of detail. That comes in design.
- Dave Carlson: Once the plans are finalized, will this section be constructed all at once or in portions? For instance, GV-3 trail (segment identified on the map) might be a good start as roadways elsewhere could be used in the interim. Danny McCullough: Who knows how and what timing segments would be built. Say Three Rivers is building this eight years from now, which is realistic if the plan is approved, we'd probably break it into segments to Cedar Lake, then north Cedar Lake to Cedar Lake. We'd find logical connections, favoring connections to other regional trails.

- Dave Carlson: Dakota Ave. is a recent bikeway... sharrows north of Minnetonka Blvd., bike lanes south of Minnetonka to Wooddale. Greg Anderson: I'd agree that's a pretty natural choice.
- Lou Miranda: As someone who lives near the southern terminus and travels the north-south roads quite a bit, Louisiana route is pretty awful, it's a highway for part of it. For Dakota, it's a bike route. We're talking about parking, there was a lot of people who turned out and complained about losing parking. Do you guys generally have painted on-street bikeways? Danny: We do not. We do in some very limited locations, one in Robbinsdale where the regional trial goes through a very very low volume street — less than 40 cars a day kind of street — and a very narrow right of way, so it made sense to do a sharrow. We wouldn't do that on Dakota. Near Dakota Park, we're looking at taking parking for a block or two, which would save the trees and the sidewalk and fit an 8-foot regional trail. About 20 percent of trees are ash, but there are some nice trees. People are concerned about tree loss, and so are we; we're a park agency. Keeping the parking, you would lose the sidewalk and trees and put the trail closer to residences. We would not advocate for an on-street facility and nothing else. Lou: It surprises me when people in suburbs who have garages and driveways want street parking. Danny: We did a parking study that determined the parking there now is adequate. It's a hard balance. Everybody wants everything. But how much of a responsibility is it for a public agency to deliver parking for private vehicles?
- Billy Binder: Talking about private property, is the railroad on board with using their property? Danny McCullough: Verbally, yes. We have nothing in writing. Railroads notoriously are difficult to work with, but we have a good relationship. There is a lot of space there. If we build a trail on the far west edge of the property and build a fence, they might lease it to us. If they ever kick us out, we would have to go to the road. But so far they say it's feasible. Billy: Is this the same railroad abandoning the spur? Danny: That's farther north. It's really low and it doesn't connect a lot. Billy: It goes under both 100 and 55. Danny: But the spur beyond that is an orphan segment. I'm not saying it's a totally bad deal, but unless they come back with a different proposal I don't think it's useful. Billy: There are few opportunities to make connections under 100 and 55.
- Please go to our project [Web site](#) and leave feedback. We'll probably wrap up engagement at the end of September.

- **University Avenue and Fourth Street SE MnDOT project draft resolution 5:25 – 6:00**

- Jenny Ackerson: Myself, Billy Binder, Tammy McLemore and Jordan Kocak met to discuss the University and Fourth project and draft a resolution. MnDOT seemed to jump to a conclusion on what would be there, with a one-way bikeway on University and Fourth, even though the county has a two-way on University. We wanted to be sure the public could see all options before a decision is made.
- Jenny Ackerson read aloud the draft resolution.
- The resolution requests that MnDOT create a two-way bikeway concept with street level and sidewalk level suboptions on University and to share it as part of the engagement process.
- Lou Miranda moved to adopt the resolution. Billy Binder seconded the motion. The floor was opened to discussion.

- Billy Binder: This is a hugely important corridor linking the U with dormitories, Central Avenue to downtown and all the massive amounts of housing being built. This corridor always has lots of university students. 564 bikes a day in 2017, 348 bikes a day in 2022. Those are massive numbers. The Midtown Greenway exceeds that, but I don't know what else does. The ATC studied it carefully when we presented options on the same street from Oak to 10th. This takes 10th further west. We suggested two-way on University because people ride that way as it is. About 6 percent today ride the wrong way. The Minneapolis Bicycle Advisory Committee chair, Elissa Schufman, was there and she said she accepts reality and supports two-way because that's how people are using it. She said she supports consistency and safety. Jordan Kocak: The way the resolution is written is a little different, it's just asking, the two-way option wasn't even allowed to be on the table when it went to the public. It's asking to have a chance to talk about the merits rather than eliminating it beforehand.
- Courtney Costigan: I appreciate you, Jenny, Billy and others who worked on it. I think we need to option to look at two-way. If we're all cyclists or walkers, we've gone through that area of the city. I strongly agree with what you've written here.
- Suzy Scotty: I'm the representative for MnDOT on this committee and I'm on the project team for this project. I appreciate you writing this resolution. It's definitely something the project team will be talking about. I joined the project about six weeks ago and can't fully attest to how that decision was made. This project ended up with the options it has because of the seriously constrained space. On the other side of 35 they have a lot more space to work with, and traffic looks different as far as biking and walking goes. With the limited amount of space not only on University, but also on Fourth, which is even narrower. The one-way bike lanes were just the best option to have the most amount of comfortable riding space. But again, I do think this resolution is important and is a very important point to bring up. Please reach out to me with comments or questions now or later. My email address is suzanne.scotty@state.mn.us.
- The resolution was adopted on a voice vote.
- Jordan Kocak: I'm going to ask Ben Klismith, who presented on it last month, for a response. I think it's appropriate and warranted on this project. I'll ask them to take action in some way.

- **Member Announcements**

5:39 – 5:45

- Greg Anderson shared some highlights from his trip with Dave Carlson to northern Spain and France for the Tour de France. They caught the beginning and end of Stage 1 of the in Bilbao. This was Dave's I think second time at the Tour. We saw the end of stage 2 in a very crowded Saint-Sébastien. It was I think the first time it started in Spain, so that was interesting. I have a high school friend who lives in France and it went right through the city. They go pretty fast; we never made it to any really high stages where they're going slower. We made it to Stage 6 through Pierrefitte-Nestalas, then they went on a climb. Maybe Dave can put some videos together and share them later. It's very, very active biking in Paris, even with lots of traffic. It was a blast. We were in Paris on Bastille Day, too. Jets flew over, parades. It was a very bikecentric trip. Spent four days biking in the Pyrenees. It was a lot of work, but we survived. I hope to share more than this at some point.

- Laura Mitchell: If you haven't already heard, the city of Minneapolis is looking to end their partnership with Our Streets for Open Streets. Please read more and reach out to your city council member (if you're in Minneapolis) with your thoughts! I'm happy to answer any questions. <https://www.ourstreetsmpls.org/public-statement-on-open-streets-mpls>
Our Streets is the nonprofit that does Open Streets for Minneapolis. Greg Anderson: They still maintain a good relationship, or not now? Laura Mitchell: I would say probably not if the relationship on Open Streets ends. It sounds like there will be a budget conversation on Thursday. Public Works proposed entirely cutting it. Jordan Kocak: If there's a lot of public pressure, they might be able to find another way to fund it.

- **Adjournment**

5:45

- Courtney Costigan moved to adjourn the meeting; Luke Van Santen seconded. The meeting adjourned at 5:45 p.m.

Next meeting:

September 18 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, September 18, 2023

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ KC Atkins, HC Public Works
- ✓ Emily Buell, HC Public Works
- ✓ Danny McCullough, Three Rivers Park
District
- ✓ Tracy Fosmo, Kimley-Horn
- ✓ Jake Knight, Metro Transit
- ✓ Christopher Bower, MnDOT
- ✓ James Weatherly, HC Public Works
- ✓ Jim Henricksen, MnDOT

Notes

- **Approval of the August 2023 minutes** **4:00 – 4:04**
 - Lou Miranda moved to approve the August 2023 minutes. Courtney Costigan seconded. The minutes were approved by voice vote.

- **MnDOT 47 /65 study and METRO F Line engineering** **4:05 – 5:01**
 - Jake Knight from the arterial BRT group at Metro Transit introduced the METRO F Line project, filling in for Alicia Valenti.
 - The project is coordinated with MnDOT's 47 / 65 project.
 - METRO F Line will be the region's sixth BRT line. It's a 13-mile corridor from downtown Minneapolis up Central and University avenues to Northtown Transit Center.
 - It will be an upgrade to Route 10, the region's fifth most used transit line.
 - The primary goal is to improve speed and reliability and attract more riders.
 - It's great for all-day and all-purpose trips. It has the greatest growth in the system today.



- It will have 32 stations with enhanced features. 25 will be built by the project. 13 in Minneapolis. Will service Nicollet Mall.
- Arterial BRT is designed to be faster, more reliable and easier to use.
- A Line, C Line and D Line are running. Other lines are in the works. F Line will be similar to those projects. Instead of stopping every block, it'll be every ¼ mile to ½ mile. High tech, high amenity, secure stations with payment before boarding. Will be able to board all doors on 60-foot vehicles. Better experience and faster.
- Working with agency partners to explore bus priority, including signal priority and lanes. Metro Transit doesn't control signals, agency partners do.
- Schedule: Corridor was identified in March 2021 as part of Network Next. Three versions of corridor plan establishing station locations prior to engineering. Final corridor plan was approved by the Metropolitan Council Aug. 9, 2023. Engineering and design is summer 2023 to 2024.
- 19 planned F Line stations in Minneapolis, about three stations per mile. Six stations on Nicollet Mall are existing, but will be upgraded with fare collection equipment.
- Station locations considerations include:
 - Pedestrian safety and environment
 - Land use and destinations
 - Spacing between stations
 - Existing ridership
 - Connecting transit service
 - Community input
 - Speed and reliability
 - Street design and available right of way
- When identifying stations, worked with MnDOT on the 47/65 study to be sure they don't preclude anything in MnDOT's work.
- Design details will focus on accessibility, maintainability.
- Preference for bike lanes behind the bus shelter where space allows.
- Minneapolis Street Design Guide, MnDOT Bicycle Facility Design Manual are important guides for this project.
- Central Avenue is a very tight corridor in some places. In this design phase we'll get into those details.
- Jake showed a platform typical layout. They're 60-plus feet long, with a six-foot clear zone between shelter and curb. Typical furnishing zone is about five feet deep. In some places it may shrink to three feet to accommodate other elements.
- Starting with established station locations.
- There will be opportunities for public review at select milestones.
- Placement of specific elements in platform locations is identified in this phase.
- In preliminary design phase, we're considering bus operations and architecture of BRT stations, street design standards of partners. Thinking about accessibility and safety for all users. Long-term maintainability, ability to create spaces that are easy to maintain and keep clean for our customers. Keeping in mind other corridor users.
- We will seek public input for feedback on our designs. They'll be able to influence placement of amenities and features in the broad platform areas. They can expect the stations to fit within neighborhood context.
- Getting input on sightlines and business visibility to be sure we strike that balance.

- Metro Transit has been working closely with MnDOT on this project for several years. Lowry Avenue project intersects the F Line project. Coordinating closely on the station at Central and Lowry. There's also a MnDOT project on 3rd Avenue in downtown Minneapolis between Washington and 1st Street. There is an F Line station proposed on that stretch.
- Greg Anderson: Any chance of having bike lockers at any stations? Jake Knight: That is not a typical feature of our platforms. I would not expect that to be prevalent throughout the corridor. However, it is in this design phase when we look at specific stations. It may become prevalent in station discussions.
- Jenny Ackerson: I'm doubling as Metro Transit's rep. We deal with the bike locker program and we're piloting a new vendor next year. They might appear at Columbia Heights transit center on this corridor.
- Haley Foydel: This is not related to F Line specifically, but BRT in general. I live near the D Line, which I love and adore. Have Metropolitan Council thought about designing stations to fit into the local area better? A lot of these stations look really nice in downtown, but when they're right in front of someone's house, they're very bright and stand out. Have you thought about designing for something to blend in with a neighborhood better instead of downtown? Jake Knight: Part of our program is to have consistency so people know what it is when they see it. It is in this phase that we do want to make sure when there's a platform close to someone's home or business, that we're siting those elements in a way that doesn't block important features. However, changing a shelter or a pylon is something we try to avoid, for consistency, wayfinding, accessibility and there is a procurement element. It is something we do hear fairly often, and it is something we do need to consider in the future.

