

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, January 22, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
vacant, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
Greg Anderson, Dist. 7
vacant, Dist. 7

Ex-Officio Members:

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

Guests:

- ✓ Aaron Warford, Bolton and Menk
- ✓ Peter Bennett, City of Minneapolis
- ✓ Nathan Ellingson, Hennepin County
- ✓ Colleen O'Dell, Minneapolis Park and Recreation Board
- ✓ Chad Davison
- ✓ Kristine Stehly, Hennepin County
- ✓ Tom Musick, Hennepin County

Notes

- **Approval of the December 2023 minutes** **4:03 – 4:05**
 - Billy Binder moved to approve the December 2023 minutes. Lou Dzierzak seconded. The minutes were approved by voice vote.
- **Election of new ATC co-chairs** **4:05 – 4:08**
 - Jordan Kocak led the ATC through the process to Greg Anderson and Lou Miranda were nominated for co-chairs. Lou Dzierzak made the motion to Luke Van Santen seconded. The motion carried on a voice vote.
- **Franklin Avenue Reconstruction** **4:08 – 4:47**



- Nathan Ellingson from Hennepin County Public Works Transportation Design introduced the project and himself. Design consultant Aaron Warford from Bolton and Menk and Peter Bennet with the city of Minneapolis also are representing the project.
- At the 30 percent stage. The project has been to the ATC three times prior.
- Working toward city approval of layout in March 2024.
- Aaron Warford took over the presentation: Reconstructing Franklin Avenue between Lyndale and Chicago, 1.25 miles. The city reconstructed Franklin west of Lyndale, where it is a city street.
- Franklin is an important corridor in Minneapolis, a critical multimodal corridor. Connects to a lot of important arterials.
- This is a full roadway reconstruction, which doesn't happen very often — every 50 to 70 years. Opportunities for safety improvements, pedestrian, bike and transit improvements, streetscape and stormwater improvements. Right now Franklin is pretty much just pavement.
- Previous planning study completed in early 2020. 2022 started design. Construction starting in 2025, likely lasting two years.
- Working on existing conditions in late summer 2022. Goals and priority developed fall and winter of 2022-23. Preliminary design fall 2023 to spring 2024. Final design summer 2024 to spring 2025.
- Three open houses. 600+ survey responses, 25+ pop-up events, 15 neighborhood meetings, presented to the ATC, Minneapolis Bicycle Advisory Committee and Pedestrian Advisory Committee. Formed a project advisory group from the previous study.
- Proposed design is one lane each direction with a center turn lane with landscaped boulevard, bike lane behind curb, concrete sidewalk. Can add median in places. Allows separated bike and pedestrian facilities. One segment can't maintain separated bike and ped for two blocks, near 35W.
- Eliminates on-street parking. Study found current off-peak on-street parking today does not get used a lot.
- Still developing
 - Stormwater management
 - Right of way encroachments limit available space, including things like stairs to apartments. Generally will not remove encroachments.
 - Overhead utilities will remain overhead. There was discussion of potentially burying utilities, but that will not move forward.
 - Determination of public utility improvements in spring 2024. Water mains go back to 1800s, will make sanitary sewer adjustments.
 - Pavement evaluation and selection in spring 2024. Should it be concrete? What are the ramifications if it is.
 - How to stage construction thoughtfully.
- Aaron Warford showed the layout and talked through it west to east:
 - Will not reconstruct intersection of Lyndale and Franklin; Lyndale reconstruction will cover that. We are coordinating to make sure we tie in well. Will make sure Lyndale remains free-moving during Franklin construction.
 - Minneapolis Park and Recreation Board did a tree survey. The most critical segment was on the north side near Pleasant Avenue, then Pillsbury down the

hill. They identified 22 trees as high value. We are proposing to move the bike lane in to behind-curb and maintain existing boulevard, saving 20 of those trees.

- East of Pleasant, another run of trees we're able to protect. Some of these trees survived the previous reconstruction.
- Pillsbury Avenue offset intersection with potentially conflicting left turns, so layout introduces a median to prevent left turns. Also creates refuge in the middle.
- Luke Van Santen: How wide is the Pillsbury refuge? Aaron Warford: The minimum width for domes is 6 feet, these are 5 feet, so pass-throughs but not with raised domes, following PROWAG [Public Right-of-Way Accessibility Guidelines].
- Luke Van Santen: Is there an opportunity for a leading signal at La Salle? Aaron Warford: That is something we're talking about to increase safety benefits.
- La Salle Avenue, able to bring bikes off the street and cross at protected intersection.
- Transit facilities at Nicollet Avenue, where two of the highest use transit routes in the city intersect. Transit loading areas, upgraded shelters (working with Metro Transit to introduce heat). Wider boulevard areas to allow some of those improvements.
- Stevens Ave is unique in that they're opposing one-ways. Opportunity to make those right-in/right-out, with refuge for pedestrians.
- Third Avenue, this is the one segment where we combine bike and ped facilities. East of this, we get down to 66 feet, too narrow for separated facilities. Certainly conscious of need for clear zones for walking and biking. Might not even have enough room for a green boulevard for signs. Right up against retaining walls, buildings. Good news is it is limited to this two-block stretch.
- Luke: Can the lanes be narrowed to 10 feet from Third to Clinton? Aaron Warford: We labeled them as 12 feet, which includes the 2-foot gutter pan, so really they are 10 feet.
- Potential new design to remove signal at 1st. It has extremely low volumes. Can reroute left turns. Gives more space to deal with traffic, including eastbound left turn lane to enter 5th and 35W. Vehicles queue back.
- Between Portland and the bridge over 35W, we would add a westbound through lane, effectively what's there today. The through lane will allow right turns on 5th, then the lane drops on the bridge.
- Looking at opportunities to separate the bike lane on the bridge. We will not redeck this new bridge. May be able to provide curb or median. Heard from a lot of people that having separation is critical.
- Proposing moving bus stop a block east from west of Portland, to midblock east of Portland. Introduce median at Oakland Avenue, improving safety and providing refuge.
- Park to Chicago, weird situation with sidewalk in front of Peavey Park. Most of the sidewalk is on park property and not fully on the county's right of way. We're leaving the sidewalk in place and just constructing a bikeway. Gives green space and buffer. We are coordinating with Minneapolis Park and Recreation Board whether to reconstruct sidewalk solely on the county right of way.

- Not reconstructing all the way through Chicago, this was recently done. We are looking at how to transition to east of Chicago, where there are not bike facilities. May put bikes on the shoulder or into Peavey Park and south. As of right now, we're stopping short of Chicago and tie into already improved facility.
- Luke Van Santen: Any chance of a double left from Franklin eastbound to 5th northbound?
Aaron Warford: We looked at that early on. The problem is the width of 5th, one-way northbound with parking allowed. Parking is essential for building tenants. City staff not comfortable with double lefts without two full receiving lanes. Would require a pretty major reconstruction of 5th. Also safety concerns with dual left across crosswalk. Luke: It looks like roughly 100 meters of parking, which is maybe 20 spaces? Is 20 spaces really life and death or so important for those two apartment complexes? Peter Bennett: I know Aaron portrayed it as solely about parking, but it's also about having two travel lanes on this street. We don't have a lot of appetite for two lanes when it's a one-lane access to the interstate.
- Dave Carlson: Could the right lane of westbound Franklin at 5th Ave. be right turn only? That would free up more room on the I-35W bridge and not have merging traffic on the bridge. Aaron Warford: We ran a bunch of iterations of this, several including dedicated right turn lanes. The lane we're adding is the right lane. There are some general benefits for stacking, if they can stack in both lanes. It's more about stacking than capacity. Instead of needing a dedicated right, this helps maintain just three lanes of traffic and giving more space for bikeway and sidewalk.
- Billy Binder: I represent a different district, but I know Franklin Avenue has had tremendously high crash rates for biking and walking. A lot of encroachment in sidewalks, which you mentioned. We had a total reconstruction on Golden Valley Road in 1999 and we undergrounded the utilities. When you have all sorts of competition among bikes, peds, buses, traffic, why not underground when you have a chance? Aaron Warford: Certainly a component of that is cost. I don't know all the ins and outs. The city and county have certain rules on who does what and who's responsible for costs. There's also coordination, when we underground a lot of times we need to buy right of way, this was not going to be an expansion project. There are a lot of encroachments that have been there a long time. Early on we said we weren't going to expand right of way. When you underground utilities, you have to find more space for them. We're already in a spot where we're running out of room. And it's not just power, there are other utilities leasing space on Xcel's poles. Peter Bennett: This was a question of whether utilities should be undergrounded was given to me by Hennepin County. It would be a Minneapolis cost. We looked at similar projects and did not find precedent. Today the utilities are in the middle of the sidewalk and that's not acceptable to anyone at all. The layout gives us space to put the poles somewhere, in the boulevard. If you underground, we did some cost estimating, and we saw a high cost. We looked at other city priorities, and undergrounding here would cost some other project elsewhere. We also pay for these projects through assessments and we would pass along costs to property owners, which on Franklin includes a lot of affordable housing. And we'd ask them to connect into the new underground utilities on their dime. It's unsatisfying, it's a once-in-a-lifetime opportunity, but the numbers don't really work. Nathan Ellingson: Another element is all the feeds; you can't force landowners to underground their feeds, so it ends up you might have a pole in that location anyway. That's in the equation as well. Billy: I agree

with you all that that's a very unsatisfying response. I just wish you would make an investment in this community. So many accidents, so busy. There is where the investment should be made. I agree your answer is unsatisfactory.

- Jenny Ackerson: Is there a reason why there are some large painted hatched yellow medians instead of lengthening a median? Aaron Warford: We're conscious to not have turning vehicles stop in the through lane. E.g. we wanted to give people an opportunity to get out of the through lane to turn left into the alley. When introducing medians, we were very conscious of their length. We wanted the safety benefit, refuge, but also not stopping people from getting where they need to go.
- Colleen O'Dell: Aaron — for MPRB, please contact Siciid Ali at sali@minneapolisparks.org about implications for our long range Peavey Park plan, as well as Carrie Christensen at cchristensen@minneapolisparks.org regarding bike trails and transportation in parks. Nathan Ellingson: Thanks, I will check in with them.
- Jordan Kocak: I don't think the ATC has done a resolution on this yet. Nathan mentioned this is going to the city in March. I think if the ATC wanted to do a resolution, now would be the time. I'll get in touch with the District 4 members after this meeting to potentially bring a draft to the February meeting.

- **MPRB Mall Park**

4:47 – 5:08

- Colleen O'Dell from Minneapolis Park and Recreation Board introduced herself and the project.
- The project Web site is https://www.minneapolisparks.org/park-care-improvements/park-projects/current_projects/the-mall-park-woonerf-trail-and-site-improvements/
- The project is in Uptown adjacent Hennepin Avenue. It includes a woonerf and trail connection that happens to coincide with Metro Council sewer project.
- Phase I project addresses shared used woonerf on east end; Midtown Greenway connection; forest and greenspace added on east side.
- Doing project now since Metro Council completed much of their work on Humboldt Avenue, which crosses The Mall. They now need to tear up part of the roadway, so we'd like to do it all at once. Once they repair the sewer, they'll replace The Mall to the planned condition, which is greenspace rather than pavement.
- On the east side, going from one drive lane and parking lane each way, to a woonerf possibly with pervious pavers, traffic calming, focused on safety for biking and walking but still will accommodate cars.
- Woonerf is a Dutch term for shared living street.
- Has been some flooding in this area. It is near Bde Maka Ska and Lake Harriet, so we want to address water quality as well.
- Phase II or III would include a plaza at Hennepin Avenue.
- Already begun engagement and design work. Hoping to construct this fall and final restoration in 2025.
- There's been a lot of concern with loss of parking. Residents definitely want to preserve mature trees. Lot of interest in trail connection and facilities, such as drinking fountains. Some would like to see other parts of the plan implemented rather than the woonerf.
- We're playing with ideas for the eastern part of The Mall, where the new bike and ped connection goes.

- Option A: It goes down the middle of The Mall, and would be expanded from five-foot sidewalk today to shared use trail.
 - Option B moves the trail to the north side of the park, which likely would remove additional parking.
 - Option C would have bikes use the woonerf instead of being totally separated. With planned improvements and traffic calming it should be safe for bicyclists.
- Luke Van Santen: Who are the people expected to be driving on the woonerf? Colleen O'Dell: Primarily people living in the area. There is multifamily housing to the south and the Hennepin County library. People drive up to the book drop-off and the underground parking for the library.
 - Colleen O'Dell: How do people feel about a separated bike path vs. woonerf?
 - Lou Miranda: Looking at the three options, on the one hand C is interesting. It doesn't go anywhere, cyclists could cycle on the woonerf. But if there's still parking, people will be driving and trying to parallel park. It's such a small area, a dedicated space for biking makes sense to me. Separating people walking and biking is standard practice in an urban area. Cyclists are either trying to have fun or get somewhere, separating from peds makes a lot of sense. Laura Mitchell: I agree with Lou – I'd prioritize separation of all modes as much as possible.
 - Dave Carlson: The only thing about B is you have a two-way bike trail, so you'd have bikers going eastbound almost directly into traffic. I don't know if it's possible to combine B and C. Colleen: Do you have the same concern if it's separated? Dave: If it's separated with a boulevard, that'd be preferable.
 - Lou Dzierzak: The combined on C, where bikers are riding with the cars: The idea of cars being parked there, I've lived in that neighborhood and used The Mall for the library, the lakes, the Y. Seems like an opportunity for lots of accidents, though maybe not major ones. I kind of like the idea of B where the bikes are separate. A, going down the middle, I can see people walking with their strollers and there being conflicts.
 - We intend to have a stopping point with fountains, benches, maybe an information sign. It's a key area with Uptown this way, Greenway this way. We're thinking at Humboldt.
 - Luke Van Santen: Are there any thoughts of plans for other woonerf-style infrastructure being built in the city? Is this the first, the only? Could it be a "pilot" test? Colleen O'Dell: There's one I know of the city built at 29th Street, about a block long. I've heard mixed reviews. MPRB tried our hand at one. It started as a parking lot and it still reads as a parking lot. This one would be designed as a true woonerf, where bikes and peds are the focus and cars are accommodated. Luke: Our conversation on 4th and University, maybe making them into a high-value feature, maybe a woonerf in that same sense makes sense here. Let's have this kind of infrastructure here in our city, make it a full-on woonerf. I get the separation aspect.
 - Jenny Ackerson: I prefer separation for bikes in general where there's space. Car volumes are probably pretty low here, and I don't think it's a high-risk scenario. My major comment is all three propose widening and joining bike and ped at Hennepin. I know the plaza is a future project, but with the bike lane on east side of Hennepin, thinking about how those connect to the crosswalk where bikes also will need to cross at signal. I know they all join together, but I wonder if there's a way to channelize those two modes at the crosswalk.

- Dave Carlson: The traffic on The Mall, if it were just parked cars for apartments and homes... A fair amount of traffic with library parking garage, might be more than it might seem.
- Concept includes sketch of tents for farmers market and Uptown Art Fair. Dave Carlson: In that case I wouldn't put bikes down the middle in more congestion.

- **Mississippi River Trail expansion**

5:08 – 5:30

- Danny McCullough from Three Rivers Park District introduced himself and the project.
- Three Rivers is drafting a grant proposal for regional trail on West River Road in Champlin. Would be part of the Mississippi River Trail, U.S. Bike Route 45.
- TRPD is applying for \$8 million in a federal RAISE (Rebuilding American Infrastructure with Sustainability and Equity) grant to construct a trail from 109th near border of Brooklyn Park and Champlin up to Mississippi Point Park in Champlin. Currently no trail. Fairly high traffic, speed limit 45 or 50. Total cost with TRPD contribution would be \$16 million.
- South of project area West Mississippi River Regional Trail exists, connecting to Mississippi River Gateway park.
- Great project, it's a major gap in the system.
- Originally when the state was working on the Mississippi River Trail route, they wanted to put signage on the road but the county was not comfortable given the speeds and volumes. It was identified for a future trail.
- Project would include 3.5 miles of new trail where no trail exists today.
- Today it's a typical rural county road with pretty wide shoulder but not bike or pedestrian features. Trail would be on west side separated from traffic. Some places it would be close to back of curb. We would improve the entire roadway. 18 intersection improvements. Adding turn lanes to cut down on rear-end crashes. North end would convert existing four lanes to three. Working pretty closely with the county on this.
- Would propose roundabout at West River Road and Winnetka Avenue.
- Dave Carlson: Is there enough right of way to maintain shoulders and maybe move the trail back off the roadway? Danny McCullough: Yes, we'll be required to keep some shoulder. We're not getting rid of the shoulder, there will have to be some kind of reactionary shoulder. We're not in final design at all. We've been working with the county. I can't say if it's going to be 2 feet or 3 or 4. I suspect wider in some areas, but there will be shoulder.
- Tammy: I've biked there through the years with bike clubs. Trail would go on west side. Is that land the back of people's yards, does it affect anyone's property? Danny McCullough: For the most part no. We're starting into more detailed design. We've found a few areas with a need for a few feet, but not major impacts. County right of way here is fairly wide. I can share when we have more detailed design. Conditions change as you go through the corridor. In some areas some buffer, some with trail on curb with shoulder. It varies in the corridor a little bit. We always try to minimize private property impacts. There are some areas where we'll need some easement.
- Tammy McLemore: What's the source of the match? Danny McCullough: \$8 million match from Three Rivers.

- Tammy McLemore: Brooklyn Park area, I see a lot of work at the nature center, is that TRPD? Danny McCullough: Mississippi River Gateway is our park, where we're doing a massive project. One of the biggest projects we've done, \$28 million or \$30 million. Just massive, redoing the whole park and visitors center. This project would connect right into that.
- West River Road in Champlin, this project ends west of Winnetka. City has some trail there. Future phase is a trail all the way up to the Crow River in Dayton along W. River Road. Unfortunately probably a long time in the future. At least five to 10 years down the road, minimum. Tammy McLemore: Still, a game plan connecting all parts of the metro Tammy McLemore: What is the separation going to be? Danny McCullough: Typical 10-foot wide regional trail with boulevard where there is space. We have trail south of 109th taking you to Mississippi River Gateway Park, which gives you an idea of what it would look like, but with shoulder on the road. Tammy: Will you take space from the opposite side of the road? Danny: No, we'll work with the space we have. The intersection improvements should help driving, too, with the addition of turn lanes. Tammy: I assume that will include lights? Danny: I don't think a lot, probably at 109th. I don't recall between 109th and Winnetka there being a lot of signal. It's mostly trail, grading, roadway work. Tammy: Consideration for pedestrian crossing improvements? Danny: Some intersections will have crosswalks, haven't worked out where we might need a signalized crossing. We have maybe a 20 percent concept that includes crossings. We don't have it all figured out yet.
- We chose the west side for the trail because that's where most of the residents are, that's what will serve the most people. We will provide some crossing improvements for people on the east side.
- Jordan Kocak: Danny requested if the ATC could do a resolution supporting the grant application. Usually we take the time between meetings and vote at the next meeting, but due to the time frame for submittal, the committee would need to vote tonight. Danny came up with a draft. Jordan then read the draft resolution.
- Dave Carlson: I have to leave the meeting but I will support the resolution... hopefully keep existing roadway shoulders. Thanks.
- Tammy McLemore moved to approve the resolution. Jenny Ackerson seconded.
- The motion passed unanimously on voice vote.
- Tammy McLemore: When applying to the feds, is it the U.S. Department of Transportation? Danny McCullough: Yes. The deadline is in February before your next meeting, which is why we asked for a resolution tonight. So, thank you.

- **Member announcements**

5:30 – 5:36

- Billy Binder: Thank you, Tammy, for your great work as chair. Every single time we had an issue in the second district Jenny and I were able to call on you. University, Fourth, Lowry, etc. You've helped us do better projects in our district and Hennepin County. I wanted to thank you personally for your wonderful patience and work. Laura Mitchell: Thank you Tammy! Lou Miranda: Thank you, Tammy.
- Tammy McLemore: BikeMN on Friday celebrated their 15th year in existence. They have a new executive director. They're tapping into quite a bit of money available with safe routes to school and what the late Bill Dooley was able to get going.

- Jordan Kocak: Districts 5 and 7 are up for renewal. Dan Patterson and I have interviewed applicants and are awaiting confirmation from commissioners. Hopefully in February we'll have new members for districts 5 and 7.
- Luke Van Santen: If anyone interested in something that seems to me is inspirational, google the West Davis project outside Salt Lake City. A little discouraging in that they're making the road bigger, but they're dropping in 10 or 12 miles of bikeway. It seems if we can have with new roads or conversions down or up, if we could have improvements like that. Just looking at the map it's a long trail.

- **Adjournment**

5:36

- Lou Miranda moved to adjourn the meeting; Lou Dzierzak seconded. The meeting adjourned at 5:36 p.m.

Next meeting:

February 26 | 4 – 6 p.m. (note this is the 4th Monday of the month due to Presidents Day)

Remote via Microsoft Teams

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- ✓ Clara Sandberg, Dist. 7

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- ✓ Dan Patterson, HC Public Works
- ✓ John Mark Lucas, U of M
- ✓ Danny McCullough, Three Rivers

Guests:

- ✓ Dean Chamberlain, Toole Design
- ✓ Aidan Brogonier, U of M
- ✓ Menno Schukking, city of Minneapolis
- ✓ Josh Potter, HC Public Works
- ✓ Justin Broughman, U of M
- ✓ Tom Musick, Hennepin County

Notes

- **Approval of the agenda** **4:03 – 4:04**
 - Haley Foydel moved to approve the February 2024 agenda; Laura Mitchell seconded. The agenda was approved by voice vote.
- **Approval of the January 2024 minutes** **4:04 – 4:05**
 - Billy Binder moved to approve the January 2024 minutes. Luke Van Santen seconded the motion and requested a correction on a typo. The amended minutes were approved by voice vote.
- **Welcome new ATC members** **4:05 – 4:11**
 - Jordan Kocak introduced new District 5 representative Henrik Kowalkowski. ATC members introduced themselves. New District 7 representative Clara Sandberg would join later in the meeting and introduced herself during member announcements.



- **Cedar Avenue reconstruction**

4:11 – 4:42

- Josh Potter from Hennepin County Public Works Transportation Design introduced the project and himself.
- The project is the reconstruction of Cedar Avenue from Lake Street to 24th Street in Minneapolis. The last major project here was in 1966, so it is due for reconstruction.
- Current road is two-lane undivided with parking and no turn lanes. Previously was four-lane undivided with off-peak parking. Restriped to two-lanes with left turn lanes at some intersections a few years ago. We've seen an improvement in safety since then.
- This segment of Cedar was under MnDOT jurisdiction, as the former TH 36, the last time it was reconstructed.
- The county has federal funding to rebuild the road.
- Preliminary design and public engagement from March 2023 to April 2024. Have two concepts.
- Layout approval in May or June 2024, then final design June 2024 to December 2025 for construction in 2026.
- Project goals
 - More comfortable for walking, biking rolling, and transit
 - Road for today and tomorrow and reflects community values
 - Design livable, calmer, safer street
 - Access to nearby community destinations
 - Preserve existing tree canopy and increase greening
 - Replace and modernize aging infrastructure such as traffic signals and stormwater facilities
- Phase I workshop had residents list their priorities for the corridor, listed below in order of most commonly mentioned:
 - Environment and health
 - Pedestrians
 - Bicycles
 - Public amenities
 - Transit
 - Gathering
 - Vehicles
 - Parking and delivery
- The county has arrived at two alternatives to propose:
 - Option A: Maximized greenspace
 - Pedestrian improvements including sidewalks
 - Maximum green space
 - Tree preservation
 - Closed medians
 - Parking

- Option B: Bikeway with increased greenspace
 - All ages and abilities two-way bikeway on the east side of Cedar
 - Sidewalks
 - Expanded greenspace
 - Tree preservation, but more trees would be removed than option A.
 - Closed medians
 - Parking in high-use areas
- One-way bikeway was a challenge with existing utilities. Two-way maximizes green space and reduces conflicts with vehicles coming/going to the west, which is the heavier movement.
- Daycare on south end by greenway bridge would retain parking.
- Both options generally fit project goals. A meets 4/6 and partially the other two; Option B does as well.
- Josh gave an overview of Option A: Maximize greenspace overview:
 - Both options at 24th Street connect to city bikeway improvement in 2024.
 - Planning to do accessibility improvements and replace signals at 24th.
 - At Little Earth, proposing to leave existing pedestrian bridge in place and to replace the signal with an ordinary signal or a HAWK. A HAWK has a red light requiring people driving to stop, not just a flashing yellow that permits drivers to proceed if it is clear. Working with Little Earth on potentially closing driveway at the signal. If it does not close, we're proposing a median to create a right-turn only situation.
 - Raised crosswalks on minor streets.
 - Boulevards to preserve tree canopy and improve stormwater treatment.
 - Proposing at 26^h bikeway to move the crossing bikeway to sidewalk level. Expect city with continue to improve the bikeway in the future.
 - Tightened up turning radii throughout.
 - At 27th, today stop-controlled, propose raised crosswalks and a median to help with crossing and create a right-in, right-out. Initially we were concerned with Phillips Garden deliveries and pickup, but owner is supportive.
 - Difference with Option A, for two blocks from 26th to 28th, parking is retained on east side. Allows preservation of tree canopy. One side seems to suffice based on parking study.
 - At 28th, in discussion with city staff on poor driver behavior, e.g. entering the wrong-way lane to turn left if someone is waiting to turn right.
 - At the greenway with the daycare, higher parking demand especially at pickup and dropoff. Has parking.
 - Bridge over Greenway was rebuilt five or so years ago, will tie into that and not change it.
 - At 29th, bumpouts. Sidewalk on both sides. No one's parking on the cemetery side, so proposing to preserve those trees and allow parking on the west side.
 - At Lake Street, B Line work being done this year so we're just tying into that.
- Option B: Bikeways and greenspace:
 - 12 -foot shared use path at extreme northern end at the transit stop due to constrained space, changing to separate bikeway and sidewalk to the south.
 - Bikeway does take a few more trees, but with the tradeoff of providing a bikeway.

- From 26th to 28th, instead of parking proposed bikeway with preserved trees.
- At 28th, two-way bikeway ends. 17th is a bikeway connecting to the greenway.
- South of 28th, only difference between the options is 6-foot sidewalk versus 10-foot. With 10-foot, every tree would have to be removed.
- If we pick Option B, that doesn't mean we can't change to a 6-foot sidewalk and vice versa.
- Josh introduced Dean Chamberlain from Toole Design, who is working on the project.
 - Dean: Why we're considering a bikeway that only goes four blocks or so: We found the area Hi-Lake to the Greenway is a triangle cut off from the city's network. The closest city bikeway is on 17th, a few blocks west of Cedar. Problematic for people on east side of Cedar: 1. You have to cross Cedar, with lots of traffic. Hopefully this will calm it, but you still have to cross. 2. 17th Street bikeway is not an all ages and abilities facility, it's more a neighborhood paint-on-the-street bikeway with a contraflow movement.
 - The 10-foot sidewalk south of 28th, we're considering it to connect to 29th. People can bike to 28th where it technically ends and you can get to the Greenway. But, if you want to go west, you can use the wider sidewalk to get to 29th, to 18th, to the Greenway a little more directly. Henrik Kowalkowski: And with clear signage on how to get to the greenway at that point. Dean: Yes.
 - Tree canopy is very important. Section with the best trees is 26th to 28th, with the most mature trees. 24th to 26th has a decent amount. South of 28th definitely has the fewest mature trees, so if there is a place for a tradeoff between a wider facility and trees, that would be it.
- Henrik Kowalkowski: This is an awesome overview. When considering where to end the bikeway, what's the percentage of people who enter the Greenway on 17th vs. 28th? Dean Chamberlain: I don't know that we have direct data on which people are using. We can estimate with things like StreetLight. The bikeway on 18th is only one-way, if it were two-way it would be easier.
- Clara Sandberg: If trees have to be removed to make space for a 10-foot walkway, what would be the possibility for prairie plantings or similar? Josh Potter: We are looking at different plantings and boulevard treatments in addition to trees. We try to plant as many trees as we can, but what does that look like? Pretty much everywhere, people who maintain the boulevards are those who live next to them. Talking with adjacent property owners to get an idea of what they're thinking. If we put something out there, we want to be sure those maintaining are on the same page. Clara: Potential to cut 10-foot sidewalk down to 6-foot to preserve trees? Josh: That's certainly an option. We've not discussed it in depth, but that's an option.

- **North 2nd Street bikeway**

4:42 – 5:08

- Menno Schukking, a transportation planner with the city of Minneapolis, introduced himself and the project.
- The bikeway will run on North 2nd Street from Plymouth to Dowling in north Minneapolis with construction in 2027. \$5 million construction (\$4 million in federal funding, \$1 million local). It's a city project, but it crosses Lowry and Broadway. Northernmost two blocks are on Washington Avenue.

- 2.2-mile retrofit, with two-way curb-protected cycletrack.
- At Lowry, Broadway and Plymouth
 - Protected intersection design elements
 - Accessible ramps
 - Accessible signals
- Anticipated schedule
 - Spring 2024 to spring 2025: Public engagement and preliminary design
 - Spring 2025: Concept layout
 - Spring 2025 to spring 2026: Final engineering and design
 - Summer 2026: Federal authorization
 - Fall 2026: Bid project
 - Spring 2027: Begin construction and expect it to be completed in one season
- Very industrial area, high volume of trucks.
- Change is happening in the area. At the northern end, the Upper Harbor Terminal is going to bring new residents to the area. Event traffic. Minneapolis Park and Recreation Board (MPRB) is connecting 26th Ave to Ole Olson Park under the railroad bridge. MPRB studying new bridge across river at 26th. All those connection would tie into this project, Webber Parkway, 26th. Metro Blue Line proposing new bikeway alongside light rail tracks from James to N. 2nd Street, including new bridge over I-94.
- Observations
 - Racial equity framework last year created equity priority scores for the city. Indicators based on demographics in census tracts, but most reflect people living west of I-94 due to how the tracts are drawn. There are some people living on the north end. Otherwise it's mostly industrial.
 - In the Northside Green Zone for areas that have experienced high levels of pollution
 - Sidewalk gaps, especially north of 33th, 24th to 26th and 22nd to 23rd.
 - Lot of exposure to trucks, glass and debris on the street, which has painted bike lanes. City sweeps the street every week, but debris is deposited regularly.
- Highest parking use is at 24th, though not a lot of turnover, mostly parked for hours.
- Don't expect to take much parking, mostly will rearrange the cross-section. It would remove some parking near intersections to improve visibility.
- Will try to follow street design guide to create the best all-ages-and-abilities bikeway we can.
- Engagement considerations
 - Northern segment — incorporate Upper Harbor engagement.
 - Connect project to citywide, MPRB and regional significance. This is the closest bikeway to the river on the west side, connecting to northern suburbs
 - Community, neighborhood and business engagement
 - Milestones
 - Initial overview with open house
 - Draft concept layout with open house
 - Sharing final concept layout
- Project elements
 - In-street curb-protected bikeway, at intersections looking at bringing it top of curb.

- Aware that at Blaisdell there are issues with people parking cars in the bikeway. I see it as my personal challenge to resolve that.
 - Project not expected to trigger stormwater ordinance, but being in the Northside Green Zone, we'll look at innovative green infrastructure treatments.
 - Don't have a design or cross-section ready yet. Expect to come back once or twice more for feedback.
- Dave Carlson: Are you possibly going to consider one-way cycle tracks? I'm concerned with truck traffic and turns. Plus you always get the problem with bikes going head-on with cars even with separation. Menno: We will definitely consider that. However, initially we are leaning toward a bidirectional cycle track for a couple of reasons: 1. That's what we wrote in our federal application. For project cost, if we do bidirectional, we have to pour only one concrete curb for the length. With one-way, we'd have to do two and it'd be higher cost. But we will look at it. We're still evaluating it based on intersections. Leaning toward two-way on the east side, toward the river. There are fewer streets and traffic. Don't know with one-way whether we could preserve parking, but that is not a priority. Still early in the design process and that will all be considered.
 - Clara Sandberg: I don't have a lot of experience in this area, but the idea of running a bikeway alongside the light rail duplicates transit options. Could bikers be on the light rail? Menno: The bikeway along the Blue Line is a separate project, though I do have some familiarity with it. It'd be similar to the Hiawatha Trail going south of downtown.
 - Billy Binder: I represent this area and I'm excited about it. I love the idea of parking-protected, I don't know whether one-way or two, but you gotta listen to Dave. It's our West River Road and it is important to the area. We have three roadways that are problems due to speeds: Lowry toward the river — it's ridiculously dangerous. You have to pay attention to slow the traffic crossing the bikeway eastbound. Westbound, uphill, isn't as bad. Lowry, Plymouth, Broadway. Glad it will be separated. Let me know when you are going to meet in person so we can talk about it. Menno: We definitely plan to have in-person open houses and other events. As soon as I know dates I will share them.
 - Laura Mitchell Another idea: I think painted the green markings (indicating a bike crossing) at intersections for two-way bikeways help a ton. Bryant has these at some intersections and it seems to make a difference w/ drivers actually looking for bikes. Also raised crossings.
 - Laura Mitchell: I walk or bike Blaisdell four times a day. The raised bikeway obviously helps, but cheap things can make a difference: Painting the green through the intersection. Bryant has these at some intersections and it seems to make a difference w/ drivers actually looking for bikes. Also raised crossings. Flexposts don't help, people know they can run those over easily. Even just a cone seems to prevent people from driving into the bikeway. I strongly encourage you to find ways to keep people out. Most don't do it on purpose, but some really aggressive drivers do try to do it and get angry. It's only a matter of time until someone gets hurt. Menno: We have a couple of ideas that I hope to share closer to the open houses. Part of it is whether we can do it at every intersection or at key intersections for the most benefit.
 - Haley Foydel: Yes!! We need more green paint on bikeways!
 - Laura Mitchell: I've emailed Ethan Fawley a lot over it. So glad you all are talking about it! Thank you for your work on this.