MnDOT's 47/65 Study

- Chris Bower North Area Engineer and project manager for the 47 and 65 study: Last here in May 2022, when I covered background on the study and what we're trying to do. I won't repeat, that but I'll review: It's a PEL study that's been underway for a couple of years with a lot of community engagement. We've received more than 2,000 comments on what the community would like to see for University and Central. I'm here to share some alternatives.
- A PEL study tries to take a universe of alternatives and narrow them down to feasible options. We aren't choosing a preferred alternative, that comes later. Consider a PEL study a 5 percent design rather than the 30 or 60 percent this group might often see.
- The PEL is nearing the end of its process. The last step is these alternatives. Expect a draft report later this year.
- Primary needs: Safety of all users and pavement condition. Notable that safety comes before mobility in this corridor.
- Secondary needs: Mobility of all users
- Additional considerations
 - Consistency with Minneapolis Transportation Action Plan
 - Consistency with Minneapolis Vision Zero Plan
 - Compatible with F Line BRT
- Chris showed an image of University today, with four lanes undivided, little space for a sidewalk, no bikeway. High motor vehicle speeds.

- Alternative 1: Fewer general lanes, 2-lane and 3-lane options. That doesn't mean it'll be the same the whole length, but future designers should have the flexibility to choose two or three lanes based on the needs. It can function just fine without four lanes.
- Introduce green space, trees and traffic calming. Lack of these features is contributing to crashes today.
- Implement bicycling facilities in accordance with Minneapolis Transportation Action Plan. Expect to see with any future projects bike facilities.
- General recommendations for intersection improvements. We don't get into specific locations for which features, just generally.
- Chris showed two visualizations, one with a tree-planted median and two general lanes with boulevard and sidewalks, then a three-lane section with sidewalks.
- Chris showed an image of Central today, with four-lane undivided.
- The concepts have fewer motor vehicle lanes. Central has more vehicles turning left, so the study will recommend a left turn lane throughout Minneapolis (three lanes).
- Recommend sidewalk-level separated bike lane.
- Where space allows, bus-only lanes. Could be one direction only in some areas.
- General recommendations for intersection improvements.
- Chris showed three lane section, sidewalk level bikeways, bus only lane on one direction, sidewalks.
- Next steps
 - Nearing the end of this study. Construction will fall to future projects.
 - University 27th to Central resurfacing for 2027. 2024 community engagement, preliminary design and grant applications. 2025/2026 final design, 2027 construction.
 - Central has multiple planned projects.
 - 23/24 Coordination with F Line BRT platform design, preliminary design for future Central Avenue where it overlaps with F Line BRT. For whole corridor, not just station areas.
 - 2025/26 F Line BRT construction
 - 2026 bridge repairs over Burlington Northern Santa Fe railroad, two bridges
 - 2030 Central in MnDOT 10-year plan for a resurfacing.
- Tammy McLemore: There was a statement for applying for grants. Will that be state, federal, both? Chris Bower: It's to be determined for what grants we might apply for and who might apply for it. Sometimes MnDOT isn't eligible and we have to partner with a local agency. We don't know today but it's on our radar to work with partners on in the 2024 time frame.
- Jenny Ackerson: Both are considered trunk highways. Are they staying with the same designation? Are they planned to accommodate large trucks? Chris Bower: They are trunk highways today. MnDOT has a list of potential turnbacks, which maybe at some point may become a county roadway or a city roadway. There's nothing definitive to do that, but it's possible in the future. Regardless, whoever's jurisdiction they're under, they are important trucking corridors. There's a rail terminal between Columbia Heights and Minneapolis. Those trucks exist today and will exist for the foreseeable future no matter whose road it is. We're trying to improve safety for people walking, biking, using transit. We are trying to strike the balance of accommodating freight and improving safety.

- Jenny Ackerson: The sequencing, with a sidewalk-level bike lane, in the future design, there might be bike lane behind the station and the rest would come in 2030 or whenever? Chris Bower: That's exactly what we're working with Metro Transit on right now. I don't have the design details today, we're continuing to work on it, but we want to be in a position where we might be able to add those bike facilities. Jake Knight: Our explicit partnership with MnDOT right now on the preliminary layout is important for phasing of bikeways and other elements. If there is misalignment, we can anticipate and understand what that's going to be and have a transition. We don't have a great answer on it will be this or that, but we're working toward that.
- Billy Binder: More than five years ago I attend a meeting with councilmember Kevin Reich and other to talk about how to get bike lanes on Central from Broadway to the river to connect with the bike lanes already on Central north of 14th, then the railroad bridge came in. We were told that can't happen until there's a 4-3 conversion between 8th and the river. Now you're saying you're going to do a 4-3 conversion on Central. Is that correct? Chris Bower: I wasn't there so I don't know the details there, but that is the plan, a 4-3 on Central and University. Billy: If a 4-3, why not do that now and put in bike lanes to connect Northeast with downtown along Central, from 29th downtown seamlessly? The bike lanes went in on Central when councilmember Kevin Reich called Tom Sorel (former MnDOT commissioner) and said you're doing a repaving, I'd like bike lanes. Sorel said we don't have bike lanes on state highways, Wright said why don't we try? And they did. My questions is why wouldn't we put the bike lanes in when the 4-3 conversion happens rather than waiting for the 2030 resurfacing? Chris: I wasn't there at those previous conversations, so I don't know what was said there. The PEL study establishes a vision for future projects, but there isn't a specific project to make these happen now. One thing we've learned in this study, what would it take to do these things. It is not an easy thing to do what I'm showing on the screen (4-3 with bus lanes, sidewalk level bikeway) or even a 4-3 conversion. For part of it there is a median, and two bridges. It's no small thing to tear out a median on a bridge and modify a bridge. Billy: There's plenty of space out there, I measured it myself. The real problem is between 8th and University, the parking there is a real chokepoint. I can go out there with a can of paint and a broom and do it myself. I'd love to walk that stretch with you at your earliest convenience and I can show you it can be done. Chris: I work in Anoka and Ramsey counties, but I'll share your comments with my counterpart in the western area. Jim Henrickson: Billy, I am Chris' counterpart in this area. My contact information is: jim.henricksen@state.mn.us 651-234-7782.
- Haley Foydel: I appreciate sidewalk-level bikeways, but as a biker I find the places where they transition back into the road really dangerous. The county/city often fail to explicitly label the bike lane reappearing next to traffic — or even provide a full bike lane. The newer construction on Cedar & 42nd is a great example of this. Will these transition points be painted and labeled to make it safer for bikers and more obvious for drivers? Jenny Ackerson: I agree, these transitions are really important and often read as confusing or dangerous for all people involved. Laura Mitchell: Yep, agreed. They can get really messy and confusing! Haley: It might be safer for that 500 feet, but when you're thrown back into traffic it's just more dangerous. Chris Bower: Our vision for Central is consistent for the whole corridor to have a separated bikeway. The difficult thing is it's probably not possible to do all that at one time. It may come together in several pieces. Some of those

transitions probably will have to occur. Jake Knight: We've gotten this comment several times, that we don't just drop people from a safe space to an unsafe space. We're very keyed in on that potential conflict as we look at phasing.

- Lou Miranda: The first slide was primary needs and secondary needs. Under additional considerations, Minneapolis plans, I think should be higher than that. I don't see VMT reduction or climate change anywhere. Chris Bower: We had a number of additional considerations, I don't remember whether VMT reduction was in there. Safety is the top priority, we've had serious and fatal crashes on the corridors, including people walking and biking. For supporting VMT reduction goals, the safety improvements prioritizing over mobility, hopefully will support goals of VMT reduction and mode shift, even if it's not an explicit goal. I hope the safety improvements help get us there. Lou: You say safety is more important, but I don't think it should trump mobility, the point is to move people. I think what is missing is the prioritization of biking, transit, walking over cars. I don't see mobility being lower. Chris: The highway does need to move everyone. Calling mobility a secondary need, doesn't mean we won't serve that need. In Anoka County, north of 694, they are four-lane roadways and the study recommends keeping them that way. The traffic volumes need those lanes. Lou: I think it's important to point out safety for everyone includes fewer cars. Bus drivers, pedestrians, bikers aren't killing people. MnDOT needs to get away from accommodating or alternatives. You should be prioritizing transit on this corridor. Did you consider a center-running bus lane that can be reversed? Chris: It's not as efficient with space. We do have a constrained urban corridor. Finding space for center-running platform is not possible. North of Minneapolis, where it's not so constrained, it could be an option. Lou: I don't mean to criticize you, but I do mean to criticize MnDOT. They talk the talk about reducing reliance on cars, but they're all about cars. To reduce VMT you have to make it less convenient for cars and more comfortable for people walking and biking.

- **Hennepin County Cost Participation and Partnerships Program**

5:01 – 5:27

- Emily Buell, capital improvement program coordinator at Hennepin County, introduced herself and James Weatherly from capital planning: We'll provide a high-level overview of the capital improvement program, the cost participation and partnership process and external funding opportunities with the regional solicitation and the highway safety improvement program.
- Emily showed a process diagram for the county's 2023-2027 capital improvement plan (CIP). Development of the CIP is a lengthy process. It started in fall 2021 for approval at the end of 2022. The department request version of the CIP comes in May 2022.
- The project prioritization process happens every two years to enter into the CIP. It's every two years because it's a big process and on the off years we work on external funding applications.
- For the 2023 CIP, we used the 2022 prioritization to inform the new projects. It was not a heavy prioritization year.
- Working on 2024 CIP now.
- Summer 2024 we're work on prioritization for 2026 CIP.

- Department request version in May of each year. Spring and summer has milestones including administrator request based on department requests. Then the Capital Budget Task Force recommends one to the County Board, then the Board makes any changes and approves the final version.
- Transportation program funding had revenues of \$395 million and expenditure of \$395 million. A majority of revenues comes from the state (\$165 million), plus a large portion (\$75 million) from the federal government. Other sources include cities (\$41 million) property tax (\$10 million) (most flexible but the least available) and county bonds (\$105 million).
- Expenditures were \$61 million for existing program, \$33 million for new project requests and \$301 million for transportation supplemental capital activities (TSCAs).
- Seven new project requests for 2023-2027. Two bridge, one drainage, three roadway. Pavement rehab program also had corridors.
- Transportation projects [webmap](#) shows projects in our CIP, planned, in design and active. We'll add new CIP projects after the projects are approved, hopefully in December 2023.
- We had \$61 million over five years in TSCAs. They provide funding for unplanned needs that arise through the year. CIP projects are in development for many years, but TSCAs happen over a much shorter timeframe.
 - Consultant services
 - Safety and asset management. Safety improvements, signal upgrades.
 - Cost participation and partnerships program
- James Weatherly gave an overview of the participation and partnerships program: We've overhauled how it evaluated requests for participating financially in transportation projects with partners along a county roadway.
 - Past several years the county has included funding for the five-year CIP to participate in externally led projects. Previously requests would be evaluated ad hoc as requests came in.
 - In January 2022 the county established guidelines for a more formal request and evaluation process.
 - Notice of funding opportunity goes out in January, agencies submit requests in May, staff evaluate in summer, recommendations in fall and board approval in winter.
 - Wide range of eligible projects.
 - We evaluate proposals based on disparity reduction, climate action, project readiness, safety and asset condition. A group of county staff with expertise across these elements evaluates requests.
 - This new process creates an opportunity to leverage funding on a short timeframe.
 - These projects are on corridors not scheduled for a bigger construction projects.
 - Approximately \$3 million to \$3.5 million is available per year. Specific funding goals are established for multimodal and safety improvements.
 - Two projects from last year to highlight: Minnetonka was awarded \$343,000 funding to help bury overhead utilities with construction of trail on Hopkins Crossroad from Wayzata Boulevard to Cedar Lake Road. Loretto was awarded \$50,000 to help close a sidewalk gap on Medina from Railway Street to Elsen Street.