- Jenny Ackerson: Looking forward to this project. The treatments at major intersections will be very important.

- **Separated bikeway safety study**

5:08 – 5:27

- Aidan Bragonier introduced himself and Justin Broughman. Both are graduate students at the University of Minnesota’s Humphry School of Public Affairs working on their capstone project.
- Purpose:
 - As Hennepin County expands its bike network, planners are seeking guidance on separated versus not.
 - Protected one-way with curb: Plymouth and Dupont.
 - 1-way sidewalk level Hennepin Ave and 9th Street
 - Protected 2-way with curb, 19th and 2nd street S
 - 2-way side running, 18th Ave NE and Fillmore St. NE
 - Multiuse path, East River Parkway and Franklin Avenue
- Problem statement
 - Compares safety outcomes associated with various bike facility types to assist in planning. Primarily using crash data. Today looking at primary concerns
 - How do two-ways compare for safety
 - Bikeway factors with higher crashes
 - Safer design
 - Maintenance
 - Where do users feel safer
- Deliverables
 - Presentation with finding and recommendations to ATC and Public Works staff.
 - Tech memo to Public Works Staff
 - Using this as a proof of concept for analysis going forward
- Timeline
 - About halfway through, wanted to give an overview ahead of end of semester
- Key issues so far
 - Two-way pros: Limited use of road space, consolidated access, accommodates large bike volumes
 - Two-way cons: Limited data, consolidated access, transitions from one-way, limited regulatory guidelines, maintenance
- Questions for ATC
 - With recent projects in mind, what makes different bike facility types appealing or unappealing?
 - Safety concerns of users on different facility types.
 - How does maintenance impact safety of one-way vs. two-way?
- Lou Miranda: I’ve read the Copenhagenize bike book, they mention a lot of the issues you bring up. They mention Montreal, with two-way bikeways and are moving to one-way. They pointed out that in urban space, not just big cities but also ones like Edina, one-way bikeways make more sense than a two-way. The big question becomes, sidewalks are two way, roads are one-way, so are bikes more like pedestrians or more like cars?

- Jenny Ackerson: Important to consider the paint on the road and signage for how they warn each modal group and conflicts. Vehicles intentionally or unintentionally in a two-way bikeway, how do we warn them? There's the cross-section of the bike facility, but there's what happens at the intersection, a bikeway might go to sidewalk level from on-street. Those might influence outcomes at intersections. Aidan Bragonier: We're thinking about that as well.
- Laura Mitchell: This is fantastic. Based on my experience for a downside of two-way: On Blaisdell, if they can get in there with a car or truck they use it as a loading zone. They'll drive on the bikeway even if there is parking on the road. Benefits of biking on cargo bikeways and young children, I have space and can be safer than a one-way.
- Henrik Kowalkowski: 66th Street in Richfield, with one-way cycle tracks. Lot of driveways in addition to streets. Interesting to look at as well.
- Justin Broughman: Fifth research question, on user comfort, it'd be very helpful if you have anything to share on that. There wasn't as much in the literature.
- Henrik Kowalkowski: As an individual biker, I feel safer when it's raised vs. at-grade, less so a difference between one-way or two-way. Raised at intersections too, where people have to drive up slows them down.
- Luke Van Santen: On the newish Hennepin Avenue elevated bike lanes, snow removal one block would be perfect and the next would be impassable. It's absolutely going to have a big impact on one-ways, I can't see it not having an impact on two-ways as well. One of the more frequent safety concerns, cars turning right in front of you. Color differentiation on Hennepin often becomes just another place for people to walk. If there were some way to make that clearer.
- Billy Binder: I feel safety in numbers. I like seeing more bikes, I feel safer and more visible. I like to encourage lots and lots of bikes. I also like the width. Two-ways have a wider space. You don't have to look down all the time, you can look at the scenery. It's sort of like riding a bike trail. That's what I prefer.
- Laura Mitchell: I feel safest on elevated protected bikeways that cars don't end up in/on. Bryant is my favorite right now. I rode on Bryant yesterday and saw 6 young kids biking in just 4 blocks. That's a really big indicator of perceptions of safety.
- Clara Sandberg: I have mixed feelings — it's always dicey going through intersections where drivers are conditioned to only look for traffic coming from one way. But two-way bikeways are also so efficient.
 - Laura Mitchell: That makes me think about the traffic calming on the street. Bryant feels safer because cars are forced to slow down, so intersections don't feel as bad vs. Blaisdell where folks often drive far above the speed limit.
 - Jenny Ackerson: Same as Clara. I am on higher alert when I'm on the "wrong" side of the road when a two way bikeway meets major intersections.
- Henrik Kowalkowski: It will be very important to identify potential confounding variables in this study so that we can really piece apart the impact of the type of the infrastructure vs just the quality of the infrastructure that was implemented.
- Jordan Kocak: I do plan to have them back in April or May.

- Draft Franklin Avenue resolution** **5:27 – 5:31**

 - District 4 member Larissa Lavrov read a draft resolution for the county’s reconstruction of Franklin Avenue.
 - Henrik Kowalkowski moved to adopt the resolution and Larissa Lavrov seconded.
 - Billy Binder: Thank you for including the sentiment of disappointment on not burying utilities. It’s such a critical project for so many people. I wish they could be buried.
 - The resolution passed on a voice vote.

- Member announcements** **5:31 – 5:39**

 - Larissa Lavrov: Team Recess cycling team has an open house at 7 p.m. tonight to drum up new members for femme trans nonbinary LGBTQ+ cycling team [[Instagram link](#)]. The Web site is <https://www.teamrecessmpls.com>. There'll also be a transportation advocacy meet up at Arbeiter next Wednesday 5-7. I'll be there along with folks from America Walks, Our Streets, etc. Join if you can/want!
 - Jordan Kocak: Josh Potter noted after his presentation he would appreciate a resolution, being at a decision point between options A and B. I will follow up with District 4 representatives to talk about a draft resolution for March.
 - Jordan Kocak: I met with Lou Miranda and Greg Anderson to talk about co-chair duties. In reviewing documents and the committee’s bylaws, we found they are out of date since the restructuring from bicycle advisory committee to active transportation committee. I wanted to proposed a subcommittee to look into the bylaws for editing and revamping. Lou and Greg are interested. If anyone else is interested let me know in the chat or email me later. The current bylaws are on the Web site under <https://www.hennepin.us/residents/transportation/active-transportation-committee> if you want to review them.
 - Henrik Kowalkowski: Nicollet Ave reconstruction open house at Richfield Community Center this Thursday 4:30 to 6. Web site is: <https://www.richfieldsweetstreets.org/learn>
 - Luke Van Santen: I suspect this is a minimally used transportation method, but based on recent conditions maybe don’t use ice roads (riding on frozen lakes / rivers; it’s been very warm).
 - Tammy McLemore: Friday evening I went to a film supported by the Bryn Mawr neighborhood association, and they have a bike advisory committee as part of their association. They meet second Tuesday of each month. I would like to do a warm transfer to those who represent Bryn Mawr, I think Billy and Jenny.

- Adjournment** **5:39**

 - Clara Sandberg moved to adjourn the meeting; Billy Binder seconded. The meeting adjourned at 5:39 p.m.

Next meeting:
 March 18 | 4 – 6 p.m.
 Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 18, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

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

Guests:

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

Notes

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

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



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

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

- **Bassett Creek Trail**

4:26 – 4:44

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

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

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

4:44 – 5:19

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

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

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

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

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

- **Draft Cedar Avenue resolution**

5:19 – 5:37

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

- **Member announcements**

5:37 – 5:43

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

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

- **Adjournment**

5:43

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

Next meeting:

April 15 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, April 15, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
Billy Binder, Dist. 2
Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT

Guests:

- ✓ Aidan Brogonier, Humphrey School
- ✓ Justin Broughman, Humphrey School
- ✓ Maxwell Wilson, Humphrey School
- ✓ Liam Vance, HC Public Works
- ✓ Mauricio Leon Mendez, HC Disparity Reduction
- ✓ Michelle Leonard, I-494 Commuter Services
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works

Notes

- **Approval of the agenda** **4:01 – 4:02**
 - Lou Dzierzak moved to approve the April ATC agenda; Tammy McLemore seconded. The agenda was approved by voice vote.
- **Approval of the March 2024 minutes** **4:02 – 4:03**
 - Henrik Kowalkowski moved to approve the March 2024 minutes; Dave Carlson seconded. The minutes were approved by voice vote.
- **Hennepin County bidirectional bikeway safety evaluation** **4:04 – 4:41**
 - Aidan Brogonier introduced himself, Justin Broughman and Maxwell Wilson from the University of Minnesota Humphrey School of Public Affairs.
 - Aidan gave an overview of bikeways they are reviewing as part of their study:
 - Plymouth Avenue and Dupont. Protected one-way bikeway with curb protection.



- Hennepin and 9th St. in downtown MPLS. One-way sidewalk-level path. Separated by curb.
 - 19th and 2nd St. S. Bollard-protected 2-way bikeway
 - Two-way sidepath at 18th Ave NE and Fillmore St. N. Shared with pedestrians.
- Problem statement: Comparison of safety outcomes associated with various bikeway types
- Research questions pursued in this study
 - How to compare facility types
 - Design factors that lead to higher crash rates
 - In the two-way bikeway category, which is safer
 - Implications of maintenance
 - Where do users feel safer
- Deliverables
 - Present finding and recommendations to Hennepin County Public Works and the Active Transportation Committee.
 - Tech memo to Public Works
 - Proof of concept for analysis going forward
- Timeline
 - Work began Jan/Feb with prep work in fall 2023
 - Analysis and reporting in March and April, 2024
 - Results presentation in May 2024
- Preliminary results, subject to change
 - Maxwell Wilson showed a map of crashes on protected bikeways. Mostly in Minneapolis, 26th and 28th and downtown stand out. Does not include multiuse trails. A cluster along 66th in Richfield and on Portland Avenue. One fatal crash in study period of 2018 through 2022
 - Crashes focused downtown, where there's lots of bike traffic.
 - 26th and 28th also are a cluster, parallel the Midtown Greenway. Long facilities with lots of traffic.
 - To compare corridors, team normalized crashes by years operating and lane miles.
 - For example, on 28th, with the most numerical crashes (at 27). Divide that by 5 years and 3.05 lane miles results in 1.77 crashes per year per lane mile.
 - Will add in ridership figures from the county in the next few weeks.
 - Highest crash rates
 - 15th Avenue SE 1 crash per 2.25 months
 - 18th Avenue SE 1 per 2.8 months
 - Washington Avenue S 1 per 3.5 months
 - Lowest crash rates (which tend to have lower ridership)
 - Fremont N 1 per 5.8 years
 - Broadway 1 per 3.9 years
 - Richfield Parkway 1 per 3.3 years
 - Looked at data to compare two-way with one-way
 - One-way bollard-protected average to be the same rates as curb protected. Intersections seem to be where most crashes happen

- Two-way bollard highest rates when normalized. Matches what we heard from interviews.
- Two-way curb protected has some limitations in data analysis due to the nature of current facilities. Ridership data should help address this.
- 1-way bollard 1.62 crashes/year/mile; one-way curb 1.63 crashes/year/mile; two way bollard-protected 2.29 crashes/year/mile; two-way curb-protected 0.95 crashes/year/mile
- Serious and fatal crashes per year per lane mile
 - One-way bollard protected 0.58 serious crashes/year/mile; one-way curb-protected 0.46 serious crashes/year/mile; two-way bollard-protected 1.71 serious crashes/year/mile; two-way curb-protected had zero serious or fatal crashes.
 - Helps identify some of the most dangerous intersections
 - Will look at police reports for types of crashes.
- Laura Mitchell: When you look into the narratives, I'd be curious to learn if there have been any crashes related to cars driving/parking (illegally) inside 2 way bikeways (because we don't have adequate signage, flexposts preventing cars from entering on purpose or accidentally).
- Hennepin, Stinson and 18th
 - Intersection with the most serious crashes, at three crashes.
 - Justin Broughman: I live nearby, not surprised to see it here. People trying to turn right from 18th going north onto Hennepin, they might check for bikes once, but people on Hennepin go so fast. People see a gap and gun it. Definitely going to the field and look at other contributing factors. Maxwell Wilson: Crossing Stinson on 18th, truck pulled into bike lane and used it as a turn lane.
- 15th Avenue SE and 5th Street SE
 - Saw two serious crashes
 - A lot of ridership going through here, near the University. A lot of nearby construction during the study period.
 - Porkchop free right on south quadrant of intersection adds a detrimental safety effect.
- Washington Avenue and 11th Ave
 - A lot of traffic through here, a lot of car lanes.
- Lou Miranda: Did you compare number of car lanes, average car speeds, car volume? Maxwell Wilson: We're going to look at average annual daily traffic and see how that factors. I also want to take into account number of lanes. Hopefully our full report will have more of that information.
- Luke Van Santen: Are all crashes between bike and car? If so, does data exist for bike/ped or car/ped or bike/bike? Or individual crashes (one vehicle)? Maxwell Wilson: Yes. Because we were just looking at protected lanes, there were more than 1,000 crashes, but looking just at bikes it dropped to I think 144. We didn't look at multiuse trails. Had we looked at those I think we would have seen some bike/ped crashes.
- Lou Miranda: Do any of these have bike-only traffic signals? What about protected left turn signals for cars vs. flashing yellow for car left turns? Maxwell

Wilson: We're hoping to look into this when we study specific intersections. Jackson Street two-way facility in St. Paul with the flashing yellow for right turns, especially for serious crashes. Is that a factor in causing crashes? We hope to dig into that by the end.

- Lou Dzierzak: Is there statistical information that was unavailable to you? Missing data sets? Aidan Brogonier: We now have bike counts and hope to normalize by that.
- Aidan Brogonier offered question for ATC members:
 - 1. Do our findings change the way you perceive the relative safety of two-way bikeways? Do they affirm them?
 - 2. Are there any safety concerns you have related to two-way bikeways, that we did not address?
 - 3. Are there any question about two-way bikeways that we did not answer?
 - 4. Are there similar active-transportation-related research question that you'd like to see the county study in the future?
- Haley Foydel: I want to share an answer to No. 2, as someone who uses bike lanes across the city and county: Looking in your study, the visuals around the bike lanes whether they're painted, and how the bollards are spaces, and the transition between protected and not can really affect the safety. I often run into people who are driving in the bikeways because they're wide enough that they think they're a regular lane. There isn't anything significant in the road indicating it's a bikeway. People park or drive in it. A lot of the paint that does go in doesn't get touched up. It needs to be brighter and stick out more. And what does the conflict point look like when the dedicated bikeway goes away? It never is labeled or a different color. Those are important for the county to pay attention as they expand or renovate bikeways. Not all drivers are familiar with these. Aidan Brogonier: We're noting what you're saying and really appreciate it.
- Henrik Howalkowski: No. 1, Personally I don't think I can make a judgment without ridership volume. For No. 3, if we could adjust the analysis for the quality of the bikeway. You might have a two-way bikeway with very poor surface or signage. I don't know how to get at that, maybe looking at the project budget or age. I'd like to see recommendations for collecting data for future analysis. How can we attach ridership data so a future study doesn't have to go through those hoops? Haley Foydel: Yes! Age and damage would be huge to assess.
- Luke Van Santen: I agree with so many things about more data being more readily available. No. 1: It didn't change the way I perceived the relative safety of any of these pieces of infrastructure. It affirms there are so many more conflicts with two-way bikeways. Higher crash rate per unit. It aligns with my mind. When I'm on Plymouth, it feels really, really good. When I'm on something else I have to look all three ways. On Hennepin, even on sidewalk level, people turning right don't even see it.
- Lou Miranda No. 1: Not only is it the age and the paint wears out and lanes just end. How we design over the years has changed. Every one is unique. Lane width, every time we get a presentation, on this block we had to make it narrower, and over here we did a jog. There are so many exceptions. But when you look at car

lanes, it's very static and uniform and hasn't changed in 50 years. You'd think the two-ways would be less safe, but one is dramatically more dangerous and the other dramatically safer. I don't think there's enough data to inform future projects without more data. Not to say your work isn't useful, it is.

- Luke Van Santen: Time variation of crashes, too. For instance, were there still a higher number of crashes on a new bikeway in the first year vs after several years of use / experience.
- Laura Mitchell: I'd be so curious to see a comparison of a 2 way curb protected (like Blaisdell) vs. 2 way elevated (like Bryant) — especially because Bryant has some elevated crossings. Obviously Bryant is so new we likely don't have much data yet.
- Greg Anderson: I like what you're doing. No. 1: I think it does affirm what I think of two-ways, but on that note, part of that analysis would be to drill down and look at the individual crashes: Was it a turning movement of a car or a biker? Is there a common thread? The complexity of the intersection. Most crashes are at intersections and I think involving turns. There's so much overload and processing at intersections for cars and bikes at intersections. Maxwell Wilson: I think the main issue now is these are so new, there isn't a large dataset. I really appreciate all the suggestions and ideas. The county wanted us, if there isn't enough data, what are the next steps and how can they get more data.
- Dave Carlson: Also time of day is important, such as right at sunset or sunrise, and riding in the dark. Two-way trails have issues with oncoming traffic and their headlights.

- **Hennepin County climate and resilience**

4:42 – 5:15

- Mauricio Leon Mendez from Hennepin County Disparity Reduction and Climate Resilience introduced himself. You're probably one of the most friendly audiences I'll encounter. I know you'd probably rather be riding your bike right now.
- Questions this presentation will address
 - How does Hennepin County's [Climate Action Plan](#) address transportation?
 - What is the county's vehicle miles traveled goal?
 - Why is reducing vehicle miles traveled important?
 - How is Hennepin County reducing vehicle miles traveled?
- Climate Action Plan transportation goals is
 - to reduce vehicle miles traveled per capita in Hennepin County and the region.
 - Promote electric vehicle infrastructure regionally.
 - Use transportation investments to support broader county goals including reducing disparities, improving health, enhancing livability and growing the economy.
- In Hennepin County, transportation accounted for 37 percent of greenhouse gases in 2019. Reducing vehicle miles traveled is critical for achieving county goal of net zero emissions by 2050. Some think it's too aggressive, some think it doesn't go far enough. Either way, it's going to take a lot of work.
- Hennepin county's vehicle miles traveled reduction target of 20 percent per capita by 2050 aligns with state goals.

- Public opinion research by MnDOT found 60 percent of Minnesotans support some type of VMT reduction target.
- Alignment in vehicle miles traveled reduction. 2022 Minnesota Statewide Multimodal Transportation plan supports the goal.
- Vehicle miles traveled: A measure of total distance all motor vehicles travel on roads. It adds up all the miles driven by cars, trucks and other motor vehicles. It's important for:
 - Transportation planning: Knowing how much people drive....
 - Policy making: vehicle miles traveled data is used to create policies that affect drivers, like gas taxes or tolls which are often based on how much you drive.
- Why reducing vehicle miles traveled is important
 - Reduced vehicle miles traveled equals less emissions: Fewer miles traveled, less fuel burned and less air pollution. Tracking vehicle miles traveled helps assess the effectiveness of efforts to reduce driving, like promoting carpooling, transit or walkable communities.
 - Policy development
- Vehicle miles traveled reduction can only be achieved through transformative policy change, including regional and statewide partnerships. Metropolitan Council updated Transportation Policy Plan will include vehicle miles traveled reduction and climate change. Federal level has support and understanding that to reduce greenhouse gas emissions we must reduce vehicle miles traveled.
- How?
 - Complete streets, transit-oriented development, biking, park and ride, transit, signal systems.
 - We're working with Kimley Horn to study to understand what are the best solutions for Hennepin County to implement to reduce vehicle miles traveled. There's a lot we're already doing, but the study will put everything in the same framework. We have significant investment in transit, in multimodal infrastructure, but we can always do more. And it needs to be backed by data and the best science we have. We're not the first, other places like California have vehicle miles traveled reduction goals. Moving away from level of service planning, where you look at congestion and speed, and looking more at the impact of specific transportation projects on vehicle miles traveled.
 - Consultant results:
 - Achieving 20 percent vehicle miles traveled reduction per capita is not easy. It will take measures beyond Hennepin County's jurisdiction.
 - By implementing a lot of strategies (on slide), we'll reach around 7 percent.
 - It's not easy, but we need to move in this direction.
- Our strategies (the slide showed a series of strategies with the county's role in each strategy):
 - Reduce driving
 - Role: Lead
 - Role: Partner and Support with cities, Metro Transit
 - Role: Advocate; e.g. legislative changes
 - Electrification
 - Energy efficiency and conservation

- Renewable energy
- Proposed priorities
 - Mauricio Leon Mendez showed a chart highlighting draft priorities
 - How should we prioritize our actions.
 - Expanding the bike lane and trail networks
 - Incorporate vehicle miles traveled and greenhouse gas reduction in strategic and comprehensive plans
 - Significant emphasis on vehicle miles traveled reduction
 - Multimodal guidance through plat review
 - Advocate for ebike funding
 - Invest in broadband
- Luke Van Santen: Regarding maintenance, this year is a good case study. The Lake Minnetonka Regional Trail was unplowed several times.
- Luke Van Santen: I would like to see language that the county will prioritize transportation higher than recreation in their trail system. Also (a small thing) more, secure bike parking.
- Luke Van Santen: Happy to see bullet to eliminate expansion of county roadway system. I hope it could go a step further and say actively reduce appropriate portions of the county roadway system. For instance, in District 6 there's a small section of Hopkins Crossroad that's four lanes wide, bound on both ends by 2-lane segments. If that can be reduced, maybe it's not due for that yet, but it'd be good to mention. Mauricio Leon Mendez: Even this language was for some folks a big step. I think you make a really good point. Do we really have more roadway than need in some places? Luke: I don't know where Hennepin County sits, but Minnesota overall has the fifth highest road miles per capita or overall, but I suspect we have some stuff we can trim.
- Lou Miranda: I'll amplify what Luke said with basic math. The county changes or updates two or three roads a year, for reconstruction. If we want a reduction of 20 percent by 2050, we have to do more than that by 2050 if we're going to meet that. We have to start that right away, change the roads today. All these ideas and plans and working with other orgs, the main way to reduce vehicle miles traveled is to literally remove lanes. In absence of a clear plan from county to reduce lanes over next 26 years, it's not going to happen. You can make the prettiest roads and nicest signage, but you're not going to reduce vehicle miles traveled unless you reduce lanes. People used to take streetcars every day. How did we transition from most people taking streetcar to nobody? We literally tore up and covered up the rails and burned the streetcars. I'm not saying we need to burn all the cars and tear up the highways, but you have to reduce lanes and parking. Mauricio Leon Mendez: That's really important for folks like you to emphasize. There already is a lot we're doing. When it comes to climate change, I feel like we need to be doing much more. We're trying to turn this giant boat in another direction. I hear you, this is a start I hope. We are making the county more multimodal, the question is also how can we encourage better land use. We can invest in bike lanes, sidewalks, but as long as we have a very not dense land use, we're not going to see some of the modes being utilized. We're partnering with cities to try to get at this.
- Haley Foydel: We can't justify not doing something because it's not being used enough. I hear this argument a lot. This idea there isn't proof yet so we can't do it. If you build it, people will use it. When you have a 2040 plan and 2050 goal, if you wait until people

prove it before you build it, that's ridiculous. If you build it people will use it. Spending money on a consultant rather than to spend it on a bikeway isn't effective. It's a big cop-out instead of doing radical change. Mauricio Leon Mendez: I mentioned MnDOT, Metropolitan Council, this more and more is including travel demand management, housing density, that's really important work that has to happen. Please continue to advocate your city for that.

- Lou Miranda: I just want to push back on the Blue Line Extension helping mode shift. It's not. It's treated by the state, region, & county as an opportunity to expand highways at the same time.
- Luke Van Santen: Partner with cities to mandate 12-foot minimum bikeway widths AND partner with watershed districts to waive their impervious requirements. Narrow the roads.
- Dan Patterson: I don't see advocate for higher gas tax. Luke Van Santen: And toll roads!
- Haley Foydel: I think that working with/advocating MnDOT needs to be a higher priority - I have heard "we can't do X thing because MnDOT has X policy" too many times as a reason from the county to not make a road safer or more comfortable. It's never, "well we want to work with MnDOT and figure it out. It seems MnDOT just dictates it. In future conversations, I'd like to bring MnDOT in and talk about it. I would hope to see in the leadership section where you say expand the networks and partnering to expand bus rapid transit: One aspect is prioritizing the comfort of people biking, using sidewalk and transit. It's very often we're presented projects and the priority is getting cars through as quickly as possible. E.g. If we reconstruct Lyndale we don't want cars driving on other streets. Cars are the priority. If you want to disincentivize driving, you need to make the other options safe and comfortable. You need to think about complete streets, connecting all these forms of transportation and make it easy, not we put it in but thought about cars first. Comfort level and expansion needs to put people above cars. Mauricio Leon Mendez: I really appreciate that. You're touching on a really good point, which is that transportation has traditionally been planned from the middle of the lanes out. It's almost like there's an unspoken hierarchy of the car and then other modes. We need to shift that and prioritize modes that are better for the environment and more equitable. That's a really good point. On MnDOT: I think there is an increasing number of folks there who are really interested in seeing this happen. I think they as well need local partners sometimes who can champion this. MnDOT since around 2019 has made a lot of progress, when they started their sustainability office. You can imagine how after five years there's been a lot of ideas planted there. I'm excited to see us continue cooperating with them. The people I've connected with at MnDOT are excited to advance this. Lou Miranda: As an example of Haley's point: Hennepin did not continue bike lanes on Excelsior Boulevard at the onramp to Highway 169 North.
- Dave Carlson: Met Council also needs to prioritize biking and walking much better. The Southwest LRT project is especially disappointing in how they have continually delayed the reopening of the adjacent bike trails that are a valuable transportation facility, which they would never do to a roadway.
- Luke Van Santen: Stretch goal — Use funds from one (or more) interchange project (139 at 494, 35W Commons, etc.) and spend ALL of that funding on bike infrastructure or transit. Yearly.

- Luke Van Santen: I hope the entire chat thread can make it to Mauricio. [Comments from the chat are interspersed above where they were most closely related to verbal statements.]

- **Hennepin County Toward Zero Deaths program**

5:15 – 5:46

- Tom Musick, the Toward Zero Deaths coordinator from Hennepin County Transportation Planning, introduced himself and the project.
- Goal is to reduce serious and fatal crashes. We've committed to it on a greater scale.
- The federal government came out with funds for agencies to develop safety action plans. We secured a grant for a Toward Zero Deaths action plan, setting us up for a formal path to a safer road system. It's less looking back and more looking forward at where the risk is, what characteristics can we change to prevent crashes. It will open us up to apply for an implementation grant from the feds. Minneapolis recently got an implementation grant, I think \$20 million, to make low-cost, high-impact safety improvements. Regardless of whether we get an implementation grant, it will help us develop a high priority safety network. It's not just construction projects eight years out, but also tomorrow and medium term that will help us get to permanent improvements.
- The safe system approach recognizes people make mistakes. They look at their phone, get hostile, run red lights. From an engineering perspective, how can we limit severe and fatal crashes as much as possible knowing humans will make poor decisions. It's also a collaborative effort. We've heard about narrowed lanes, 4-3 conversion, reducing lanes. There's a lot of ways engineering can improve safety, but it's not the only way. Education, emergency service — how close are you to a Level I trauma center, engagement. It takes all of those things to change culture and see a reduction in severe and fatal crashes.
- Looking to adopt plan in spring 2025. In early stages doing a state of practice review: Hoboken, Jersey City, Arlington, Montgomery County, Denver, Seattle, Portland. They've seen some success and we want to steal their ideas. What works there can work here.
- Network will identify needs for all road users and equity.
- Digging into data now and looking at peer examples. Internal outreach will come soon, then we'll do external outreach throughout the county. What are people's experiences, how can that help inform the work we do.
- Tom Musick showed a planning process overview, which included an emphasis on collaboration. I think there's a real link between reducing vehicle miles traveled, the county has a responsibility, if we're serious about reducing vehicle miles traveled and increasing biking, walking, transit, we have a responsibility to make that safe.
- Data collection
 - What's happening? Who is impacted?
 - Where are dangerous intersections?
 - Preventive approach
- Community engagement
 - Want to make a concerted effort. Not just an open house. Active participation by varied users and community interests
 - Direct efforts to engage with traditionally underrepresented communities
 - Review, reflect and consider public input throughout the plan process
 - Timing: This summer

- Tom Musick showed an example from St. Paul's 2023 safety action plan, which Kimley Horn worked on. They created a BeHeard page where people could report their experiences. There's a lot we can learn.
- It's not one and done. We want to revisit in three to five years, see what progress we've made and what adjustments do we need.
- Other plans
 - Met Council developing regional safety action plan
 - MnDOT local road safety regional workshops
 - MnDOT vulnerable road user safety assessment
 - Minneapolis implementation grant
 - City partners' safety action plans (ST. Louis Park, Edina, interest from Bloomington)
- We need to address where the crashes are, in Minneapolis and first-ring suburbs, but also address the needs of Rogers and others.
- Traffic Safety Day at Mall of America on April 20.
- Toward Zero Deaths metro regional workshop on May 23 at Heritage Center in Brooklyn Center. It's free and will have some good topics. More info on MnDOT Toward Zero Deaths site (<https://www.minnesotazd.org/>). Ethan Fawley from Minneapolis will talk about speed camera proposal. Session on engagement with communities and how we can do better. How do we challenge that nationally 100 people a day die on our roads and get people to change behavior?
- Lessons learned from Jersey City, Hoboken and elsewhere. They talked a lot about temporary measures to change driver behavior so when the permanent improvement came, drivers had already adjusted. Lou Dzierzak: Are there documents available describing those initiatives in Jersey City, Etc? Links? Dan Patterson: https://www.jerseycitynj.gov/cityhall/infrastructure/transportation_resources/visionzero
- Tom Musick: Still relatively early, with the rest of the calendar year ahead of us.
- Please stay in touch. I'd appreciate and enjoy any feedback or if you can amplify this message. We want the county to feel some ownership in this. It'll formalize some of the thing we're already doing, on Lyndale or roundabouts or 4-3 conversions.
- Driving behavior has worsened, speeding is up, and that's a big risk for people walking and biking. We want to get away from that uptick in recent years.
- Tom's contact is tom.musick@hennepin.us.
- Lou Miranda : You talk about vulnerable road users, something like the National Association of City Transportation Officials (NACTO) that advocates for safe streets. Is there a county organization that advocates for that sort of thing? Tom: There is, the National Association of Counties (NaCO). We hear a lot about getting leadership to commit to improved safety. It's not unlike the vehicle miles traveled reduction goal where it makes it formal and gives us power internally to pursue these goals. If you're interested, the notice of funding for the action plan spells out engagement, leadership commitment, emphasis on low-cost, high-impact measures. <https://transportaiton.gov/grants/SS4A>.
- Lou Miranda: On education and advocacy, roads since COVID are more dangerous. Another thing is it's harder for counties or cities to do something locally. Should we advocate for smaller, lighter and safer vehicles? Trucks and SUVs are so much bigger. They crash into buildings and destroy the structure. In the 1980s, the cars were so small and light, they couldn't damage a building. Tom Musick: Safe vehicles is in the safe

system wheel. When you talk about the big trucks, up so high, there's a real blind spot. I'd include in that, you get that fancy new vehicle and the speedometer gets to 185, as a safety person, I'm like, "Why?" I do think there's room, more from the national level, to put pressure on automakers.