- Emily: Quite a number of funding opportunities are coming with recent legislation at state and federal level. I'll highlight a couple we consistently apply to:
 - Regional solicitation. Every two years this funding comes around, and we usually have good success. In 2022 we submitted 14 projects and were awarded 11 of those for construction in 2026 and 2027. We're working on the 2024 cycle with a deadline in December of this year for 2028 and 2029. I'll give a couple of examples from the last application round.
 - Example 1: Cedar Avenue reconstruction from 24th Street to 150 feet north of Lake Street. Construction in 2026, preliminary engagement underway.
 - Example 2: Marshall Street NE reconstruction from 3rd Avenue to Lowry Avenue NE. Anticipated construction in 2027. Multimodal improvements informed by 2018 design study. Two-way bikeway on the river side of Marshall and pedestrian improvements along and across Marshall. Will connect to bike facilities between Hennepin/1st and 3rd Ave NE.
 - Highway Safety Improvement Program. Every two years administered by MnDOT. We submitted 7 projects and got 6 of those funded for 2026 and 2027. It's a great opportunity to make safety improvements at intersections and corridors. 2024 cycle due February 1 for 2028 and 2029 construction. Currently looking at potential candidates. One project to highlight from the last round.
 - Multimodal safety improvements along Douglas Drive in Crystal at 31st, 32, 36, 38 and Fairview. Identified needs through county walk audit. Scheduled for 2026 construction, paired one year in advance of a 2027 pavement rehab.
- Resources: [2023-2027 CIP](#), Regional solicitation applications on Met Council [Web site](#); Transportation capital projects [map](#).
- Billy Binder: Thanks for Marshall Street Northeast. We've been working on that almost as long as bike lanes on Central Avenue Northeast. It's going to be big improvements, for the Park Board, too.
- Danny McCullough: The TSCAs you referred to: There's about \$7 million available every two years or so. The requests for those funds, is that always in coordination for another county road project? Say Douglas Drive the county is doing an overlay and we have long-term plans for a trail. Would that be the funding source to apply for to build a regional trail? Emily: Yes, you could apply for that, but it doesn't have to be in coordination with another county project. Danny: So just as long as it's on a county road? Emily: Yes.
- Greg Anderson: With the cities' involvements, do you find all cities are equally competitive, or do you have to pull it out of them? Emily: Prior to this process, we were evaluating requests case by case. This process definitely levels the playing field. It's helped, and we do try to promote the process so cities will apply. James: We have annual outreach to cities and definitely have highlighted this process. We did see increased applications in the second cycle. There is good geographic spread across the county.

- **MnDOT University Avenue and 4th Street SE**

5:27 – 5:43

- Suzy Scotty from MnDOT gave a project update on University and 4th Street. The project Web page is <https://www.dot.state.mn.us/metro/projects/universityave-4thstmpls/index.html>.

- Thank you for your feedback and resolution. Our general response is we've chosen the one-way bike facility for a number of reasons. I'll chat through those for perspective on that.
 - Conversation has been going on for a number of years. The evaluation and planning discussions for the two-way bikeway was to wrap around the U of M East Bank campus on the inside of the roadways.
 - There are challenges extending two-way west to our segment, including protected signal phasing at 35W at both bridges. Those phasings can get tricky. Two-way bikeway interaction with the ramps can be very dangerous as well. You not only see more delay for vehicles, but also more delay for bikes as they wait for their opportunity to cross. It's easier for one-way bikeways.
 - The Hennepin County side has a two-way facility only to 10th. That was a consideration.
 - Did not have a lot of space to work with, especially on 4th. Having only a one-way leaves more space to make a more comfortable bikeway.
 - Budget considerations. It's more expensive.
 - We've started public engagement and will take into considerations feedback from the ATC and similar groups.
 - I just wanted to respond, I know the group put a lot of thought and effort into the discussion and resolution.
 - Jenny Ackerson: Thank you for relaying those considerations. It seems it was well thought out and reasoned. Could we get a written version of what you conveyed? Are you able to shared any updates on when we might see alternative cross sections? We've only had a verbal description. Suzy: I can talk with our team and get something written down for you. We have started engagement. Our second event is right now. We do have cross sections that I'm happy to share. One on-road, one off-road. There is a walk/bike audit tomorrow evening open to the public if anyone's interested in joining.
 - Billy Binder: Very disappointing, one lane. It doesn't continue the Hennepin County two-lane, and bike lanes on Central and University. Direct connection to Marshall Street, to the University area. 400 bikes counted, 300 bikes counted, maybe the busiest place for bikes in Minneapolis, the county or even the state. You really should try to do something for climate change, for safety, and you're worried about budget constraints. I measured the current bike lanes on University at 13 feet, that could easily fit a two-way bikeway. And if you need more, you could take space from the precious motor vehicle lanes. This is very disappointing. I'm figuring out next steps to talk to people and get this changed. Suzy: It definitely is noted. I will say that in this corridor we are trying to give space to hundreds of people walking in the corridor, not that one is more important than the other, but we do want to balance that. Billy: You do know there's 13-foot one-way bike lanes eastbound on University? Suzy: Yes. Billy: What's the constraint, then? Suzy: Given the volume of bike traffic, our standards would require more than 13, between 13 feet and 15. If we kept that 13 feet for bikes, we couldn't have buffers or boulevard. Billy: I'll make the same offer to meet you out there with tape measure. It's just another two feet of space. I'm happy to meet you out there. Suzy: Jim, who provided his contact information

earlier, would be the person to contact. Tomorrow's bike walk audit also would be good to attend.

- Greg Anderson: It took us a long time to come to a two-way recommendation. A lot of us, our biggest reservation, amounted to counterflow riding against traffic was scary to at least some of us. I still have that concern. I'm probably more in line with what you've come up with. It's a tough call. We can't just assume everything's going to be safe.
- Bike walk audit September 19, meeting at Holmes Park at 4 p.m. Project team members will be there.

- **Member announcements**

5:43 – 5:44

- Larissa Lavrov: The Raptor Center at the University of Minnesota is in dire need of fish. They would love your donations of fish. If you catch a pike or whatever, you can donate it to feed to raptors. It's a great way to involve kids. Raptor.umn.edu.

- **Adjournment**

5:44

- LarissaLavrov moved to adjourn the meeting; Lou Miranda seconded. The meeting adjourned at 5:44 p.m.

Next meeting:

October 16 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, October 16, 2023

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ Nathan Ellingson, HC Public Works
- ✓ Luke Sandstrom, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Danny McCullough, Three Rivers Park District
- ✓ Haila Maze, Bolton & Menk
- ✓ Peter Bennett, Minneapolis
- ✓ Aaron Warford, Bolton & Menk
- ✓ Christina Perfetti,
- ✓ Chad Casey, MnDOT
- ✓ Michael Samuelson, MnDOT

Notes

- **Approval of the September 2023 minutes** **4:00 – 4:07**
 - Billy Binder moved to approve the September 2023 minutes after a correction to a person's name. Courtney Costigan seconded. The minutes were approved by voice vote.
- **Highway 169 and CSAH 5 interchange** **4:07 – 4:30**
 - Chad Casey, design engineer from MnDOT introduced the Highway 169 and CSAH 5 (Minnetonka Boulevard) interchange project.
 - The signals were installed in 1987. Want to replace them before they become unreliable. Need to bring up to accessibility standards.
 - Existing free right is a safety concern. Would like to remove it and replace with something safer.



- Let project in October 2024 with construction in 2025. Budget of \$1 million. \$325,000 county share for 50 percent share on signals.
- Not an identified crash problem, but they are an issue elsewhere nearby.
- We know people walk across the intersection using goat paths.
- Today there is a shared use trail on the south side and no bikeway westbound.
- Can't afford to do a westbound bikeway with this project.
- Plan in draft capital improvement program for 2030. Looking at potentially delaying project to match with a county reconstruction. Working with Traffic and Signals group to identify whether it's a current problem, whether we can push it out that far. Meeting with Eric Drager from the county to see if we can plan to move it out to align with the future project.
- Luke Van Santen: Are there any details on what the reconstruct might look like? Is there any chance of a roundabout like Louisiana and 7, would that make the need for signals go away? Chad Casey: Good question, that's the kind of thing we need to talk with Eric about. Haven't heard about a roundabout, I think it's more geared toward the pavement. No overlay on the concrete under the bridge; it's in rough shape. If the pavement is reconstructed, there's a lot we can do with that scope, off-street bike lanes and that sort of thing. That's the ideal scenario if we can come up with an agreement for that. I'm guessing a roundabout is not in the scope, but Eric will know more.
- Chad Casey showed a preliminary layout with ideas to remove the sweeping right turn lane. Usually would get rid of the island, but with the sharp angle with right-turning trucks, it would leave a huge intersection. We're suggesting a smart channel, which has been used in other parts of the country. It improves access and safety for pedestrians, with enough room for trucks. We would stripe it for a car, but trucks could still make the move. We've considered different kinds of pavement, potentially raising it, but we'd have to work through maintenance and snow plowing.
- Adding 5-foot sidewalk with 3-foot boulevard. No property acquisition.
- 7-foot bike lane.
- Lee Newman: There's not a lot of pedestrian traffic on the north side of Minnetonka Boulevard there. I don't think we want to encourage that. There is a ped/bike facility on the south side where people can safely navigate. Luke Van Santen: It's tough for people to get to from the north. Maybe if there was a crossing to the east. Jordan Kocak: When the county reconstruction does come, we would almost certainly put trail or sidewalk on both sides. This would be consistent with that future reconstruction or vision for the corridor. Lee: How do people get to the trail on the south side now? Chad Casey: I think there are people who walk here and cross where there is no sidewalk. It's not a very good place to cross with the curve.
- Luke Van Santen: How far back does the bike lane go? Chad Casey: It would be to Independence Avenue, through the intersection, then to the shoulder on the west side. Luke: Seven-foot striped bike lane under the bridge, but it dies on the other side? Chad: We do show it coming across the ramp and transition to the shoulder that's out there now.
- Chad Casey: It sounds like it would be best if we could push this off and do it with the bigger reconstruct project? Luke Van Santen: I definitely agree with that with the caveat that if maintenance on the signals is becoming problematic that needs to be considered more. Chad: Hopefully we'll find out more on that reconstruct. If we're going to be

changing profiles in the future, it might make sense to put it off. But if it's staying close, we might want to do it and match what it will be.

- Greg Anderson: Pending your discussion, it might make sense to delay it.
- Greg Anderson: If you don't go ahead with it, could you still tweak it a little for the westbound cyclists? Chad Casey: It is just striping, I think that would be doable.
- Luke Van Santen: It seems it'd be really, really nice to extend it and get some good signage so people expecting to make that turn to northbound they're aware there's a bike lane there and they should be watching out for people. Chad Casey: Yes, we would work with the county and city on that.
- Greg Anderson: With the 2030 possibility, for the slanted piece of concrete under 169, is it possible to take a slice out and put a retaining wall in? Chad Casey: Potentially. There might be other ways to handle the same issue to get some room. A wall in the median could get some room. There are options.
- Luke Van Santen: Jordan, is there anybody at the county to find out about the 2030 reconstruct? See if there's opportunity for input. Jordan: There is a county point of contact working with Chad. I think the right people are connected with and talking to MnDOT. Luke: Is that person available to talk to the ATC. Jordan: I can ask about when would make sense to share with the ATC.