- Laura Mitchell: Safe vehicles for those inside and outside the vehicles. Tom Musick: New cars have more tech than ever, but they're so big and fast and people can disable those features. I worked with the National Safety Council, we worked with automakers on the devices, but still their vehicles by their nature were still large and fast.
- Luke Van Santen: Along those lines (large vehicles) — Can the county add fees to somewhat reflect the increase potential for damage? Henrik Kowalkowski: Yes, registration should be a function of weight, for sure.
- Tom Musick: I don't know if the speed cameras will success this legislative session. Cameras can really help reduce speeds if implemented thoughtfully. In the same way technology can literally limit speed in vehicles. Henrik Kowalkowski: We speed-limit our bikes and scooters but not our cars.
- Tom Musick: In light of Mauricio's presentation: We talk about the Five Es. Dan Patterson has advocated adding another, Exposure. Henrik Kowalkowski: Reducing vehicle miles traveled and Vision Zero go hand in hand for sure.

- **Draft Nicollet Avenue reconstruction project resolution**

5:46 – 5:52

- District 5 representative Lou Dzierzak presented a draft resolution on the Nicollet Avenue reconstruction from 77th Street to 66th Street in Richfield that was discussed in the March 2024 ATC meeting.
- Greg Anerson moved to approve the resolution and Tammy McLemore seconded the motion.
- The resolution was approved by voice vote.

- **Member announcements**

5:52 – 5:55

- Lou Miranda: I took a bike ride with a friend for a good 10-12 miles and ended up going 20, 25 miles.
- Tammy McLemore: June 1 Tour de Cure is coming at Boom Island. Not necessarily endorsing, just sharing.
- Lou Miranda: City Nerd from YouTube was in town and gave a presentation with Slow Roll MSP.
- Luke Van Santent: Access Hopkins, a bike and walk advocacy group is having an ebike demo at Tonka Cycles this coming weekend.

- **Adjournment**

5:55

- Tammy McLemore moved to adjourn the meeting. Luke Van Santen seconded the motion. Motion approved by voice vote
- The meeting adjourned at 5:55 p.m.

Next meeting:
May 20 | 4 – 6 p.m.
Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, May 20, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

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

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Suzy Scotty, MnDOT
- ✓ Ben Klismith, MnDOT
- ✓ Joshua Colas, SRF
- ✓ Peter Bennett, city of Minneapolis
- ✓ Dany Maloney, HDR
- ✓ Kristine Stehly, HC Public Works

Notes

- **Approval of the April 2024 minutes** **4:01 – 4:05**
 - Dave Carlson moved to approve the April 2024 minutes; Tammy McLemore seconded. The minutes were approved by voice vote.

- **Park and Portland roadway improvements** **4:05 – 4:23**
 - Dany Maloney from HDR, project manager on the design team, introduced herself. Olagoke Afolabi from Hennepin County Transportation Design introduced himself. Peter Bennett with the city of Minneapolis introduced himself.
 - Dany introduced the project at the zero percent concept phase.
 - Full project corridor is on Park and Portland from I-94 to 46th Street (CSAH 46). It's broken into four segments for funding and phasing.
 - Segment 1: 94 to the Greenway is funded.



- Segment 2: Greenway to 38th Street not yet funded; awaiting word on regional solicitation funding.
- Segment 3: 38th to 42nd fully funded.
- Segment 4: 42nd to 46th not funded. Highway Safety Improvement Program application submitted.
- Issues to address
 - Signals are past service life
 - Long pedestrian crossings
 - High speeds, average 44 mph for passenger cars, 41 for trucks and buses
 - Americans with Disabilities Act non-compliant pedestrian ramps
- Project aims to
 - Include enhanced crossings for walking, rolling, biking
 - Create safe and comfortable spaces
 - Calm traffic speeds
 - Install curb-protected bikeway
- Not included
 - Full reconstruct
 - Reconstructed sidewalk
 - Will not convert to two-way
- Other projects in the corridor we're coordinating with
 - 18th to Washington Ave restriping (county)
 - Franklin Ave reconstruction (county)
 - Phillips traffic safety (Minneapolis)
 - Park/Portland at 26th (Highway Safety Improvement Program application by Minneapolis)
 - Park and Portland at 28th (Highway Safety Improvement Program application by Minneapolis)
 - 34th Green Central (Safe Routes to School by Minneapolis)
 - 35th 26th reconstruction (Minneapolis)
 - Park/Portland at 42nd (Minneapolis applied for Highway Safety Improvement Program)
 - 42nd pedestrian project (Minneapolis lead)
- Project schedule
 - Preliminary design in March 2024 through March 2025
 - Final design through 2026
 - Fed authorization expected November 2026
 - December 2026 bid
 - Construct March 2027 to November 2028
- Luke Van Santen: Is there a chance to reduce the number of signals, going away from signalized, more like a roundabout? Olagoke Afolabi: Not in the scope of this project. This is a retrofit project, not a reconstruction, so our scope is quite limited.
- Billy Binder: Are we creating a gap between 46th and the Chain of Lakes, Minnehaha Parkway, Grand Rounds. Why end at 46th and not to the Parkway? Olagoke Afolabi: A lot of this has to do with how it's funded, we only have funded for the areas presented. That gap isn't yet funded. We do anticipate applying for that. Billy: Is it going to be an awkward gap that's hard to navigate? Peter Bennett: Portland from 46th south is a county

road, Park south of 46th is a city road. We striped bike lanes on Park last year, so those exist today (but not buffered). This is a cobbled together project and Dany's scope is just for these projects. You can look for a future project from the city or county to make that connection.

- Jenny Ackerson: I see this is about three miles on each road, four segments, so we could expect to see a uniform concept across these three miles even though different right of way widths? What kind of uniformity can we expect? Especially with the intersecting projects. Olagoke Afolabi: We do have four segments, our project goals especially for the bike facilities to be consistent. Part of the project will be to create physical separation between bicyclists and motor vehicles. It'll be consistent. We don't have a one-size-fits-all. We'll see what treatment will fit each intersection. Goal is to have some similar treatments at intersections based on what's needed. Jenny: Does that mean this project will pick up intersections not addressed with other projects? Olagoke: Yes. We'll coordinate with the other projects and any not touched, we'll look to address them.
- Haley Foydel: I live on Park Ave at 40th. I have an extremely vested interest in this. I saw on the slides you're measuring average speeds, which is very important to me. We've had three crashes on my intersection in the past three years with cars totaled or flipped. There are so many blind spots, at 41st and 39th, too. To what extent will traffic calming factor in? Narrowing the lanes at all? Looking at Park, no light 42nd to 38th, people will get up to 50 or 60 miles an hour. And there aren't ped crossings except the one at 39th that no one pays attention to. How much is speeding a priority and what approaches are you looking at? Olagoke Afolabi: Priority is to implement elements to calm traffic. We're working with consultant and city to evaluate traffic calming measures. As we work toward a layout, you can expect to see some measures. Those should include: Lane width; intersections that today have three lanes, plan to drop to two; evaluating whether turn lanes there today are needed; medians; bumpouts. Reducing vehicle speeds is one of our top priorities. Peter Bennett: When you said medians and bumpouts, we're very early on and haven't shown anything, but we've talked about some medians between lanes. You'll see these as the project progresses. Haley: Will you be doing any community meetings, surveys, outreach? Olagoke: Yes. Dany: We have a three-phase approach during preliminary design. We're working with community organizations to understand existing conditions and issues. Informing them of project goals, learning of key areas where we need to be mindful of. Following that, in the fall when we have an alternative prepared, we'll go out with an open house and pop-ups. When alternative selected we'll go out again, probably in winter.
- Greg Anderson: One of the things I've grown to like is solar-powered speed limit signs. They let you know you're speeding. Is that something you might consider? Olagoke Afolabi: Yes, we can take that into consideration.
- Henrik Kowalkowski: It'll be great to get some physical protection for bikes in addition to narrowing the roadway because it is so wide and straight right now

- **Lowry Avenue NE Phase II reconstruction**

4:23 – 5:04

- Kelly Agosto from Hennepin County Transportation Design introduced herself and the Livable Lowry project.
- Web site: <https://www.hennepin.us/lowry-avenue>

- It's a reconstruction project from Marshall to Washington Streets. Phase I Washington to Johnson already started construction, expected to be complete at the end of 2025.
- Goal is to make it safer and more comfortable for those walking, rolling, biking, taking transit and driving to the many different community and businesses along the corridor
- Phase II in design, expected to be complete in 2027. Anticipate municipal approval of the layout this fall. We'll be looking for a resolution the next time we present to the ATC.
- Upcoming engagement:
 - Neighborhood association meetings
 - Open house this Thursday at Bottineau Recreation Center 5 to 7 p.m.
 - Looking to re-engage public on the conceptual design for Phase II and listen to feedback.
 - Goals is to ensure public awareness of the conceptual design and the scope of its elements such as: the safety conversion, bikeway, lane configuration and improved public health.
- Kelly pulled up a typical section for Phase II:
 - Generally three lane roadway, today it's four-lane undivided.
 - Outer lanes will be 10 lanes with 2-foot gutter
 - 10-foot shared use path on north side, 6-foot sidewalk on south, 8.5-foot boulevards on both sides. 10-foot center turn lane.
 - Starting at Marshall Street: That intersection will be reconstructed. There is a project the county is working on on Marshall that goes south from these project limits to about 3rd.
 - Looking at signal warrants at a few intersections, including Grant. Signal today, evaluating whether it makes sense to put a signal back in or another treatment.
 - Local transit service will be stopping in-lane.
 - Other design elements we're looking at: Bumpouts on city sideroads to shorten crossing distances.
 - On shared use path side of road, we're looking at possibility of raised crossings of city side streets.
 - In areas would add medians.
 - Railroad between California and 1st, looking at adding a median. Looking at whole crossing surface and gate system with Burlington Northern Santa Fe railroad. Those conversations already have started.
 - At 2nd, looking at signal warrant. Currently signalized. We're looking at whether a signal or other traffic control makes sense.
 - Jordan Kocak: At 2nd, there's a new multifamily building, in the past year there could be a lot more traffic going through there. Kelly Agosto: We're working on updating the aerial imagery. There is the Lake on the northeast quadrant, which changes the traffic pattern. There's redevelopment on northeast and southwest corner, it seems there's something new happening at a new corner. There will be more to come on that for sure.
 - Kelly Agosto: Previously when looking at Lowry, we were including intersection with University but in coordination with MnDOT, they have a project on University and it made more sense to include it in their project. We'll tie into that about a block on either side of University. The rest will be reconstructed by MnDOT. We'll working closely with MnDOT and the city on that. Peter Bennett:

I've also joined MnDOT's project. They're just kicking off, will have a public meeting on June 11.

www.dot.state.mn.us/metro/projects/universityavempls/index.html

- At 5th, looking at adding a median, which would change the traffic pattern, so vehicles could turn right in and right out but not make left turns. It would include cutouts for people walking and biking to cross.
- At 6th, bumpouts on the city side road. The median on the railroad overpass today narrows to a little less than two lanes; we're looking to delineate that a bit better to show there's only one lane on either side of the bridge pier to reduce confusion and be somewhat of a traffic calming element. Extending median through 7th Street to make it a right-in, right-out.
- Joins with Phase I currently under construction on Washington Street NE.
- Luke Van Santen: I'm very much loving all those raised crossings.
- Luke Van Santen: It looked like at the grade crossing with the railroad, does it go up to 12 feet rather than 10 like elsewhere? If so, why? Kelly Agosto: Our operations staff, people who do plowing and things like that, require 15 feet between median and curb for maintenance. This is designed with snowplow operations in mind. Luke: Does that mean that would occur anywhere with a median? Kelly: Correct. Luke: So the lane widths will be bouncing back and forth? Kelly: Yes, but I don't think it will be that apparent to people driving and the median should help calm traffic. Luke: Definitely like the medians.
- Luke Van Santen: Could you take 2 feet from the shared use path and put it on the south side and have two shared use paths for two-way traffic rather than all bike traffic on one side. Kelly Agosto: It's tying into the same configuration we have in Phase I, but we could look at that. Peter Bennett: I think you found a block or two where that would work, but elsewhere it goes to 8 feet and everything's at a minimum, so it wouldn't work. The trail on the north side is what users are going to be expecting for the corridor. A few blocks of shared use path wouldn't get us the network effects we would want. Kelly: East of 2nd we're at 60 feet and west of there is closer to 70 feet. That's where we went up to 10 feet. Potentially that's the area that would be easier to shift dimensions around. Luke: Peter was right, I only looked at one section.
- Luke Van Santen: You mentioned there might be other treatments than a signal at Grand. What might those be? Kelly Agosto: The next option would be a two-way stop control, so Grand would come to a stop sign and Lowry would have no traffic control unless there were some kind of pedestrian crossing treatment such as a rectangular rapid flashing beacon (RRFB). Luke: I was hoping to hear roundabout. Kelly: We don't have the space for a roundabout, but it would be a nice alternative if we could. Henrik Kowalkowski: I love roundabouts, too.
- Billy Binder: When we first talked to you we tried to impress upon you the importance of having the full 10 feet of space on the shared use path on the north side from Central to the River; we think that's essential for bike and pedestrian traffic on this corridor. We saw that you didn't include the University Avenue block, we're wondering if the full 10 feet will be maintained on that block that you didn't show. We talked about taking some from the south side turning radius to maintain the 10 feet. Is it maintained at 10 the full distance, Central to

the River? Kelly Agosto: It's not. The way we have it planned, east of 2nd is 8 feet wide to Central. East of Central it widens out again. We're balancing a lot here and trying to find dedicated space for all modes. It's on the All Ages and Abilities network and there are flooding issues here as well, we're trying to get boulevard space for stormwater and buffer. We have an 8 foot shared use path with a clear zone. It's what we could fit balancing all those things. Billy: We'll have to sharpen our pencils, won't we? Lou Miranda: I agree with Billy. We can't sacrifice the shared use path.

- Greg Anderson: Shrinking the Boulevard, you talked about snow storage and signage. Any possibility of shaving some there for better outcomes for pedestrians? Kelly Agosto: We're looking at using some of the space for stormwater treatment and storage and tree planting, which also would provide some traffic calming. If we take more space for a paved area, it takes away space for those other elements. Peter Bennett: Anecdotally, I might be able to cite this number, but Minneapolis Park and Recreation Board has said they won't plant a tree in less than 5 feet. We're at 3.75 feet in some areas. Kelly: It's very tight.
- Lou Miranda: It seems we have standards for cars and we'll never take from the 10 feet of a car lane, but we'll take space from a bike or a shared use path. When push comes to shove the width of the path takes precedence over trees. If we can't have trees for a couple of blocks... You'd never take two feet from a car. Kelly Agosto: We did look at reducing the lanes as much as we could, down to 10 feet and reduced from 4 lanes to 3. Bus widths are 10.5 feet mirror to mirror. We're pretty narrow, with local bus routes here and future bus rapid transit. And our maintenance vehicles for snow removal. Lou: I'm saying there's a standard you won't go beneath, not that you should reduce the lanes further, but there isn't such a standard for bikes. If you have a choice between the width of a buffer or a bike lane I think it's more important to reduce the width of the buffer. Kelly: I hear what you're saying. We've looked at the dimensions for all the things we want to put in the buffer, even if we did a 10-foot shared use path you'd still need a 2-foot buffer and no space for other elements such as lighting without property acquisition. Lou: These are difficult problems, but we need to stop saying it's easy to just take from the bikeway. Peter Bennet provided a link to the city's Street Design Guide: <https://sdg.minneapolismn.gov/design-guidance/bikeways/shared-use-paths>
- Luke Van Santen: Lou, I think there is a standard that I similarly dislike for bikeway widths, where the standard is 10 but it's OK to go down to 8, so we end up with 8 as the standard. Lou: Right, but the county jumps too quickly to 8 feet. Maybe we should recommend changing the standard to 10 feet minimum. Why do we accept 8 feet? A two-way 8-foot shared use path is only 3 feet wider than a sidewalk. That's insane. If the county has a goal to reduce vehicle miles traveled (and we do), 8-foot shared use paths will not make that happen. Luke: 8-foot widths almost guarantee future conflict between people walking and people bicycling/rolling. I agree the preferred width should be 12 feet with a minimum of 10 feet.
- Luke Van Santen: In the area where you mentioned existing flooding, will an additional 2 feet of boulevard provide adequate or even much infiltration or is

there some other mechanism you're planning to use that two feet for? Could there be voluntary raingardens on the non-road side (I know, that means people's property)? Kelly Agosto: The width we're showing does show space for infiltration and tree planting; it all adds up. We can do a lot that's not necessarily right at the intersection where the network is a whole with a new sewer system. It's nice when people look to use their property for things like raingardens, but we can't technically count things outside our right of way. Luke: Is that a watershed requirement? Kelly: The county has municipal separate storm sewer system (MS4) requirements.