- **Franklin Avenue reconstruction**

4:30 – 5:08

- Nathan Ellingson from Hennepin County Transportation Design introduced himself, the project, Haila Maze with Bolton & Menk, Aaron Warford with Bolton & Menk and Peter Bennett with Minneapolis.
- The project Web site is [Hennepin.us/franklincorridor](https://hennepin.us/franklincorridor)
- We brought this project to the ATC last in April 2023. Since then, doing more engagement. Selected preferred alternative for a cross-section. Working with applying that preferred alternative to a layout. We'd like to show some progress on that layout.
- Haila Maze presented on the update:
- Immediately east of city's project on Franklin.
- Reconstruct focused on safety improvements, improving ped, bike and transit accommodations along with streetscape and stormwater improvements.
- 2019-2022 planning. We're in design until 2025, construction in 2025-2026.
- Public engagement:
 - Phase I was existing conditions
 - Phase II showed concepts and the public giving feedback
 - Open house focused on meeting goals of community
- Asked directly about concepts.
- Center turn lane was the most favored design in surveys. 74 percent rated the design "good" or "great." Concept separates bike and ped facilities.
- Haila Maze showed concepts that were considered, including concrete medians, shared use trails and on-street bikeways.
- Aaron Warford: Pretty early on we eliminated the four-lane road. It's a non-starter anymore. Safety issues for driving, people walking and biking. You don't see any option for a four-lane road here.
- Haila Maze: The selection criteria were:

- Ped safety and walkability
 - Bike safety and bikeability
 - Vehicle safety
 - Transit access
 - Vehicle mobility
 - Social, economic and environmental considerations
- Proposed design: Center turn lane
 - Three lane design with center turn lane and median opportunities
 - Sidewalk and bike or shared use path on both sides
 - Boulevards with green space
 - Removal of parking
 - Haila Maze showed a concept rendering near Portland Avenue, which included separated facilities, landscaped boulevards and a pedestrian crossing.
 - Aaron Warford: The typical section doesn't fit everywhere. The whole corridor is a mile and a quarter. There are some consistencies we can find in our four segments.
 - Segment 1 is the most favorable for design. We have about 67 feet to work with.
 - Aaron Warford showed an intersection design concept at Pleasant Avenue: Pleasant Avenue is almost at the end of the residential district in segment 1. It's an example of how we plan to handle transit upgrades. The intersection is offset a bit, helping with left turns.
 - Separated bike lanes, transit stop, sidewalks. Working with Metro Transit on the stops.
 - Bus stop is shifted a bit east to allow for pedestrian crossing and median, which prevents people from driving around a stopped bus.
 - Aaron Warford showed a concept for Pillsbury Avenue. Median restricting crossing movements and left turns. Pretty significant benefit of protection for people wanting to cross Franklin.
 - Aaron Warford showed a concept for Blaisdell / La Salle intersection. Looking at designs that would pull bikes off the road. We have heard a southbound right-turning vehicle might have trouble seeing someone crossing, as it is quite far from the lane.
 - Segment is where things start to get challenging. It's the most restricted part, 59 feet of usable right of way. We won't be able to get our full typical section in there. 1st to Clinton, constricted on all sides and some important intersections.
 - Aaron Warford showed a concept for the intersection with 1st Ave: 1st Ave is a priority for the city. We'll be building the intersection with our project. One-way northbound. Bikeway on 1st would be on the west side. On the east side of intersection we get into constraints, with retaining walls and steps into building. We transition to a shared-use path, but we have a concept to maintain separated facilities for a block or two. At some point we will have to transition to a shared-use path. A lot of feedback is to keep it separated as long as we can.
 - Segment 3: Probably the most unique, Clinton to Portland, with bridge over 35W. Traffic volumes spike from 14,000 to approaching 24,000 vehicles, predominantly the movements between Portland and 35W. Most of the work has been those movements while maintaining access for all users. Transitions out of shared use path; concept now puts people biking onto the road. Looking to separate the bikeways somehow, with barrier or curb area. Bridge itself is relatively new; we will not be knocking down a four-year-old bridge. Two very heavy movements, eastbound left turn and westbound right

turn. Potentially a look-ahead lane. Possible restricting left turns at 4th Avenue, making it a right-in right-out. At 5th, potentially right turn lane alleviating congestion backing up to Portland Avenue at peak periods.

- Extend median to help with crossings. At minimum restricting westbound left turns onto 5th and helping with crossings.
- Meeting with neighborhoods prior to public comment.
- Segment 4, similar to Segment 1. Things open back up with about 68 feet of space. We can mostly maintain our boulevards and green space.
- Portland and Park are important roads here. Future projects on both. We will be constructing the intersections with the Franklin Avenue project. We're going to make sure we don't do anything to preclude the coming improvements. They'll have lane reductions as well. We expect to have quite a bit of room.
- Concept at Oakland includes bumpouts, green space, median at Oakland Avenue. Proposing working with Metro Transit to relocate bus stop. Right not the stop is between Portland and the 35W bridge. Moving it to Oakland, we can put in a median to prevent passing the bus and provide protection for crossing.
- Looking at ways to end the project at Chicago. The eastbound bike facility will have to end. Recent construction of ped crossing at Columbus, which we'll keep. Not going all the way to Chicago Avenue. Residents suggested putting the bikeway in Peavey Park connecting to the existing trail.
- Will coordinate with Park and Portland project. Linkage with bike facilities coming in and out of those.
- Items for discussion with residents and neighborhoods
 - Segment and intersection designs
 - Median placement
 - Green space and trees
 - On-street parking
- Asking where medians would make sense, where people cross.
- Lot of safety issues. We hear about near-misses all up and down the corridor.
- Parking removal: The priority exercise for the past 18 months, parking consistently was the lowest scoring item on the list. We've done three parking studies, one before the pandemic, two after. Parking use is pretty low. Already restricted during the day. Use is less than 20 percent, safety for Lyndale to Harriet. Side street parking is heavily used; we won't be touching that.
- Why remove parking?
 - Prioritizing community needs
 - Few people use it
 - Safer experience for all
- Green space and trees
 - Certainly a topic on the western third. North side of road, Pleasant to Blaisdell has concentration of high-value trees. Exploring ways to save those. Trees are right behind curb. As we shift the curb line in, we may look at opportunities to have the bikeway on the inside of the trees.
- Open house November 1 at Hope Community Center.
- Meeting with Lowry Hill East neighborhood later tonight, tomorrow Whitter Alliance, at Minneapolis Bicycle Advisory Committee last week, Pedestrian Advisory Committee this

week 10/19. Wrapping up before open house November 1. Pop-ups at Four Sisters Farmers Market 10/26 and Peavey Park 10/26.

- Nathan Ellingson: What we've showed you is a 10 to 15 percent design. We intend to come back to the group one more time in the next three months or so as the layout is finalized.
- Jordan Kocak: There's a lot to digest here. The presentation was in the materials. After this meeting if you think of anything or want to share anything, I can forward those to Nathan and the project team.
- Laura Mitchell: I'm so excited about this project. Agree with the idea of trying to keep the bikeway separated from the sidewalk whenever possible and carefully consider intersection design to ensure car drivers see bikes/peds. I live nearby and NEVER bike on Franklin (esp. with my kids) but will after this is done!
- Greg Anderson: In one of the non-green space options, it showed big light poles and concrete. What is the lighting going to be like on the preferred option? Aaron Warford: Our intent is to light the corridor with pedestrian level lighting. I don't know about continuous lighting of the corridor, but all intersections will be lit. We used a specific program to show the renderings, that's not what the lights would look like. The city has standards that we would use. Jordan Kocak: Peter, I thought the city has priority lighting routes where you'd do pedestrian scale lighting: Peter Bennett: It's on our ped priority network, so pedestrian scale lighting is required. It's lighting at a different level, not just for the roadway.

- **Cedar Avenue reconstruction**

5:08 – 5:28

- Luke Sandstrom from Hennepin County Transportation Design introduced the project. We were here a couple of weeks ago, since then we've done a couple of open houses. I want to update you on what we've done to date.
- We're going to reconstruct Cedar from Lake to 24th in south Minneapolis. Currently a two-way undivided with parking in some areas and turn lanes. Restriped from four lanes a few years ago. Last major project was in 1966. It's reached the end of its life and is ready for a reconstruction.
- Funded through the Metropolitan Council's regional solicitation using federal dollars.
- Schedule
 - Public engagement and engineering design through April 2024
 - May 2024 municipal consent
 - May 2024-Dec 2025 final engineering design
 - Summer 2026 construction
- We asked people what they thought should be the goals of the project. We have four that we modified based on engagement
 - Make it more comfortable for people walking, biking, rolling and using transit along the corridor. People disagreed with our using "multimodal." This is more plain language
 - Build a road for today and tomorrow that reflects the community values.
 - Design a livable, calmer, safer street
 - Make it easier to access nearby community destinations including parks, trail 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
- Design and engagement were separate contracts with parallel development. Engagement goals include
 - Inclusive, multicultural and prioritize community relationships.
- Community partners Little Earth, Midtown Greenway Coalition and Banyan Community are on the design team.
- Three phases repeating similar framework: Focus groups, workshops, pop-ups, flyers/factsheets, social media, open houses.
- Preliminary engagement to hear big concerns and to hear how we should do engagement. We heard from neighborhood, business corridors about road design, safety, community wellness. From Little Earth, we heard safety, community wellness, road design and other themes.
- At Open Streets we heard from people they mostly drive Cedar Avenue, but asking how they'd like to travel on Cedar, it's mostly biking and walking. People feel like they have to drive on Cedar the way it's set up now. If we had better facilities people would walk and bike it.
- Prioritization of issues from Phase I workshop
 - Environment and health
 - Ped
 - Bike
 - Public amenities
 - Transit
 - Gathering
 - Vehicles
 - Parking and delivery
- Existing conditions
 - 200 to 800 people walk or roll daily
 - 50-150 people bike daily
 - 1,200 people take transit daily
 - 14,800 – 17,800 people drive it daily
- Major intersections are 26th, Lake Street and Little Earth. For Driving it's Lake, 26th, 28th, 24th
- Lot of speeding and crashes with injuries. We have fatalities in vehicles and pedestrian and bike fatalities.
- Parking utilization, north end parking is restricted. It's a mostly residential corridor, with some businesses on the south end. Parking reflects that, with light use on the north and more near the businesses.
- Phase II workshop had cross-section options, with an 80-foot unconstrained option and a 64-foot constrained option. Technically speaking we have 80-feet of right of way, but over time people have put in retaining walls, slopes into the right of way. We'd like to not impact the retaining walls and fences. Internal constraint for retaining the trees. Most people built wider sidewalks. Transit lanes preferred over parking lanes.
- Phase III open house this fall or winter, going to city Pedestrian Advisory Committee and Bicycle Advisory Committee in November, as well as other groups mentioned before.
- Later this year we'll arrive at a preferred option.

• **Three Rivers Park District regional solicitation**

5:28 – 5:42

- Danny McCullough from Three Rivers Park District introduced the candidate projects for the district's applications for federal funding.
- Every two years Metropolitan Council has funding round, which we apply for for our trails.
- We intend to apply for 11 projects. Last time we had an ambitious application process and were award four projects. Applying for five new trail construction projects and 6 reconstruction projects.
- Construction in 2028-2029. It takes that long to do the planning, come up with matching funds and engineering.
- We're looking for a letter of support for our applications.
- Projects starting in the north:
 - Champlin new along Douglas drive CSAH 12 between Mississippi Gateway Park to downtown Champlin
 - Rush Creek Regional Trail underpass of Winnetka
 - Shingle Creek reg trail reconstruct along Noble Avenue. Currently a missing link, there's a wide concrete sidewalk, but everything else through Brooklyn Park and Brooklyn Center is a bituminous trail. We'd like to get this to that standard.
 - Reconstruct Medicine Lake Trail from Fish Lake Regional Park to I-94.
 - New construction small segment Crow River from Lake Rebecca Park to existing trail in Rockford, Wright County.
 - Medicine lake trail reconstruct; trail is over 30 years old Segment along Northwest Boulevard, CSAH 61
 - New CP regional trial north through New Hope and Crystal.
 - Wayzata connection Luce Line to Dakota Trail.
 - Reconstruct Lake Indy Trail in Orono. Trail is in really bad condition, want full reconstruction.
 - St. Louis Park full reconstruct of North Cedar Lake Trail. It's pushing 30 years. We've been putting project off because it's a detour route with Southwest construction.
 - Bloomington CP Trail south segment Highland Park to Nine-Mile Creek Regional Trail. Mix of new construct and reconstruction
- Luke Van Santen: Quite the list. I will definitely sign whatever letter we come up with. Do you know about Cedar Lake Trail to the east of your segment? Whether they're asking for funding for a reconstruct? That segment is worse than yours. Danny McCullough: I don't know, that's a question for Minneapolis Park and Recreation Board. You are right. As our segment gets closer to Minneapolis it gets worse. There are longitudinal cracks. We keep patching them and they keep reappearing the next year.
- Greg Anderson: Ferndale is under construction, I think I see new curbing. Your project would be off the roadway? Danny: Correct. It's not going to follow all the way down Ferndale. City project is south. Our trail would come into downtown Wayzata at Berry Avenue. We'd be kind of going over and up north of downtown. We'd love to go up and down Ferndale, but there's no appetite to do it. It's super narrow and a lot of houses. We settled on an alternative route. Luke Van Santent: Does the city still have that painted with a sharrow? Danny: Yes. And that's going to remain.

- Jordan Kocak: I'll set up a meeting between now and November ATC and we can put together a draft resolution. Lou Dzierzak would like to help draft the resolution along with Greg Anderson, Tammy McLemore and Jordan.

- **Highway 55 planning study**

5:42 – 6:07

- Mike Samuelson from MnDOT Metro District gave an update on the planning study along with Christina Perfetti from MnDOT.
- The project Web site is mndot.gov/metro/projects/olsonmemorialhwystudy
- I have quite a few things to go through
 - General update on study and corridor
 - Purpose and need engagement
 - Corridor needs and evaluation criteria
- Project is from Burlington Northern Santa Fe rail line / Golden Valley/Minneapolis border to downtown Minneapolis just east of I-94.
- Changes over past few months
 - Reconstructed pedestrian ramp
 - Pavement improvements. Last winter was really rough on 55.
 - Installed pedestrian safety project. Made temporary improvements last summer/fall. We used feedback from that to install more permanent improvements. Finished installing those last week. Bumpouts, narrowed lanes from 12 feet to 11 feet.
 - Partnered with Minneapolis to install art panels on bridge over I-94
- MnDOT applied for federal planning grant a couple of weeks ago. Expect to hear back in early 2024. We requested funding for 55 in Minneapolis as well as west as far as Medina.
- In middle of study process; purpose and need sets a vision for the corridor. Needs are identifying the transportation problem, purpose is about taking those problems and what a future project would want to do to address those problems.
- Prior to focusing on purpose and need, we did a lot of data collection and analysis.
- Study is not selecting preferred alternative. We're collecting data for later use.
- Workshops, community events, pop-up events, community leader conversations and other events from June to August.
 - How does it feel to use the road today?
 - What is your vision for the road?
 - What road features are important to you?
- Themes from engagement:
 - Safety. To move through the corridor and feel safe. Lower risk of crashes.
 - It's a multimodal corridor. It's an important street for people who live nearby.
 - Green spaces and natural features. Mature trees are valued, especially in the area affected by the 2011 tornado.
 - Gathering spaces providing spaces to gather, rest and explore.
- U.S. Department of Transportation's decisionmaking framework to address essential elements of National Environmental Policy Act requirements for a future project.
- Draft primary needs
 - Walkability/bikeability safety
 - Vehicle safety
 - Walkability/bikeability mobility

- Pavement condition
- Draft secondary needs
 - Infrastructure conditions (curb and gutter, signals)
 - Vehicle mobility transit
 - Vehicle mobility vehicle
 - Vehicle mobility freight
- 11 evaluation criteria
 - Environmental justice
 - History cultural resources
 - Threatened and endangered species
 - Vegetation management
 - Wetland impact
 - Traffic noise
 - Equity
 - Stormwater management and quality
 - Section 4F
 - Floodplains impacts
 - Property impacts
- Additional considerations outside transportation needs
 - Consistency with other plans
 - Cost/implementability, at this stage a gut-check
 - Right of way potential. Out of conversations with the city. City passed a resolution calling for changing use of the corridor outside transportation.
- Going next
 - Develop design alternatives for the corridor to meet purpose and need.
 - Evaluate design alternatives to identify how well they address the existing problems and determine if some designs should not be advanced for more study.
- Billy Binder: Two years ago the ATC said to MnDOT don't forget about the bike/ped trail that was supposed to be part of Bottineau. We asked you to slow the traffic for bikes/peds/transit on 55. If you ever went for a 6-4 lane reduction with consideration for a bike lane as a temporary improvement. 55 is too fast and too dangerous for people biking, walking and using wheelchairs today. What I see today is a turn lane that's worse than where we were before we started. Why didn't you come back to talk to use before you went ahead and put in these free-right turn lanes? Where's the dialog? Mike Samuelson: We had a number of discussions in the committee. In terms of the design installed in the past few weeks, we reduced lanes from 3 to 2 in each direction, only place with right turn lanes was at bus stops. We need to ensure for accessibility they can get to the curb. What we were able to do this year was tighten up some of the intersections and reduce the lane widths from 12 feet to 10 feet. We've gotten comments from residents and the city on a desire for bike lanes. We did not see a reduction in speeds, still seeing 50 mph. Concerns at MnDOT and other agencies of someone biking 8 or 10 miles an hour and someone driving 50 mph. We still see long-term bikes on MnDOT. Billy: Why didn't you narrow the lanes, put in barriers, put in bike lanes? Mike: We have narrowed the lanes, reduced the number of lanes, put up flex posts. We're collecting data on impacts to speeds. We'll look at whether we can install bike lanes in the interim.

- Luke Van Santen: The narrowed lanes, is that in one spot or what's the extent? Mike Samuelson: Border Avenue is east extent. Lanes are narrowed Thomas to Bryant. We're still pretty early, not at a point on specific design questions on lane width. MnDOT does have guidance on need for flexibility and concept when deciding how wide a lane should be. Definitely on the table but too early to say.
- Billy Binder: When will you be back to talk about separation of bikeways? Michael Samuelson: Jordan and I have emailed about sometime in early 2024 on the study; I'd be happy to update on the interim project, too.

- **Member announcements**

6:07 – 6:08

- Jordan Kocak: The county is hosting an open house for the Midtown Greenway access improvements at Soo Line Gardens. The project Web site is <https://www.hennepin.us/residents/transportation/midtown-greenway-access-improvements>

- **Adjournment**

6:08

- Tammy McLemore moved to adjourn the meeting; Gilbert Odonkor seconded. The meeting adjourned at 6:08 p.m.

Next meeting:

November 20 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, November 20, 2023

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call and Government Center Auditorium Room LL0300

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT
- ✓ John Mark Lucas, University of Minnesota

Guests:

- ✓ Ben Klismith, MnDOT
- ✓ Joshua Colas, SRF
- ✓ Matthew Dyrdaahl, Alta Planning + Design
- ✓ Kedar Conde, Soo Line Garden
- ✓ Greg Brown, URS

Notes

- **Approval of the October 2023 minutes** **4:02 – 4:05**
 - Billy Binder moved to approve the October 2023 minutes. Courtney Costigan seconded. The minutes were approved by voice vote.

- **Midtown Greenway Access Improvement** **4:05 – 4:42**
 - Greg Brown, consulting project manager and consultant from URS, introduced the project.
 - The project Web site is <https://www.hennepin.us/residents/transportation/midtown-greenway-access-improvements>
 - The project is on the Midtown Greenway between Harriet and Garfield avenues in Minneapolis at the Soo Line Garden site. Connects from the streets to the greenway at accessible grades of 5 percent or less.
 - Intended to improve access to the Greenway. The Greenway is limited in access due to being in a trench. There are few opportunities to allow for Americans with Disabilities Act



- access. There's about a 1.25-mile gap in access in Minneapolis. This project is roughly in the middle of that zone.
- It's access for the community, including people with disabilities.
 - Greg showed a map (available at the project Web site) highlighting the project's location in relation to other access.
 - They have two access options mostly using routes of existing mulch paths. The county tried a few switchback type options, but those were more impactful to the garden. The remaining options follow the existing trails.
 - Greg Brown showed option A, which included an 8-foot path immediately adjacent the alley off Garfield (which would move north a bit) and an 8-foot path east to Harriet.
 - Would directly impact 13 garden plots on the north side by putting the eastern trail at the far north of the site. Some space would be created south of the trail to balance that somewhat.
 - Raises the Greenway trail about three feet to reduce impacts from navigating the slope up to the street grade.
 - Option B centers the 8-foot trail on the existing mulch trail. Northern gardens would be impacted some, but not fully as with Option A. It creates green space on either side of trail next to the alley, creating a boulevard separating the trail from the alley.
 - Options A and B would both have 8-foot paved trail in the center running north-south.
 - At the southern end, it would be on Hennepin County Regional Railway Authority right of way. Both options would raise the Greenway trail about three feet.
 - Today there is 24,000 square feet of garden in 110 plots. Option A would affect 2,500 square feet; Option B would affect 2,630 square feet. About 1,300 square feet in A and 1,450 square feet in Option B could be converted back to garden afterward.
 - For the pollinator area:
 - Existing area 8,300 square feet
 - Option A 470 square feet
 - Potential conversion could add 2,100 square feet (plus 25 percent after construction)
 - There are 14 existing trees. Option A would remove one arbor vitae on the northwest corner. Option B would not remove any trees.
 - Project is unique in the need to be very sensitive to the gardeners. We're looking at materials outside our usual realm. We're considering porous materials so we're not feeding runoff any more than we have to. We're investigating a natural resin based pavement that we and agencies don't have experience with. It's mixed with sand or aggregate and looks like compacted earth. It's being used on bike park courses.
 - Schedule: We're near end of conceptual design. Doing environmental paperwork and MnDOT paperwork. With input from stakeholder agencies, public meetings and survey, we'll narrow it to one concept and present to Minneapolis Park and Recreation Board probably in early 2024 and determine how it proceeds. If it moves forward from MPRB, design would happen in spring, approvals in spring/summer. Would begin construction late in the 2024 growing season and finish in 2025.
 - We have a community survey available until December 15 at <https://www.surveymonkey.com/r/YVQFDS8>
 - Dave Carlson: Will the northern path have a curb cut to Garfield so on-road bicyclists can access the path and not have to use the sidewalk? Greg Brown: That's certainly possible,

but we haven't gotten into those details yet. For the alley, it would be easy for the trail user to swing over. At Harriet, it might be more challenging and we would consider a curb cut to the street. We'd work with the city to make sure parking doesn't happen there, maybe a bumpout.