- Luke Van Santen: I completely agree that "yes, yes, more trees, please." Any way to include those on the non-road side, maybe with an easement? Kelly Agosto: Trees are owned by Minneapolis Park and Recreation Board after construction. Peter Bennett: I'm not sure of any programs to plant them on the private side, typically they only manage the boulevard trees. Luke: It'd be nice if you could explore outside the box more and see what you can do and have special agreements with people on the block. Though it's easy for me to say that because I wouldn't have to do it.
- Jenny Ackerson: I understand the MnDOT project will lead intersection treatment at University and almost the whole block on either side and the timing is a little opaque, so it could be one or several years with a gap. Can you shed light on when? Kelly Agosto: I've heard 2027, so our project could be overlapping slightly with their timing. Jenny: That's better than I expected.
- Jenny Ackerson: At Marshall and the shared use path being two-way for bikes and peds but the path over the bridge is intended to be one way. Have you thought about where you might direct people to the appropriate side to cross the bridge? Kelly Agosto: There're definitely things in detail design for wayfinding and pavement markings, but we will have to find a way to direct people biking. Project on Marshall for bike and ped facilities, too. Jordan Kocak: On west side of bridge, city has a project on 2nd in the future it should be fairly easy to get from one side of Lowry to the other as those are built. Luke Van Santen: Great question, Jenny! Having a two-way on one side of the road kind of forces one direction to have to cross Lowry.
- Jenny: I encourage the rabbithole thought of where can we strip out center turn lanes and say right-in-right-out only to make up shared use path width, where is it OK to not allow turns in every possible place? Being aggressive vis-à-vis removing the turn lanes and removing left turns in more places may be a vehicular compromise this group's discussion was hinting at. Henrik Kowalkowski: Great idea on removing center lanes.
- Billy Binder: Background on how important this corridor: Goes all the way across the city from west to east, the Lowry Ave Bridge, development going like crazy, and these are people who bike — Jordan included. We're shorting our 10-foot shared use path by 2 feet doesn't make sense for the future. We're already sharing this path with peds and bikes. We need to do everything we can to get the full 10 the length of the roadway. I need to sit with you engineers and look over your drawings. I agree with Luke we shouldn't be shorting the shared use path on a corridor that connects everything. We really have to work on this one.

- **University Avenue and Fourth Street project**

5:04 – 5:38

- Ben Klismith and Suzy Scotty from MnDOT and Joshua Colas from SRF introduced the project.
- Have 15 percent design, not quite to 30 percent yet. Have done one round of public engagement and are getting ready for another round.
- Limits and overview
 - Slight change to limits, extended up to Bank Street at NW so we can update intersection at University and Central, need to cross it for it to flow correctly. Bank Street to 35W. Bridges over 35W are planned to be replaced, for the purposes of a consistent system we're designing them together. Jenny Ackerson: Including the bridge makes sense.
 - Pavement has reached end up useful life, one-way pair, been a trunk highway a long time, had rails under it.
 - A protected sidewalk level bikeway will be installed
- Improvements
 - General look: Sidewalk, boulevard, parking, two through lanes, buffer, Bikeway, boulevard, sidewalk (no dimensions yet).
 - At University over 35W: 10-foot walk, 6-foot shoulder, 11-foot left turn and through lane, 11-foot through, 13-foot through, 1.5-foot barrier, 9-foot bikeway, 10-foot sidewalk, 1.5 foot barrier on outsides.
 - At Fourth: Major change on west side narrows the exit on the west leg with a bumpout and trimming it to two lanes. Should make for more predictable movements.
 - At Bank Street: Would restripe west of intersection to reduce the skew and align the lanes.
 - Proposing 6-foot sidewalk on east side of 35W connecting University and 4th. We see quite a bit of foot traffic as is in the grass. Sometimes the organic demand makes us build it.
 - Bus rapid transit route with stopping in lane and 11-foot bus stop. Narrows bike lanes to 5 feet at station areas.
 - It is a truck route with a significant number of semi coming through, but calming where we can and giving as much space as possible to bike, ped and boulevard.
- Timeline
 - Prelim design fall/winter 2024, final design 25-26, construction begins Spring 2027. Might be slightly different for the bridges.
- Lou Miranda: Boulevard between bikeway and sidewalk, where will the snow go? Ben Klismith: The snow will have to be pushed off the bikeway into the boulevard with special equipment by the city. Lou: Why not next to the street? Josh Colas: Based on feedback from agency stakeholders and first round of engagement, we had two other options, one with on-road bikeway with curb protection then another option with the bikeway at the sidewalk level with a boulevard between bikeway and roadway. Through evaluation we landed on this one through consensus with city, county, wider boulevard space and avoids need for tactile strips, avoids removing trees, reduces maintenance on snow removal and storage. Still a boulevard immediately adjacent parking, but it's more of a

separation between the bikeway and the sidewalk. Lou: You've got semis, a bike lane right next to the street seems really dangerous and even if not unsafe, it's very uncomfortable. They only way you can account for snow storage is between bikeway and sidewalk. Suzy: There's definitely a bit of balance happening in this corridor. We have as wide of bike lanes as we could have for one-way traffic at 7 feet and a 2-foot buffer. There's a little bit of space to help account for that. Minneapolis maintenance let us know... there're always downsides, property owners either shovel onto bikeway and then the city has to come through and clear again. Based on our conversations with them, this is a good viable option. Lou: Previous presentation, didn't they say they require a boulevard between bikeway and travel lane, and here it's right next to it? Suzy: There's need for a clear zone, doesn't need to be a boulevard. Given length of corridor, we found separation between walking and biking to be more important. It was a design choice. Lou: I think the safety of people biking is more important. Suzy: There are Americans with Disabilities Act requirements we are legally required to fulfill. The tactile is required in some cases, but for a long corridor it's not a sufficient method for separating bike and ped. Lou: What is the 2.38 foot buffer? Is it paved? Suzy: Yes, with signs in it.

- o Billy Binder: This isn't exactly Fernando's district, but it does serve a lot of people. University and 4th serves 550 bikes a day, which makes it by far the largest on-street bike lane in Minnesota, connecting the University and downtown, the two biggest bike generators in Minnesota. We put out a resolution asking you to come back with alternatives different from one-way routing to connect to our innovative two-way bikeway son University. Has anyone come back asking for two-way from Oak to Central? Are you considering two-way bikeways. Josh Colas: On our team we have bike and pedestrian experts that are consulted and have assessed the area and worked on the University project mentioned. Differences include that the one-way is a little more intuitive for bicyclists, in general. On campus there's a concentration of destinations on the south side of University Avenue. There were fewer intersection conflicts east of 35 and no freeway crossing. Here, on our project, you do have to cross the freeway. There are three other options: 2nd, 4th, 5th to get to Central. Would need protected signal phasing at the bridges. Potential for bike safety and mobility issues, delay and wait times at the light. The geometrics, widening it out and still remaining within standard for other elements, there are right of way impacts with bus rapid transit stations, retaining walls, grading, utilities, that could present challenges. We do hear your thoughts — and others' — on a two-way. We've done our evaluation and research with documentation on how the locations are different. Billy: Today we get five to 10 percent of bike riders riding the wrong way because it's the closest direction to the dorms, to the south side of University and downtown. They don't jog over a block to 4th to ride eight blocks down 4th to jog over again at Central. It doesn't make sense. 5 to 10 percent is a significant number with 550 riders a day, so 25 to 50 a day going the wrong way. I don't see why we don't yield to them and design accordingly. We should design it for what people are actually going to do. It's a great opportunity to encourage more people to ride. Lou Miranda: Is there a link to that documentation? Josh: We do have some documentation, though not formalized. It's more an assessment on one-way vs. two-way. We can provide that to MnDOT and Jordan and have them share if they feel that's appropriate for public consumption.
- o Jenny Ackerson: On slide 7 (University bridge), sometimes there are painted crosswalks, but not on all legs. Does that mean crossings will not be painted? On the eastern side it

seems that intersection is still signalized, but it looks like free rights. Ben Klismith: The phasing hasn't been worked out, but I don't think that would be a free right. I assume we'll want a red light for people walking and biking. Jenny: So it's not intended as a refuge? Ben: It is a refuge, that is the idea so you have to look at only one or two lanes at a time. It's hard to see four lanes moving at different velocities. Suzy Scotty: This will definitely be signalized. We're looking at ways to make it as safe as possible. We're looking at no right on red black-out signs. Josh Colas: Striping will be added at more locations on the layout. Suzy: It would be fair to anticipate crossing on the outside three legs. Luke Van Santen: Add raised crossings, too!

- Jenny: Typical section: Minneapolis Park and Recreation Board would only plant trees with 5-foot boulevard, would that mean trees only on the 6-foot boulevard and not the 4-foot? Ben Klismith: One reason for the boulevard where they are is to try to save trees there today. If there are segments where we can use more right of way and everything still functions, we could maybe add space for more plantings. We're trying to show basically a base case for the corridor.
- Lou Miranda: University Avenue bridge: It looks like a free right. Is there any possibility of hardening up that turning radius so it's not so rounded? At TH 100 and Excelsior there's something very much like that with a no turn on red sign but everyone blows through it because it's easy because it's so rounded. Ben Klismith: It's a possibility. We definitely accept that comment. Lou: Safety includes bike and ped safety.
- Luke Van Santen: In addition to tightening that radius, examples in previous presentation, include raised crossings to convince people to take that intersection at more of a safe speed. Ben Klismith: Raised crossings for MnDOT generally are a hard sell. We can ask. University and 4th eventually will be turned back to Hennepin County. We're using state aid highway standards to help make it a successful turnback.

- **Member announcements**

5:39 – 5:43

- Luke Van Santen: In District 6, Access Hopkins group at Tonka Cycle and Ski ebike demo June 2. Larissa Lavrov: As a new e-bike user, they're amazing.
- Luke Van Santen: Jordan, once upon there was a presentation about the intersection of Minnetonka Boulevard and 169 with some geometric changes. Have you heard anything more about that? Jordan Kocak: I don't know the status, I think it was driven by MnDOT. Luke: I think because the signals were getting old and they needed to replace them. Suzy Scotty: I don't know much about that, but if you'd like more info I'm happy to pass it on. Luke: I remember there being a pending county project a little beyond and maybe some synergy there. I asked about a roundabout, too. Jordan: Maybe email me and Suzy and we'll track down more information.

- **Adjournment**

5:43

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

Next meeting:

June 17 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, June 17, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
Larissa Lavrov, Dist. 4
Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT

Guests:

- ✓ Carrie Christensen, MPRB
- ✓ Matt Huggins, HC Public Works
- ✓ Sylvia Greenwood, HC Public Works
- ✓ Tyler McLeete, Stantec
- ✓ Jessica Galatz, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Joe Gladke, HC Public Works

Notes

- **Approval of the May 2024 minutes** **4:03 – 4:04**
 - Lou Dzierzak moved to approve the May 2024 minutes; Tammy McLemore seconded. The minutes were approved by voice vote.

- **Grand Rounds Missing Link** **4:04 – 4:21**
 - Carrie Christensen from Minneapolis Park and Recreation Board introduced herself and her two projects on the agenda.
 - Grand Rounds Missing Link link:
https://www.minneapolisparcs.org/grand_rounds_missing_link. Carrie Christensen's email address: cchristensen@minneapolisparcs.org.
 - The Missing Link project is kicking off an implementation phase. The link is in Minneapolis, originally envisioned as part of the Grand Rounds but never implemented.
 - It's been a 140-year gap in the trail system.



- Project extent is Stinson Parkway and St. Anthony Parkway in Northeast to East River Road and Franklin Avenue. The area is mostly industrial.
- There have been many attempts to close the gap, including a dozen versions of a long-range or vision plan, formerly known as master plans. Trail plan most recently revisited and adopted in 2019.
- Metropolitan Council preferred alternative is a single route, but Minneapolis Park and Recreation Board retains a flexible vision for the middle segment.
- MPRB has funding to implement: \$5.5 million in state bonding plus \$1 million a year for a decade or more toward constructing the trail. While it's a lot of funding and we're excited, it is going to be incremental and in partnership with other agencies.
- We estimate about \$30 million cost and we have about \$11 million identified, so we still have a long way to go. It'll be construction and land acquisition.
- Lots of agency coordination:
 - Hennepin County
 - MnDOT
 - Saint Anthony Village
 - University of Minnesota
 - Metro Transit
 - Metropolitan Council
 - Minneapolis
 - Mississippi Watershed Management Organization
- Community Advisory Committee created a vision aimed to:
 - Be feasible
 - Be founded on interagency coordination
 - Within MPRB parkway typology
 - Connect the river to St. Anthony Parkway
 - Consider importance of industry
 - Mitigate environmental justice challenges
 - Be an asset to neighborhoods
 - Be safe route for all users
 - Connect to public transportation
- Regional Trail Advisory Committee guided the process
- The bikeway system in the area is multijurisdictional. Will keep an eye on connecting safely to existing bikeways and sidewalks. Right of way for the trail would be on Saint Anthony Village right of way, Minneapolis right of way, Hennepin County right of way and University of Minnesota property. Three routes through SE Como; most complicated alignment.
- Will be back to share more developed concepts. Had charette last month. Moving through public agency processes, then back to the public late summer.
- This likely is a decadelong initiative that we're just kicking off.
- Lou Miranda: Why was it missing only in Northeast? Carrie Christensen: It was more of an industrial area with gravel quarries as part of citybuilding process. We are separate government from the city and we developed parallel.
- Henrik Kowalkowski: The trail system really is the jewel of Minneapolis. I rode it recently and it was wonderful until I got to missing link. Great to see funding in place. Are you able to start work in sections or all at once? Carrie Christensen: Absolutely section by

section. Over the next couple of years we're acquiring new park acreage with trail from 29th light rail station across new park to Malcolm. Working on potential along Industrial with the city, working on grant funding. We implemented a small section between Ridgeway and the parkway under 35W. it really was block by block. We likely will not own and operate all the roadways adjacent. It's a regional trail going into an existing context. We would like to have separate trail as much as possible and retain a parkway feel. May be on vacated streets in places. Will try to leverage others' projects and grant funding.

- Jenny Ackerson: Do you have more examples of what this might feel like knowing it's stitching together different roadways? Are there examples of other segments of the Grand Rounds that it will feel like? Carrie Christensen: It's going to be a different experience. We're working really hard to create flow and continuity with grade separation and continuous trail experience. But the context is so different now from when the Grand Rounds were first implemented. We're looking to try to make it as continuous as possible. We're hoping to really transform places and take one or even two lanes of roadway where we have four or five or six lanes of roadway. We want to be careful about intersections and safe crossings. E.g. bridge ideas over St. Anthony Parkway.