- Luke Van Santen: Is 8 feet wide enough: Greg Brown: Yes, short answer. It's the minimum width we're comfortable with for multiple uses and multiple directions. It's the narrowest width guidelines permit. Over the course of the design, as long as I've been involved, the trail width has shrunken from 10 feet, which is more typical. We've reduced all the trails in the site to 8 feet. You could argue it will be tight, but you can think of it like traffic: If there are parked cars and things are tight, people go slower. And that's desirable here. It reduces (spatial) impact to the garden and reduces speeds. Luke: Given the existing grades and any kind of downhill slope, it seems relatively unlikely that even a narrow bikeway is going to induce people to ride at a speed that other trail users are going to find acceptable (regardless of whether it actually is safe). Greg: There is sensitivity to the garden space so a reduction of 20 percent in width, hopefully speed reduction but that is individual rider comfort and context. Luke: I worry we're setting ourselves up for failure thinking about it so optimistically.
- Luke Van Santen: Did I hear right the Greenway will be raised by three feet? Greg Brown: Yes, it's a gradual slope, not a speed bump. If we didn't raise the Greenway we likely have to start the descent sooner and cut into the garden. For the most part the trail is a bit higher than the garden. The site has a history of infill and rubble, another reason to maybe not cut into it. Luke: Given some of those concerns, it sure seems if you were to start a circular path going down from Harriet at Circle No. 7 (in the displayed figure), you'd have plenty of space to run that grade out, then continue under Harriet and further east. Greg: We had three or four versions that came along the edge that didn't affect the garden in a permanent sense, but those would require large walls in the neighborhood of 10-feet. Anything with walls would have significant temporary impacts to the garden and would require taking out trees. I understand what you're talking about and we started along those lines, but generally the construction impact was quite significant. I'd be happy to talk with you more offline. Luke: I would enjoy that — which says something about me as an engineer — I'd definitely like to talk more.
- Jordan Kocak: This is one where we probably do want the committee to create a resolution of some kind. I think this is just District 3, I'll connect with those members and the chairs and come up with a draft resolution for the December meeting.

- **MnDOT University Avenue and 4th Street SE roadway project**

4:42 – 5:07

- Ben Klismith from MnDOT introduced himself and gave an overview of the time.
- The project Web site is <https://www.dot.state.mn.us/metro/projects/universityave-4thstmpls/>
- This is a mill and overlay of University and Fourth From 35W to Central Avenue. It includes Americans with Disabilities Act upgrades to ramps.
- The traffic analysis shows it's busy. Busy but highly functional, constantly busy with motor vehicle, bike and pedestrian movements. Traffic forecast shows current layout should remain the same.

- The two options are to have a road-level bike facilities with curb barrier, or a sidewalk level bicycle facility. Current separation for biking is just paint. Ben showed an image illustrated a cross-section of the options.
- Boulevard space is important for separation, green space and snow storage.
- The bikeway in both options would need to go behind the bus stops.
- E Line bus rapid transit is planned for the corridor in 2025, with construction in 2024. It's designed to really move people and become a preferred mode for people because it is efficient.
- Crucial intersection at University and 6th. It has a bus station and businesses nearby. Relatively steep slope on 6th. Design here is critical. In both options you need the bikeway behind the bus stop. Difference between road level and sidewalk level is getting bikes up behind the curb to get behind the bus stop.
- Have been doing public engagement, including bike walk audit, meeting with Marcy Holmes Neighborhood, talking with school, neighborhood canvassing and other efforts. Another round of engagement in early 2024.
- Billy Binder: Why don't you continue the two-way bikeway Hennepin County is building from Oak Street to the freeway? It's going to be a major bicycle facility. We've counted 480 bikes a day out there, maybe 5 percent going the wrong way. This accommodates people who want to continue east- and west-bound on University. Why didn't you include a two-way option that we requested? And why don't you have a two-way option going forward? Ben Klismith: We looked at our network, and it's a pretty comprehensive network with University, 4th, 5th Street with a bridge over 35W. The greater analysis of the network is a two-way is needed east of 10th Avenue on the east side of bridge, where there's a lot of University students and community members crossing the river into the University area. There's a little less need for it to the west. Still a need for a separated bikeway. Matthew Dyrda: From my experience in my previous role as the bike and ped coordinator at Minneapolis: The decision to pursue one-way was largely based on previous years of traffic analysis over years as a system from Central through the University to Oak Street. I remember looking at a two-way all the way, and really prioritizing the eastern loop, 10th Ave bridge, University to the U. My understanding, going only off my meetings — I don't have the analysis — for a two-way to work west of 10th Ave would require signal upgrades near the bridge. The impacts of a bike phase would increase delay and back up traffic onto I-35W and there's no way around that, is my understanding. The assumption in this project was one-way pairs, with Hennepin County's two-way to the east. Joshua Colas: We have been analyzing this as part of the project. The major challenge is the signal phasing, but also retaining walls, driveways, businesses, retrofitting the bridge. We're mindful of these challenges as we develop the options. We do need to maintain traffic mobility and safety and can't have traffic queuing back onto 35. Billy: Signal upgrades, retrofitting, backups to 35W — they don't answer my question of whether this is needed for 500 bikes a day. In the future this could really be a game-changer for bike traffic in this area, the U, Northeast Minneapolis. Two-way bikeways on Central, Two-way bikeways elsewhere. It seems like you're not designing something for the future. You didn't answer the question of whether it is needed. Signal upgrades? Let's upgrade the signals. Backups? By whom? Who's going to be backed up and delayed? I don't see why we don't do two-way the whole way. Joshua: The impact of a two way facility, you need to ensure you have adequate signal time for bikes to cross

both ways at the intersection. With a two-way, it increases the time. Our signal phasing for vehicular traffic impacts that. There's a certain time and queue length that's tolerable to ensure vehicles are moving through and around the network, as well as bicyclists and pedestrians. Being near the Interstate, and the challenges of crossing it, is a key challenge. For phasing, we would need to have adequate time to cross the Interstate. That would be challenging with the two-way traffic and could back vehicles onto 35 and affect safety.

Ben: The bike network in the area, if this were the only artery, the only feasible connection, it'd be much more crucial to ensure there's capacity and access for the bikeway. It's obviously a well developed area, with 2nd, which is less stressful, University, 4th... It's a robust network. There are some pretty impressive network connections around here. University definitely is used by bikes, but there are many ways to head west in this network. I don't think it would be discouraging bike traffic by having it one-way. Joshua; Matthew, with your history, could you elaborate on some of the key characteristic differences east and west of 35W to tell the picture? Matthew: We talked about it a little with University hugging the University system, and over to Washington, and that's largely built out now. I think it's OK to have different opinions on this. We're not saying a two-way is silly. For a long time I was on the two-way bandwagon, but I remember looking at the impact and could-it-work should-it-work, with the connection on 10th and 4th... I mainly want to say, Billy, your opinion is valid and I've shared it in the past. When we got into the design, we went with one way due to the really significant challenges with the signals.

- Dave Carlson: I would be in favor of the one-way bikeways west of I-35W... I think the 2-way section was a unique situation because of the heavy use right around the University.
- Dave Carlson: 2nd Street paralleling University (one block closer to the river) is a good biking alternative and has an underpass under I-35W. I use it often connecting to 6th and the Stone Arch Bridge.
- Courtney Costigan: I'm in favor of one-way as well provided the option used is the one with the natural/grass barrier separating the bike lane from the traffic.
- Jenny Ackerson: I was looking at the cross sections for road level and sidewalk level. I see a difference of 1-foot in the lanes, both lanes in the sidewalk level would be 13 feet, but for roadway level it's 12 feet and 13 feet. Why not more buffer or sidewalk. Also, it seems like a lot of parking retained. Was parking removal considered? Ben Klismith: There is some parking loss for bumpouts, that's low-hanging fruit for a safety improvement. On the profile, it might show 13-13, but truly it's going to be as narrow as possible. These are truck routes with significant semis going to 35W or the U of M. There is a minimum width on a couple of these lanes, but we do narrow them as much as possible. We keep pushing on narrowing them, looking for ways, including narrowing parking lanes. The road is marked for lower speeds today, but given the width, in general people travel above the speed limit, getting I guess too comfortable with it. The design in general should bring speeds down.
- Jordan Kocak: In terms of where you're at in concept development and engagement schedule, are you planning any future visits to the ATC, or is this the last time here? Would you be receptive to any feedback in a resolution form? Joshua Colas: The next time we would come would be with the preferred alternative. That would be a good time for a resolution on the project overall or on the two alternatives. That would help before the next round of engagement and selecting the preferred alternative ahead of cost

analysis and approval. Jordan: So would it be better now or later? Ben Klismith: I would be interested in what the ATC thinks between the two. Jordan I'll get in touch with District 4 committee members and we'll draft a resolution ahead of the December meeting.

- **Three Rivers Park District**

5:07 – 5:29

- Lou Dzierzak, District 5 member, introduced a draft resolution of support for the Three Rivers Park District's 2024 regional solicitation applications based on the ATC's October discussion. Lou read the resolution aloud for committee consideration. Lou moved to approve. Lou Miranda seconded.
- Jordan Kocak: There was one item as we drafted this, I think it was the number of applications. Lou Dzierzak: Would we need the specific number, or would they add one later. And was there anything we could add to the Complete and Green Streets portion, but I think you've done that. I think we're good.
- Luke Van Santen: I appreciate the reference to safety and comfort in the whereas clause. Without getting too specific, does it make sense to also reference — some are reconstructions and there isn't a likelihood of rerouting to make them more direct — but for newer ones would it make sense to encourage the routes to be as direct as possible? That might be a new whereas clause: "Whereas trails connecting as directly as possible to destinations are recognized as preferable." Dave Carlson: That might work against them. It might be too late and the routes are decided. Luke, do you have lines in mind? Luke: The CP trail in Golden Valley and St. Louis Park. The options put forward go all over the place. Originally it was to follow the CP Rail, but CP Rail didn't want to play ball. I get the practicality of it and I don't want to limit the likelihood of success. Maybe it's something to say for future consideration. You're literally weaving back and forth east and west just to go a couple of miles north-south. Dave: If they make a new bridge across 35W or work with the railroads, that might jeopardize a particular project. Luke: I'm not super committed to including it. Jordan: I think for these they're often a formality, and as vague as possible is best. I'm not voting on this or anything, but I think I lean toward you, Dave, where that leans toward being project specific while they're trying to get funding. The time for your comment, Luke, might have been during the trail's master plan. Luke: OK. I'm good with that. Dave: Cedar Lake Trail is a pretty straight and direct trail. It'd almost have to be project by project.
- Lou Miranda: We mentioned safety and comfort. I think we need to be insistent that they get the best facilities. I don't think that comment would jeopardize anything. I like what Luke added. Dave Carlson: I appreciate the comments and Three Rivers' efforts. I think keeping open projects would be better. I'm worried they won't really know what it means without further explanation. I'm in favor of leaving it out. And maybe work with Three Rivers to get something better. I don't know what else they could do; I think they did a pretty good job to make a connection.
- Tammy McLemore called a straw vote for whether to include the recommended whereas clause. Seven members voted in favor of the proposed whereas clause.
- The resolution was adopted unanimously by voice vote.

- **Member announcements**

5:29 – 5:36

- Jordan Kocak announced that District 5 and District 7 ATC seats are up for appointment in 2024. The application is at <https://www.hennepin.us/residents/transportation/atc-application>
 - Jordan Kocak announced the ATC will have its biennial chair election in January 2024 in accordance with the ATC bylaws. The bylaws say chair and vice chair, but we've gone with co-chairs, which I think is fine. I don't know the exact process, people are nominated, you can nominate yourself, I think I'll schedule a vote for the January meeting. If you think Tammy and Greg are doing a good job, you could nominate them. Or if you're interested yourself, you can let me know. Tammy McLemore: It was a great opportunity for me to come out of my shell a little more. I would only do it if no one else wants to. Jordan: I'll put another reminder in December.
 - Lou Dzierzak: A couple of members went to the Tour de France last year and I'd like to connect and find out some information, but I don't recall who that was. Jordan Kocak: I believe it was Dave Carlson and Greg Anderson. I'm sure they'd be happy to talk to you about that.
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- **Adjournment for downtown bike and pedestrian infrastructure field visit** **5:36**
 - Jenny Ackerson moved to adjourn the meeting; Lee Newman seconded. The meeting adjourned at 5:36 p.m.
 - The tour is scheduled to visit the South 4th Street two-way separated bikeway, South 2nd Street two-way on-street separated bikeway and the new facilities on the 3rd Avenue Bridge.

Next meeting:

December 18 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, December 18, 2023

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
- ✓ Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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
- ✓ Suzy Scotty, MnDOT

Guests:

- ✓ Tyler Pederson, MPRB
- ✓ Maya Sheikh, TC^2
- ✓ Sylvie Hyman
- ✓ Leah

Notes

- **Approval of the November 2023 minutes** **4:00 – 4:03**
 - Lou Dzierzak moved to approve the November 2023 minutes. Billy Binder seconded. The minutes were approved by voice vote.
- **Feasibility study for non-vehicular bridge over the Mississippi River** **4:03 – 4:38**
 - Tyler Pederson, Minneapolis Park and Recreation Board design project manager introduced himself and consultant Maya Sheikh from TC^2.
 - Tyler Pederson: We're just getting the project started. We've been working on it for about two months. So far we've been developing a feasibility study. The location is on the Mississippi River and would connect North and Northeast Minneapolis. The site area focuses on 26th Ave North and about 18th Ave Northeast, along the Great Northern Greenway in Above the Falls Regional Park.



- Great Northern Greenway goes to Theodore Wirth Regional Park. In Northeast, it would connect to the Minneapolis Diagonal Trail and parts of the Grand Rounds. It's a pretty significant gap and we've been looking at it for several years.
- Working on feasibility study and concepts. We don't have a whole project for design and construction, just in an exploratory phase. In the next week or so should have feasibility report online. By mid-summer 2024 we will have a concept plan. We have been coordinating among agencies and groups like the Active Transportation Committee and the public.
- West 8 landscape architects are the lead, also SBP and TC². The project is led by landscape architects rather than engineers, ensuring character is more in line with the park rather than just a transportation corridor.
- The reason for the project is to connect people. In North, it connects to the Grand Rounds and Theodore Wirth Regional Park. On the east side, we have the Diagonal Trail. Also West River Road and West River Parkway connections. The Mississippi River and I-94 create barriers. This project connects communities to the river and to each other. These connections can push communities to build new destinations along them.
- Burlington Northern Santa Fe railway bridge (about 550 feet downstream) is not practicable.
- We want to be able to give residents in North and Northeast access to water. It's so abundant in south Minneapolis, but industry north of St. Anthony Falls really dominated the river. Given the geography of the site, North and Northeast do not have good access to the river.
- Plans at the city, Minneapolis Park and Recreation Board and the county all have a connection noted in them. It was assumed the connection would be on the existing BNSF railway bridge just south of the study area. The feasibility study did due diligence on the existing crossing and found it's not practicable. There are spatial limitations, higher costs depending on the alternative chosen. The bridge is 140 years, bringing risk MPRB isn't necessarily comfortable with either owning or leasing part of it. One option was to build a structure next to the existing structure. Another was to remove the railway in its entirety. That in itself is a long-term option. It certainly could happen, but the railway is going to be in use for the foreseeable future and we can't wait out the railroad. Third option was to remove existing top of bridge, build new structure on top of the existing piers with parallel rail and trail. Not realistic. Width would have to be rather wide with a 25-foot buffer between rail and trail. It would require us to fund a new railroad bridge. Not really ideal. This led us to a brand new bridge in the same general corridor.
- A new bridge creates exciting opportunities. It connects to schools, recreation centers, future residential and planned trails. The county is working on Marshall Street to the east. All these things are connecting here.
- Additional conversations with groups showing interest in partnering with MPRB to create opportunities on the east bank, 1720 Marshall, 1.9-acre with abandoned building. This bridge project would redevelop that site as a park and recreation destination.
- The schedule is for a 30-week project and we're eight or nine weeks in. We're almost through the feasibility study. Next task starts in early January; creating concepts for what a new bridge might look like and what the park spaces on either side might look like. Task 3 in spring would combine concepts into preferred alternative and present to MPRB board.

- Long-term schedule — assuming we have all funding, which we don't right now — we'll use the concepts to seek funding through state bonding and other sources. We've had conversations with state Rep. Fue Lee, and he's really excited about the project. Would need about a year and a half of design and two years of construction.
- Design team will be talking with lots of agencies, including, Minneapolis Parks Foundations, Hennepin County, Minneapolis and others. We've already talked to neighborhood councils, Minneapolis Pedestrian Advisory Committee, Minneapolis Bicycle Advisory Committee, city council members, nearby residents, elected officials and others.
- It would be the first entirely new bridge over the Mississippi in the Twin Cities in 40 years, since the Interstate system was built.
- Maya Sheihk from SC^2 is on board for community engagement to help make the project successful.
- Maya Sheihk: First round of engagement, we heard in talking with neighborhoods and an intercept survey lots of support for a bridge. 245 responses, about half in the project area. Priorities include walking and biking. Art and gathering were in the middle and environment was a mix of priorities.
- Draft project goals, still being refined, from surveys and intercept surveys:
 - Make it comfortable for people walking, biking and rolling
 - Promote connections to the environment and the river
 - Create spaces for people to gather
 - Consider impact of past city planning decisions and environmental injustices
 - Celebrate the history and culture of the communities on both sides of the river
- Tyler Pederson: It is early still, so we don't have fancy pictures to show yet. We will have the feasibility report finished by the end of this week. In it, there are some assumptions on types of structures that can be built and suggests certain costs for each type and what we're looking to do. So far, for entire costs for the structure itself without parks on either end, we're looking at between \$25 million and \$30 million. A portion of that would be paid in state bonding request, with the balance by MPRB and other various sources. It is a large project. We're looking to make this a community asset and a place where people want to be and be comfortable. We're not looking to install just a basic bridge; we have Lowry and Plymouth avenues. The environment at those bridges is not a really friendly place, with cars, buses, motorcycles going 40-50 mph over the bridge, the noises and the smells that come with that. Here we have an opportunity for a project centered around humans, connecting neighborhoods in a place with no vehicles involved. We want to create a space set in nature that people can hang out, similar to the Stone Arch Bridge.
- Dave Carlson: Is there a plan to connect the east side of the bridge at 1720 Marshall the two blocks east to the 18th Greenway? Tyler Pederson: That's a good question. That's a current city of Minneapolis initiative. I think it's a little delayed due to conversations with BNSF, it's proposed on their right of way on their active railway. BNSF doesn't want that. That project is slow but still active. We will be exploring a few options there, though. I think the city would be open to that conversation as well.
- Jordan Kocak: Hennepin County did receive funding to reconstruct Marshall and I'd say it's a high likelihood of a separated facility on the river side of Marshall. It might not be two blocks north at 18th, you could hop on Marshall once the county's project goes through and get to it. Tyler Pederson: That's a good project we'll be tying into. 1720 is a bit north of the trail at MPRB, having that connection is important to the bridge project.

- Billy Binder: I thought where the bike trail that comes up from Gluek Park to Marshall street stops depends partly on some kind of arrangement with BNSF. Doesn't it or is that MPRB property? I don't understand why we can't make that two-block connection. Tyler Pederson: That two block segment to the 18th Ave bikeway, that is BNSF property and they don't have to share it with anyone, even though there is a trail there now. Latest I heard is they don't want to work with the city to place a recreation trail parallel an existing freight rail. There are safety considerations they aren't willing to concede to the city. That's one of the reasons we're looking at a new bridge, to avoid their property and bridge. We've been talking about this for 25 years and I don't want to be talking about it still in 25 years. This would be designed 100 percent for humans. The railroad is hard to deal with.
- Tyler Pederson: Thank you for your time and kind words. It's nice to present something people really want. I do want to caution it's not a sure thing. It has support and political buy-in, but that's not a guarantee.

• **Draft resolution — MnDOT University Avenue and 4th Street** **4:38 – 5:24**

- District 4 Representative Larissa Lavrov read through a draft resolution supporting on-street unidirectional bike lanes for the project.
- Dave Carlson: We were advocating for one-way bike lanes and I don't see that. Jordan Kocak: That was the understanding as we wrote it, but maybe that should be added.
- Billy Binder: I have the position that bidirectional is by far the best. My resolution that I worked on and submitted is to have a two-way bikeway, but it wouldn't be incompatible with the on-street bike lanes rather than the behind the curb. I don't think the resolutions are incompatible. My recommendation is the two-way bike lanes all the way.
- Prior to the meeting, Billy Binder shared the following message with ATC members and asked that it be entered into the record:

We have an opportunity today to greatly improve University Avenue, which is already the largest on-street bike corridor in the entire state of Minnesota!

A "Two-way protected bike lane all the way on University" between Oak Street Southeast and Central Avenue would serve Southeast and Northeast Minneapolis, running through the heart of the Twin Cities Campus of the University of Minnesota to connect to Downtown Minneapolis across the new Third Avenue and Hennepin Avenue Bridges. Downtown Minneapolis and the University of Minnesota are the largest generators of bike and pedestrian activity in the State of Minnesota. Wheel chair activity too? Probably. This major bike, pedestrian and wheel chair corridor on University Avenue, if designed properly, could substantially increase the average numbers of 564 bikes a day which is already the largest on street bike lane in the State of Minnesota, we can and should do much better.

How many bike riders, pedestrians and wheel chair users can we expect on University in a properly designed the new project? The sky is the limit on the potential of this bustling corridor, but every new rider, pedestrian and wheel chair user counts to reducing greenhouse gasses, global warming and towards the personal wellness of everyone in the state.

I am worried that 2023 is the warmest year on record around the world and so far we do not have any snow and cold temperatures in December in Hennepin County, once our snowiest month. What kind of environmental havoc are we waiting for?

We need design excellence now from MNDOT on their section of the University Avenue (State Highway 65 and 47) between I 35W and Central Avenue to address environmental concerns.

The same design excellence that Hennepin County is planning on our section of University Avenue between Oak Street through the campus to I 35W.

Please ask MNDOT to consider a two-way protected bike lane on their section of University Avenue between I 35W and Central Avenue so that bike riders, pedestrians and wheel chair users can travel all the way from Oak Street to Central Avenue on a seamless non interrupted bike lane, pedestrian and wheel chair corridor that will be the pride of Northeast and Southeast Minneapolis, Hennepin County and the State of Minnesota! The time to act is now!