- **Midtown Greenway Regional Trail plan**

4:21 – 4:38

- Carrie Christensen from Minneapolis Park and Recreation Board also presented this item.
- Web site: <https://bit.ly/greenway-regional-trail-plan>
- We're working on adopting the vision plan. We're moving into public comment to bring the Midtown Greenway into MPRB's park system plan. Right now MPRB has no role in the trail, the city operates it on Hennepin County Regional Railroad Authority land.
- This may be the only time this is before the ATC.
- Planning area runs from France Avenue to the Mississippi River north of Lake Street.
- One of the primary reasons for MPRB to come to the table is the trail is not a regional trail, which means it is not eligible for regional trail funding. It needs to be administered by a regional park system implementing agency, which MPRB is. It's sort of an administrative step to make it eligible for funding.
- Regional trail plan is unique for MPRB. Built on prior plans and engagement; it's a fully built trail corridor. Incorporated over 20 years of planning and engagement. We're doing our best to bring forward the vision from the previous engagement and planning to take to our Board and Metropolitan Council.
- We're focused on the trailside amenities because it's already fully built.
- Minneapolis will continue to be primary operator, HCRRA will remain underlying owner. MPRB will bring lower-cost capital amenities, such as:
 - Portable restroom enclosure
 - Garbage and recycling bins
 - Ecological enhancements.
- Will focus in amenity zones, with eight identified in coordination with other agencies.
 - West River Road
 - 28th Street
 - Bloomington Avenue
 - The Cepro site
 - 5th Avenue

- Nicollet Avenue
- Soo Line Garden
- The Mall
- Project timeline fall 2023 through summer 2024.
 - Draft regional trail plan
 - Draft agreement between Minneapolis, HCRRA, MPRB
 - Agreement approval by all agencies
 - Release draft plan for public comment
- After some other steps such as user counts and making its way into the MPRB's capital improvement plan, it'll be eligible for regional funding.
- Agreement
 - Confirms support for regional status by owner and operator
 - Focuses on ownership and operation
- Slow Roll this Thursday and next leaving from Venture Bikes on the Greenway.
- Plan should be posted Friday if MPRB approves it Tuesday night.
- Dave Carlson: Currently, the organization that's spearheaded and works day-to-day on it is the Midtown Greenway Coalition. How will they work together, how will you establish the relationship? Carrie Christense: They've been an important partner in the process and will continue to be for stewardship. MPRB will not be involved in operations or issue permits. The city has the formalized relationship with the Coalition. They're convening focus groups for Spanish-speaking and Somali-speaking community members. They're a big additive for us. I think they'll continue to show up in all sorts of ways.
- Dave Carlson: Will it change the vision for future transit in the corridor? Carrie Christense: HCRRA is still the underlying owner. They require south side of trench remains in perpetuity reserved for transit. There's language all over the agreements and plans articulating that.
- Dave Carlson: Does the plan include extending across the river and extending into St. Paul? Carrie Christense: The regional trail boundary does continue to the city limits and does dash its way across the Mississippi River. The study about extending the greenway is up in the air. MPRB is not open to owning and maintaining a bridge, but maybe a partner would be. We do currently in the plan move toward policy guidance to allow extending the Greenway. Dave: If extending into St. Paul, is there any work with the city of St. Paul so if it is extended that it is part of the regional trail system, or is that on the Metropolitan Council. Carrie: My understanding is there's a study led by Metropolitan Council exploring that question. It would extend as a regional trail. St. Paul Parks has a great team and the two would lock together. There are times we coordinate on trails at the borders. Jordan Kocak: The study has not started yet, they're still looking for a consultant. I will be sure that once it's underway the ATC is involved.
- Lou Miranda: The wayfinding, will it be on the trail itself or will it help you get on it? On the western part, it's really confusing trying to get on the Greenway. Carrie Christensen: I agree. One advantage of having MPRB involved is we have parks all over and could place wayfinding in kiosks or with signs. We have Soo Line, Cepro, Chain of Lakes that create opportunities to improve wayfinding. The county led some great cultural wayfinding a few years ago to help people get to the Greenway especially from Lake Street but really all over. The Making Connections report was really good <https://mc-379cbd4e-be3f-43d7-8383-5433-cdn-endpoint.azureedge.net/>

[/media/hennepinus/residents/transportation/midtown-community-works/midtown-cw-supplemental-materials.pdf?rev=a7925f4461654f0e9943e84273512f9d&hash=305E03C6418BB71719DA9AF412A93D8B](https://www.hennepin.us/en/residents/transportation/midtown-community-works/midtown-cw-supplemental-materials.pdf?rev=a7925f4461654f0e9943e84273512f9d&hash=305E03C6418BB71719DA9AF412A93D8B)].

- **Nicollet Avenue reconstruction**

4:38 – 5:11

- Matt Huggins from Hennepin County Transportation Design introduced himself and Tyler McLeete with Stantec, who is consulting on the project.
- Project Web site: <https://www.hennepin.us/en/residents/transportation/nicollet-avenue-reconstruction>
- We're back for a third time on the reconstruction of Nicollet Avenue from 66th Street to 77th Street. We're at a point where we're ready to share our initial concept.
- We are requesting comments and conditional support for project. The Active Transportation Committee requests from previous presentations match well with public opinion and Richfield Transportation Commission
- We're proposing a one-way directional bikeway on each side.
- We were in phase 3 the last time we were here: We had had third open house, engagement was still open. 80 people attended and got 120 comments online.
 - Agreement on desired bikeway
 - Support for roundabouts, overwhelmingly so
 - Desire for enhanced pedestrian crossings. Nicollet today is pretty wide open, significant desire for better crossings with schools, parks and places of worship in the corridor
 - Desire for planted boulevard, in line with Hennepin County Climate Action Plan. Lots of support to be more than a vehicle-prioritized corridor like when it was built in the 1960s.
 - Sensitivity to private property impacts
- Now in Phase 4
 - Fourth open house from 4:30 to 6:30 p.m. July 10 at Richfield Community Center, right in the corridor.
 - Companion virtual environment site with same materials as in-person event
 - Pop-up event June 23 at Augsburg Park Library. Also at the Hub commercial district.
 - Richfield Transportation Commission meeting No. 7
- Project schedule
 - All the engagement over 12 to 14 months, still in that phase through this summer.
 - Final design and communications in summer 2024 to fall 2025
 - Construction spring 2026 to fall 2027
- Matt Huggins showed the initial concept design, which he said is similar to 66th Street
 - One-way, separated bikeways with separate sidewalks adjacent the bikeway.
 - 6-foot sidewalk; 6.5-foot bikeway; 8-foot boulevard; 2-foot gutter; 10-foot general lane; 11-foot center turn lane.
 - Narrowed lanes as much as we can with state standards to reduce crossing distance and speeds.

- Bikeway would be recognized as a regional facility by Three Rivers Park District. They identify the Progressive Rail line as a regional trail corridor nearby. And with the county planning to reconstruct Nicollet south into Bloomington.
- Roundabouts at 67th, 70th, 73rd, 76th, municipal state aid streets. Basically every three blocks, providing a traffic calming benefit.
- Limited access with medians at 69th, 71st, 74th
- Two-stage pedestrian crossing median refuges at all intersections.
- Tabled crosswalks at all stop-controlled local street approaches (non-roundabouts).
- Rectangular rapid flash beacons on all legs of the 70th and 76th roundabouts.
- Tyler McLeete showed the initial concept layout.
 - Added medians since layout was first shared with the Active Transportation Committee.
 - We've come a long way in the past year, incorporating comments from the public and the ATC.
 - South of 77th is MnDOT's Corridors of Commerce project, which will reconstruct across 494 and remove the on- and off-ramps to 494.
 - Three lane road except where there are medians.
 - Southernmost block slightly wider on west side due to possibility of a shared use trail south of 77th. Still have northbound bikeway on east side.
 - 83-foot wide road.
 - Every signalized intersection converted to roundabout. They've been sized to accommodate existing vehicles on corridor and future arterial bus rapid transit vehicles in coordination with Metro Transit.
 - We're fortunate to be delivering in a community very comfortable with roundabouts. As we delivered concept, it was interesting to see how positively roundabouts were favored.
 - Tabled pedestrian crossings at the local legs, prevents rollercoaster feeling for people biking and walking; also slows vehicles approaching the crossing.
 - Community very interested in median refuges at every uncontrolled crossing.
 - 73rd has a crash history and warrants going above and beyond just putting an intersection in as before.
- Luke Van Santen: Which side of the table will the stop signs be on? Toward Nicollet or away? Tyler McLeete: It will be in advance of the ped crossings.
- Henrik Kowalkowski: I am so thrilled with this design. You've really delivered a human-centric street here. I am so pleased and a little bit emotional if you can get emotional about a street. This is fantastic. Always room for tweaks, but this is really exciting.
- Lou Dzierzak: This has been a fantastic process.
- Dave Carlson: There are a lot of driveway crossings across the bikeway. Will it be asphalt all the way through or concrete where the driveways are? Tyler McLeete: I will circle back with city and county staff to check on that. I think we'll carry bikeway through the commercial driveways, will need to check on residential. Matt Huggins: Our intent currently is concrete walk and charcoal-colored concrete bikeway. The intent is the bikeways would remain at the same elevation and not create a rollercoaster effect.
- Dave Carlson: At the roundabouts you bring the bike trail pretty far out creating a 90-degree turn. Any way to soften that? People have to look way over the shoulder. Tyler

McLeete: They're spaced to provide a driver with enough time to see a pedestrian crossing and stop in advance without stopping in the roundabout itself. They're pretty small roundabouts, and this is about as comfortable as we are pulling them in close. Matt Huggins: As much as we'd like to flatten those curves, we're trying to minimize impacts to property, too.

- Jordan Kocak: There was one resolution already, but it was very specific to the preferred alternative. Now we have the preferred alternative and it would be nice to have a follow-up resolution. I will connect with our District 5 representatives and work on having a draft resolution for July.

- **East Hennepin mill and overlay restriping**

5:12 – 5:42

- Jordan Kocak showed a restriping concept for East Hennepin Avenue to be implemented with next year's road resurfacing.
- From 35W bridge on the west to Industrial Blvd in east, with a little bit of Stinson Boulevard — the part that is bituminous.
- The project is driven by pavement maintenance. Asset management identified the corridor to preserve and prolong pavement life, which opens an opportunity to restripe the corridor.
- Evaluating 4-3 conversion and adding buffered bike lanes where there are no bike lanes today.
- Minor on-street parking impacts near 25th Ave and Hoover Street.
- Upgrading curb ramps to be ADA compliant in 2025
- There are many safety improvements that come with 4-3 conversion. We did a study last year that found a 25 percent reduction in all crashes on our roads reduced from four lanes to three.
- Westbound bike lane proposed on 35W bridge, not enough space for eastbound bike lane. Likely would be done with MnDOT bridge replacement.
- East Hennepin would include two through lanes in each direction with bike lane in each direction.
- Hennepin at 22nd Avenue is pretty typical of the corridor, with a two-way left turn lane, one through lane each way and buffered bike lanes.
- 25th and west there is on-street parking; we propose removing about half of it, at six spaces, to get left turn lane to go northbound without losing bike lane.
- Other projects in area
 - County safety project removing free right and improve crossing 35W at 10th and 11th Avenue; replace signals.
 - 2028 project on 280 will rebuild Industrial Boulevard intersection and make Industrial right in, right out.
 - 2028 expected Minneapolis Park and Recreation Board Grand Rounds Missing Link down Industrial, then East Hennepin a few blocks (33rd Avenue to 27th Avenue) then go south. Would be similar to Presidents Bike Boulevard.
- Right now in planning/design, construction next summer, curb ramps first, then resurfacing.
- Lou Miranda: When you showed so many lanes at Stinson Boulevard, we had that whole hullabaloo with Lyndale, and the planning said we needed a lot more lanes than we really did. Has that affected this? Jordan Kocak: I think it has. Because of the scope of the

project and it really being driven by pavement maintenance needs there's less appetite to push the envelope. Lyndale had bigger safety needs and organized community voices. I think it will continue to be case by case. Lou Miranda: If you could start out with one fewer lane than it turns out you need, you could just repaint it. Jordan: The iteration, we're aren't well equipped to do that. Which is probably an opportunity area where we could be more effective. It's not as easy as it sounds like it should be.

- Henrik Kowalkowski: Painted bike lanes obviously are not my favorite but good to add where you can. The buffer provides more room for error. I've seen other places using parked cars as a buffer. Is it possible to move the parking to create a buffer? Jordan Kocak: In this case, it's such a short space, and it's pretty narrow, the bike lane is maybe 7 feet. To your first point about safety, you might recall the capstone project, their results showed protected bikeways are safer, but the on-street lanes are much safer than nothing at all. I think it's a step in the right direction for East Hennepin. And when it comes time for reconstruction we'll be in a better place to address things like that.
- Jenny Ackerson: Is it considered a future bikeway? County roads, the way they're spaced makes them work well for a bike network. Jordan Kocak. It is identified on our bike plan. Our bike plan has very broad designations, with future on-street and future off-street bikeways. We identified it as on-street, but I take that very loosely. It depends on the project and context. If we were reconstructing East Hennepin we wouldn't be talking about on-street bike lanes. On the network scale, I think there's a lot of reasons to include a bikeway: Grand Rounds, Separated trail on Stinson and 18th; on west side of bridge we added bike lanes; Hennepin/1st constructing separated bikeways. There is something on the Hennepin bridge to Washington, though substandard. It will take you into downtown Minneapolis.
- Jenny Ackerson: I totally understand a buffered bike lanes is an incremental improvement that should be taken. What's the consideration for not having an eastbound bike lane, what do you do to make the interim solution more acceptable? Jordan Kocak: I think we had a similar situation on Glenwood with a bridge over 100, and there we used signage that bikes may use full lane. That is something we can consider here in advance of the bridge. Jenny: It drops a block or so west. Jordan: I think we have something just saying bike lane ends, but having bike lanes to the east it makes sense to change it. I am hesitant to do something like sharrows.
- Luke Van Santen: About adding "Bikes May Use Full Lane": Is it possible to drop the speed limit for that segment? Jordan Kocak: I know we're doing an internal assessment of all county roads with bike lanes and whether we should lower speed limit. Our county board has the authority to lower speeds as low as 25 on county roads without a speed study. I'm seeing how that goes and what guidance on speed limits should be. So technically yes, it could be done. It's not that every road would be 25, maybe we'd take a 35 mph road to 30. They're trying to weigh context.
- Luke Van Santen: When you were showing any of the other intersection I couldn't help but notice how close to the travel lane the striping for crosswalks is. I'm thinking back to the discussion at Nicollet and trying to bring them closer with 90-degree turns to keep going straight. If it seems like there is precedent for having that kind of crossing for pedestrians without having to worry so much about cars so close. Jordan Kocak: It's somewhat predetermined where the curb ramps are, and we only mark at signalized intersections. We still do curbs on unsignalized, just no markings. Luke: It seemed the

ones on Nicollet were going to get markings. Jordan: I think it's because they're roundabouts, but I don't know the decisionmaking process there. Lou Miranda: If I understand correctly, the bikeways were pulled back to give room for cars to see. Jordan: And be able to yield outside the roundabout.

- Clara Sandberg: Jordan mentioned the crosswalks unmarked at side streets with no signal. What would be the possibility of adding that in? I'm running into that a lot when biking along an arterial and I almost get hit where there should be paint to designate it is a crossing. Jordan Kocak: It is a county policy, but there have been exceptions. Typically we would want more than just crosswalk markings, like an island or rectangular rapid flash beacon. There is research that crosswalk markings alone don't improve safety. And it is more maintenance. The green markings for bikes, we consider mostly through intersections — though we have put them in places where we just want more visibility — Here there is a bikeway north-south, we have the green markings. We could consider the markings on Hennepin at the signalized intersections. Clara: I'd rather have paint than nothing. Jordan: It comes up often. Ultimately it's not my decision to make.

- **Cedar Avenue mill and overlay restriping**

5:42 – 6:00

- Jordan Kocak showed a restriping concept for Cedar Avenue to be implemented with next year's road resurfacing.
- 2025 repaving and restriping. Bridge over Washington Avenue to 20th Avenue.
- 4-3 between 6th Street and 20th Avenue. Already two-lane to the north.
- No bike lanes on this restriping, proposing shoulder. Broadway Northeast is a comparison roadway.
- 6th Street to 7th Street:
 - Bus stop on north end
 - Add parking rest of block, which provides parking and prevents driving in empty space
 - Looking at a separate project for concrete median across 7th to create a right-in, right-out and pedestrian refuge. Would also include bumpouts.
- Where Cedar goes under 94, proposed shoulder, left turn lanes. Looking at painted median to reduce shoulder space that might lead people to drive in it.
- Cedar at 9th Street: Taper to four-lane at 20th Avenue. To the east it turns to four-lane divided. Striped median between left turn lane and through lane. Would propose round-the-clock parking rather than today's time-limited parking.
- Didn't propose bike lanes because there aren't logical network connections. Reconstruction coming in 10 years or so, creating opportunity for big changes and a change in vision.
- Planning/design/engagement this year; construction in 2025. Will upgrade ramps to be American with Disabilities Act compliant.
- Lou Miranda; It feels like a lost opportunity to not have a bikeway when there's so much room. It would inform your project in 10 years to know whether a bikeway would be important. Jordan Kocak: People can bike in the shoulder. Lou: That's so anti-bike. It's only going to encourage cars to use it. On France, where I am it was restriped last year with all these lines and no one knows what it is. It gets wide enough to park a car – but not on the Edina side. It's so complex. I think you guys need to think about that. Jordan:

That's the challenge of having a limited scope. I don't disagree with you necessarily. It's hard with limited scope to go to that level.