- Tammy McLemore: Yesterday I was in that area along with Billy because I wanted to have a better visual of that bike lane, the protected area, parking lane. We talked with a student going on the wrong direction, probably inconvenient to go over to 4th. He said it was beneficial to have two-way. Being out there gave me a bird's-eye view of how it would be beneficial. We did measurements, and I would advocate taking some width from the lanes for the bikeway. Perhaps it could benefit snow removal and trash removal, too.
- Dave Carlson: Fourth Street has always been one-way, I don't think that's changed. East of 35W we made an exception between 35W and campus due to the number of instances of people going the wrong way. It's a shorter trip in that area. But I think from 35W west to Central, I'm generally not in favor of two-way bikeways and because Fourth Street would remain one-way, I think University should, too. Another option is Second, passing under 35W. There are alternatives to University all the way over to Central. I would push for one-way. I think it was an exception we did for the two-way bikeway east of 35W.
- Larissa Lavrov: When we met to talk about this, there was some consideration given to keeping things consistent in the transitional areas it's connecting to. I'm all for keeping continuity because I think that's safer for everyone involved.
- Luke Van Santen: 1. After somewhat newly riding the Dunwoody bidirectional lane and being frustrated with how it ends, I'm not a fan of two-ways becoming one-ways again. That said, I was very inspired by what Billy said. This is a space with a lot of use. We should try to have it as marquee, as premier, as high-functioning or "out-of-the-norm" as possible. It could be a really good thing to have that strong of a backbone segment where there is so much use. 2. A question that could be posed to MnDOT: The offramp from 35W to University, it looks like four lanes — two rights and two through — and also plenty of space for three lanes all the way back through that off-ramp. If reconfigured, it could improve storage which should help minimize or eliminate any backup to 35W. Maybe that would address the timing objections they've brought up in continuing the two-way west.
- Billy Binder: Thanks, Greg and Luke. This is the largest on-street bike corridor in the entire state of Minnesota connecting the University of Minnesota to Northeast, Downtown, Southeast. Both the University and Downtown are the biggest generators of pedestrian and wheelchair use in the entire state. We have an opportunity to do something remarkable. Oak is a two-way, so is Central. Two-ways are common and it would be a direct connection. We have 546 bikes a day, 5 to 10 percent ride the wrong way, so 25 to 50 going the wrong way. They want to go the dorms, to 10th into Seven Corners, they

want to continue to Central and Downtown. There are all sorts of reasons for them to do that and they're going to continue to do that. Why not design the bikeway for the way people are going to use it? Elissa Schufman and the BAC support the two-way all the way because they know what people are going to do. Councilmember Rainville supports a two-way here, in his ward. We should do everything we possibly can to create a really first-class project here. A project as good as the Midtown Greenway, and as good as the Northside Greenway is going to be. We shouldn't ask people to make an awkward right turn on University between Oak and the freeway to get to 4th Street. They're not going to do it, they're going to keep going on University. Two-way all the way is the way to go.

- Dave Carlson: The offramp to University, I'll be taking it in one hour. It backs up onto the freeway. The four lanes works pretty well without backing up too much for traffic. People heading westbound are heading right into traffic, even if it is separated. With headlights right at you, only a few feet away. The situation on Dunwoody has a lot of people upset. You're riding with oncoming traffic right next to you.
- Jordan Kocak: A couple of reminders: This was when the county project on University-Fourth, we had a conversation very similar to this, ultimately most committee members voted in favor of a two-way as long as it could be made safe. But it was really a context thing. This current committee did pass a resolution asking MnDOT to include in their alternatives a two-way facility not necessarily saying the committee supported it, just that they should look at it. MnDOT has said they are not going to do that. The current resolution is more pragmatic reflecting that MnDOT is not going to do that. It does sound like there are several opinions on this. Maybe one way to look at it is whether to push MnDOT to evaluate it. Or maybe we don't want to a resolution at all.
- Greg Anderson: If we weren't doing two-way, is there a question of on-road or off-road? Greg asked for a straw poll of on-road vs. off-road excluding the intersection at 35W: Nine votes supporting on-road. Now, whether two two-ways Oak to Central, if you're in favor of that: 10 votes. Not in favor of a two-way bikeway through the intersection: 3 votes.
- Dave Carlson: If there's traffic backed up to the interstate, that's a safety issue. The crashes I'm aware of personally are the kind of crashes where the first lane might see someone and stop, and someone else asks why they're stopping at just go (multiple-threat crash). I wouldn't ride it.
- Jordan Kocak: I feel like the current resolution as written doesn't really reflect what the preference would be. The committee could reframe that resolution to continue asking MnDOT for the two-way, or just not do a two-way if there's too much disagreement. It seems as written it doesn't capture what people are feeling. Dave Carlson: I agree, as written I think it's ambiguous. We could change it to two-way. I'd love the concept, but from a safety point I couldn't support it.
Jenny Ackerson: I lean more in the mindset that I think a two-way should be considered, but I wouldn't be able to definitely see it as a preference without cross sections.
- Luke Van Santen moved to adopt the draft resolution, Billy Binder seconded the motion.
- Billy Binder: I move to amend the resolution. I'd like to keep everything this resolution says about on-street separated bikeways but add in two directions on University. It does ironically support the continuity between MnDOT and the county. It would be perfect. Jordan Kocak edited the draft resolution on-screen to read two-way bikeways on University and one-way bikeways on Fourth.

- Luke offered revised language:
 - WHEREAS the Hennepin ATC considers an uninterrupted two-way bikeway extending from Oak St on the east to Central Ave on the west being the strongly preferred option
 - WHEREAS the Hennepin ATC considers an uninterrupted on-street, two-way bikeway extending from Oak St on the east to Central Ave on the west being the strongly preferred option;
 - WHEREAS the Hennepin County ATC recognizes several issues with a one-way bikeway along University Ave;
- Jordan Kocak: It needs to be clear the ATC does not support what MnDOT is moving forward with and that they should do this instead. MnDOT has said it's only looking at unidirectional bikeways, but many on this committee have said they support bidirectional and they haven't changed their concepts.
- Dave Carlson: I don't think it's strongly preferred; I wouldn't vote for it. Greg Anderson and Luke Van Santen: Removing that would be more accurate.
- Luke Van Santen: I added a third potential whereas clause without explicitly saying the issues: People are going to ride the wrong way if this isn't a two-way. You can justify that as much as you want, and we do it all the time with all the other transportation infrastructure we build. We make our roads wider to give people a chance to recover. We're not expecting people to be perfect. We have to acknowledge people are going to do things we don't think they should. We should engineer it so that doesn't create bad outcomes.
- Jenny Ackerson: In responses to previous amended clauses:
 - WHEREAS the current proposed one-way bikeway along University Ave do not address the volume of riders or existing and planned two-way bicycle connections on either end of the project limits;
 - I think this gets at it possibly being one of the highest use corridors in the state and there are other two-way connections to tie into. This is a way to suggest we do not wholly agree with the alternatives. Maybe we just ask them again to add two-way options. It'd be nice to get to a point of unanimity. Lou Dzierzak: I agree with Jenny. Haley Foydel: I am in favor of Jenny's proposal.
 - Jordan Kocak: You could add that we ask MnDOT to add a two-way bikeway as an alternative in the design process.
- Lou Miranda: I'm generally against two-way bikeways in urbanized areas like this (precisely because of issues like this: how does it re-integrate into primarily one-way systems, etc.), but our field trip showed the reality of riding on a three-lane highway with many destinations clustered on the south side. So I'm for this being two-way, at least to Central. (The correct answer is to return University Ave. to two-way car traffic, but that's not happening any time soon; but then we wouldn't need a two-way bikeway here).
- Lou Miranda: For future reference: The "Copenhagenize Bike Book" has a good discussion of one vs two-way bikeways, calling out Montreal's system as an example of why it's problematic.
- Billy Binder: I support Jenny's idea to ask MnDOT to include a two-way, and then I'd add to submit the two-way plans to the Hennepin County Board, to the Minneapolis City council, to local communities in Northeast, Southeast, the University of Minnesota,

elected state representatives for their consideration and see what they say. I've always been frustrated that from the start; we had a resolution to study a two-way and bring it back, but they never did. They just shut the door on the two-way and said we're doing a one-way. Let's let the people decide the future for their city, county and frankly the planet. I support this 100 percent.

- Dave Carlson proposed deleting a whereas supporting an on-street two-way bikeway, leaving only an off-street option. Jordan Kocak: On-street includes curb separated. Dave Carlson: If you have two-way bikeways I think you need to have it off the grade. Jordan Kocak: What if we leave it open with "two-way separated"?
- Jordan Kocak: As a reminder, there are a lot of opinions and people could abstain.
- Greg Anderson called a vote and the resolution was adopted 11 to 1 with one abstention and one absence. Voting yes to the amended resolution were Tammy McLemore, Lou Miranda, Billy Binder, Haley Foydel, Laura Mitchell, Larissa Lavrov, Gilbert Odonkor, Lou Dzierzak, Jenny Ackerson, Courtney Costigan and Luke Van Santen. Voting no was Greg Anderson. Dave Carlson abstained.

- **Draft resolution — Midtown Greenway access improvements**

5:24 – 5:34

- Laura Mitchell: The gardening community has a lot of concerns with the proposed project. I'm going to put in the chat an article from Streets.mn with the history and things to consider that I highly recommend: <https://streets.mn/2023/12/07/soo-line-garden-fight/>
- Laura Mitchell: We took a lot of time going through the considerations and came up with a draft resolution basically saying the access would be consistent with many plans and there aren't many access options nearby. We do ask that the county continue working with the community garden to minimize impacts. It does support the Midtown Greenway access. Headlines are that the county plan would obviously cause disruption, but when everything's said and done it would be a 5 percent reduction in gardening space. It is public property, and in my opinion it should be used to benefit the most people. I feel like a 5 percent reduction is reasonable to give people access to the Greenway.
- Dave Carlson: The other issue is the people running the garden see the path as contributing to potential safety concerns. They do have some legit concerns, we talked about other options, but it probably didn't look feasible. The resolution states that we understand the importance of the access point in the area. It's the least impact on the garden among the options.
- Luke Van Santen: I don't know if I was clear last month, but I was trying to get at it with the width of the trail being too narrow and raising the Greenway. I'm still convinced this is setting us up for failure. There are going to be people using carts to get to their plots, as a Greenway access point and as transportation. It's going to be one giant conflict zone. I'm probably going to vote for it just because it is public space and just because the garden is there doesn't mean they have right of first refusal. I haven't had a conversation with last month's presenter and I don't know if we'll be able to have that conversation on what was deemed not feasible.
- Lou Miranda moved to adopt the resolution. Haley Foydel seconded.
- The resolution passed on voice vote.

- **Member announcements**

5:35 – 5:39

- Greg Anderson: Courtney Costigan and Lee Newman are leaving the ATC. Thank you for your expertise and contributions. Courtney Costigan: Thank you so, so much. I've learned a lot and been inspired to become more active.
- Jordan Kocak: ATC chair election will be in January. As it stands now, Greg Anderson has been nominated for another term as co-chair and Lou Miranda has been nominated. Tammy McLemore is not going to put her hat in the ring for another term. If anyone else wants to nominate someone or themselves, let me know. Greg Anderson: Thank you Tammy for being co-chair.
- Jordan Kocak: Hennepin County is working on its Americans with Disabilities Act transition plan and it will be open for public comment soon. I will share a link when we have it.
- Jordan Kocak reminded members that District 5 and District 7 ATC seats are up for appointment in 2024. The application is at <https://www.hennepin.us/residents/transportation/atc-application>

- **Adjournment**

5:39

- Jenny Ackerson moved to adjourn the meeting; Lee Newman seconded. The meeting adjourned at 5:39 p.m.

Next meeting:

January 22 | 4 – 6 p.m. (note this is the 4th Monday of the month due to MLK Day)

Remote via Microsoft Teams