- Jenny Ackerson: I recall we had a guest at a previous meeting to add something under the highway bridge, and something in place, but it made the pedestrian access route too narrow. Could the shoulder become a full-width pedestrian access route? Jordan Kocak: I did a field walk in March with MnDOT. They have a bridge project, a fairly minor one, to add structural support to the bridge. Initially they were thinking they'd need a lot more structural support. There is fencing on the slope under the bridge because people were camping up there and they wanted to eliminate that behavior, which pushed people to the sidewalk, which pushes other people to the road. When we visited in March, MnDOT said they'd been regularly clearing the encampments. It seems they've moved to another area. We're not proposing any vertical elements to the shoulder. Say we put up Jersey barriers, then that becomes a protected space to put up your tent. It's a complex issue with a lot of jurisdictions in different roles.
- Clara Sandberg: I'm confused about the goal of the restriping. It's decreasing driving lanes but increasing parking. Those seem to be opposing ideas. Jordan Kocak: This one is more safety driven than multimodal driven. The 4-3 conversion is the main thing, trying to reduce crashes. We didn't feel there's a strong case to add bike lanes. At this time there aren't any great connections. That's why some of the parking remains and why we're proposing adding a small amount. If we were doing a full reconstruction we would re-evaluate the role of on-street parking and the need for it. We aren't moving curb lines, so we're working only with paint. Parking can help calm traffic by visually narrowing it, and it keeps people from driving in the space. It's more of an iteration toward what an ultimate vision might look like with a bigger project.
- Lou Miranda: Looking at it from an equity perspective: The neighborhood to the west is cut off from everything. It's a neighborhood that could use a lot of cycling, it's an inexpensive way to get around.
- Henrik Kowalkowski: It would be nice to have bikes here. There won't be any connections until there are connections. Jordan Kocak: I can take another look at what it could look like with a bike connection.

- **Member announcements**

5:57 – 5:59

- Lou Miranda: Hennepin County Library has "The 15-Minute City" book by Prof. Carlos Moreno, who came up with the concept and is an advisor to the mayor of Paris.

- **Adjournment**

5:59

- Henrik Kowalkowski moved to adjourn the meeting. Clara Sandberg seconded.
- The meeting was adjourned at 5:59 p.m.

Next meeting:

July 15 | 4 – 6 p.m.

Remote via Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, July 15, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- Tammy McLemore, Dist. 1
- Gilbert Odonkor, Dist. 1
- Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT

Guests:

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

Notes

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

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



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

- **42nd Street Mill and Overlay**

4:12 – 4:33

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

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

- **Cedar Avenue Reconstruction**

4:33 – 5:01

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

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

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

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

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

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

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

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

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

Next meeting:

August 19 | 4 – 6 p.m.

Remote via Microsoft Teams

Active Transportation Committee

Date: Monday, August 19, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

Tammy McLemore, Dist. 1

- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2

Jenny Ackerson, Dist. 2

- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3

Larissa Lavrov, Dist. 4

Haley Foydel, Dist. 4

Lou Dzierzak, Dist. 5

- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6

Greg Anderson, Dist. 7

- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Tristan Trejo, MnDOT

Guests:

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

Notes

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

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

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

- **Draft resolution – Cedar Ave Reconstruction Project** **5:20 – 5:30**
 - District 4 members
 - Resolution passed unanimously on voice vote.

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

- **Member announcements** **5:40+**

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

Microsoft Teams

HENNEPIN COUNTY
MINNESOTA

Active Transportation Committee

Date: Monday, September 16, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works

Guests:

- ✓ Kelly Agosto, HC Public Works
- ✓ Brandon Maas
- ✓ Emily Bowen, HC Public Works
- ✓ Joshua Colas
- ✓ Kristine Stehly, HC Public Works
- ✓ Benjamin Klismith
- ✓ Suzy Scotty, MnDOT
- ✓ Jake Krukowski, HC Public Works

Notes

- **Approval of the August 2024 minutes** **4:00 – 4:05**
 - Minutes unanimously approved by voice vote.

- **Marshall Street NE reconstruction** **4:05 – 4:25**
 - Kelley Agosto from Hennepin County Transportation Design introduced herself and the project.
 - Hennepin County is beginning the work to reconstruct Marshall Street (County Road 23) between 3rd Avenue NE and Lowry Avenue (County Road 153) in 2027. It has been over 60 years since the road was last reconstructed
 - Project will include a two-way separated bike trail along the west side of the of the corridor
 - Public engagement is ongoing from Augst 2024 to Winter 2024
 - Luke: Is there a breakdown of trucks in the AADT?
 - The design team is working on traffic modeling and will have more specific answers soon
 - Billy: Is anyone from the project working with the Minneapolis Park Board to ensure their vision of parks along the Mississippi River working on the project?
 - Kelly: Yes they are invited to PMT and other project meetings
 - Billy: Will the park board still be constructing a trail along the river?
 - Kelly: From Hennepin County's knowledge, yes. Marshall is separate from that effort

- **Nicollet Avenue Phase 1 reconstruction** **4:25 – 4:35**
 - Emily Bowen from Hennepin County Transportation Design introduced herself and the project.
 - Hennepin County, in partnership with the City of Bloomington, plans to reconstruct Nicollet Avenue (County Road 52) from American Blvd to 89th
 - Public engagement is ongoing from Sept 2024 to Fall 2025
 - In 2019 Nicolett Avenue had a resurfacing project that resulted in a 4 to 3 lane conversion for this corridor
 - Henrik: What are the limits of this project?
 - Emily: American Blvd to 89th
 - Lou: what is the right of way limits and is the project considering a cycle track?
 - Emily: ROW is about 66', and yes, the project is considering all options and will decide if a cycle track is needed through community engagement

- **University Avenue and Fourth Street** **4:35 – 5:10**
 - Ben Klismith from MnDOT and Josh Colas from SRF introduced themselves and the project, which has been to the ATC several times over the past year.
 - We are planning to reconstruct University Ave. SE and Fourth St. SE between Central Ave. and I-35W, and reconstruct the University Ave SE and Fourth St SE bridges over I-35W in 2027. The pavement has reached the end of its useful life and is in need of repairs. The

bridges must be raised to meet standards. As part of this project, we are collaborating with agency partners and community members to identify a multimodal design that improves conditions and transportation safety for all corridor users. This will include providing improvements to meet Americans with Disabilities Act (ADA) standards, bus stop improvements to correspond with the upcoming E Line Bus Rapid Transit route, and bike lane improvements.

- Jenny: Is there any hard infrastructure being installed west of the Central Ave intersection?
 - Ben: there are future MnDOT projects that will be reconstructing University west of Central Ave.
 - Suzy: permanent fix project will be coming in 2026
- Jenny: How is this project working with the E line Project
 - Ben: there will be temporary bus stations constructed with this project, but no BRT stops until the E Line Project
- Billy: Is MnDOT planning on giving this segment of road back to Hennepin County after completion?
 - Bes: Yes
- Billy: Are you aware that the Hennepin County ATC and Minneapolis BAC both requested a two-way bike lane for this segment of University Ave
 - Ben: Yes, but project design team determined that is was not feasible
 - Billy response: Two- way bike lanes should be reconsidered since it has high desirability. The current design is confusing and inconvenient for bikers to go between 4th and University. And if it is being given back to Hennepin County then it should be constructed how the ATC has desired.
 - Josh: If a two-way bike way was implemented then the ROW would need to be expanded, implications to the BRT stops, and signal phasing complications.
- Henrik: MnDOT should consider adding more bike connections between University and 4th if a two-way bike way can't be implemented on University.
 - Ben: Yes, Minneapolis has connections at 6th and 10th streets.
- Jenny: Could 3rd and 4th street be considered as bike connections between the two?
 - Ben: We can talk with Minneapolis to see if they are interested in looking at these options.
- Luke: is MnDOT working with the city and county to look at the broader network on NE Minneapolis?
 - Kelly: Yes. The County is working with all agencies to look at the whole bike network in the NE Minneapolis area.
- Lou: Is wayfinding part of this project and how are people going to know where to go?
 - Josh: Yes, that will be evaluated in final design.
- **Draft resolution — Southside Greenway** **5:10 – 5:15**
 - District 3 ATC representative Laura Mitchell and District 5 ATC representative Henrik Kowalkowski introduced the draft resolution based on the ATC's August discussion of the Southside Greenway.
 - Unanimously approved by voice vote.

- **Member announcements**

5:15

Next meeting: October 21 | 4 – 6 p.m.
Microsoft Teams

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, October 21, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- Larissa Lavrov, Dist. 4
- Haley Foydel, Dist. 4
- Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works

Guests:

- ✓ Josh Potter, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Jake Krukowski, HC Public Works
- ✓ Tristan Trejo
- ✓ Tammy Mclemore

Notes

- **Approval of the September 2024 minutes** **4:00 – 4:05**
 - Minutes unanimously approved by voice vote.

- **Lyndale Avenue reconstruction** **4:05 – 5:10**
 - Josh Potter from Hennepin County Transportation Design introduced himself and the project.

- Since August of 2023, we have engaged people who live, work and play along Lyndale Avenue South about the upcoming reconstruction project. The community continues to show great interest in this project. During our first two rounds of engagement, we had more than 21,700 points of contact with the community through our combined efforts.
- Josh Potter presented 3 options for Lyndale Ave.



- Dave Carlson: it would be helpful to show the proposed widths in these proposed cross sections.
- Lou: the county needs to have the widths labeled to correctly analyze each option
 - Josh: I will work to Provide those to Dan
- Luke: Can transit lanes be used by bikes?
 - Josh: Yes
- Luke: Can the driving lanes be 10 feet, because they have been in past projects?
 - Josh: this is an ongoing discussion and should be included in the committee's resolution to the County.
- Luke: can you include ADT and number of trucks using the corridor as well?
 - Josh: yes
- Jenny: Are there more opportunities to add hardened medians along the corridor where a center turn lane isn't required?
 - Josh: some areas we are extending existing medians and limiting the amount of center lefts. We also want to avoid putting more traffic on the neighborhood streets
- Dave: the orange option is the most desirable, but would it require more tree removal?
 - Josh: yes, there would be more tree removal from 24th and to the north
- Luke: How wide is the transit only lane?
 - Josh: 12 feet
- Luke: can the entrance at the 94 on-ramp be a 90-degree angle?

- Josh: yes the county is looking into this now
- Jenny: For the Wedge parking lot - is it possible to alter the driveways to be narrower/single direction? Use one driveway in, one driveway out? May also help with queuing issues there.
 - Josh: the county has been talking to the Wedge about access management
- Luke: will there be signage / flashers where the on ramp crosses any future bikeway?
 - Josh: too early to know, the area north of franklin is a city owned, therefore the county needs to work with the city
- Lou: has it been about 100 years since last reconstructed?
 - Josh: yes
 - Lou: Okay therefore it might be a 100 more years before the next reconstruction, do you think these designs are 100-year proof?
 - Lou: with all the density and housing being built in this area shouldn't we be more focused on moving people rather than moving cars? In all these plans the county is putting transit against walking and biking. I am also concerned that the County is not using the whole right of way because residents have built retaining walls or landscaping.
 - Josh: there are many encroachments along the right of way in this corridor.
 - Luke: can the layouts identify where these ROW encroachments are?
 - Lou: none of these option highlight or showcase transit
 - Josh: safety is top priority, and we wanted to include walking and biking as well
- Lou; in options with the 2way bike way, why isn't the BLVD between the bike and driving instead of the bike and sidewalk?
 - Josh: wanted to keep as many trees as possible
 - Lou: why can't the bike lane be a little bit lower to help determine between bike and sidewalk? Why are there only bikeways on one side of the road? How are bikers supposed to make connections on both sides?
 - Josh: yes, bikers will have to cross the street to make connections due to ROW constraints?
- Henrik: Can parking be reduced to allow for more bike and ped infrastructure?
 - Josh: all these designs reduce parking by at least 30%
 - Henrik: I understand that parking is valuable to businesses, however it is a shame that it takes up so much space and is preferred over more bike infrastructure.
 - Clara: if a project goal is to preserve greener space, then parking should be replaced with more BLVD
- Jenny: is there district parking available on a city or county owned parcel?
 - Josh: the creation of parking districts hasn't been done is awhile and is rare

- Luke: Can you include the data that shows the need for a middle-left turn lane for mid-block? Also is it possible to work with private entities to build parking ramps, for example at the Wedge?
 - Josh: would take a lot of discussion between the county and businesses about maintenance and funding
- Billy: Removal of parking on county roads has been done before and has shown benefits in other communities. Parking should be removed on one side of the street to make room for more ped and bike infrastructure on both sides. Also, if this road is to last for 50 years, then we should be designing this project with more transit in mind.
 - Josh: thanks for the feedback
- Lou: Are you looking for official feedback from this committee?
 - Josh: yes, that would be great, the next time we will be back is once a final cross section has been chosen.

- **Member announcements**

5:10+

- No November meeting
- Term Limits for a few districts are coming to an end, therefore please re-apply.
 - <https://www.hennepin.us/en/residents/transportation/active-transportation-committee>
- Clara: Is there a process for getting bike infrastructure issues reported and fixed on County Roads?
 - <https://www.hennepin.us/en/residents/transportation/report-a-problem>

Next meeting: October 21 | 4 – 6 p.m.

Microsoft Teams

HENNEPIN COUNTY
MINNESOTA

Active Transportation Committee

Date: Monday, December 16, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

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

Guests:

- ✓ Tom Musick, HC Public Works
- ✓ Dan Miller, District 2 resident

Notes

- **Approval of the October 2024 minutes** **4:00 – 4:05**
 - Billy Binder moved to approve the October 2024 meeting minutes. Dave Carlson seconded the motion. The minutes were unanimously approved by voice vote.

- **Hennepin County Toward Zero Deaths Action Plan** **4:05 – 4:35**
 - Tom Musick, the toward zero deaths coordinator for Hennepin County Transportation Planning introduced himself and the county's Safety Action Plan.
 - The plan is to complete the effort in the first half of 2025. It is funded with federal dollars.
 - Several cities in the county also are pursuing their safety action plan
 - St. Louis Park
 - Minneapolis already has one
 - Bloomington
 - Edina
 - Brooklyn Park
 - Bloomington
 - Metropolitan Council also is creating a safety action plan.
 - We're using a safe system approach.
 - Safe road users
 - Safe vehicles
 - Post-crash care
 - Safe roads
 - Safe speeds
 - Old thinking was to limit all crashes. In the past few years we and others have focused on reducing severe and fatal crashes, not necessarily chasing every fender-bender.
 - To do this, you ask Where is the risk for severe and fatal crashes?
 - Roundabouts are an example; an intersection used to be four-way. With a roundabout you still could get rear-end crashes or fender-benders, but it's less of a problem when you're trying to solve for the 50 mph red-light runner right-angle crash.
 - Plan development through 2024 into first quarter of 2025. Progress so far:
 - We've reviewed other localities' plans. What are they doing? What's working well? What can we apply?
 - Data collection with Kimley-Horn for where risk is greatest. With that data, we're identifying a high injury network. We will take it an additional step to high-priority safety network. The high injury network will be where 50 percent to 60 percent of fatal and severe crashes occur. The high-priority safety network will winnow it down with an equity lens and vulnerable user lens to make it more proactive. The high injury network is reactive, as that's the nature of crash data.
 - We've been doing community engagement with online map and comments at <https://beheardhennepin.org/toward-zero-deaths>. You can drop in a pin on the map with concerns about speeding or crossing a street. We've gotten 400 comments so far, much of which is anecdotal that our data collection won't catch; e.g. close calls that don't result in a crash.

- We've been doing stakeholder outreach, meeting with city partners, groups like the Active Transportation committee. We're showing which roads are likely candidates for our high-injury network in the particular cities.
 - We'll have a dashboard with strategies and how we're making a difference, what are we doing about it.
- Literature review included
 - Minnesota vulnerable road user safety assessment
 - Minnesota strategic highway safety plan
 - Minnesota state ped safety analysis
 - Jersey City & Hoboken, New Jersey plans
 - Alexandria, Virginia's plan
 - Montgomery County, Virginia's plan
 - Portland, Oregon's efforts
 - Denver, Colorado's efforts
- Literature review found:
 - You need the support of committed leadership
 - The importance of demonstration and quick-build projects, particularly in Hoboken. We don't do that much at Hennepin County now; maybe that will change.
 - Building a culture of safety.
 - There are many forms of data and process transparency
 - A blueprint for emerging tech adoption
- Safety analysis
 - What is happening? Who is impacted? We don't have high-injury network to share right now; our leadership is reviewing it now. I will share that it definitely leans toward the urban areas. In Minneapolis, Franklin, Lowry, Lake, Park, Portland. That's not surprising; they're busy, with a mix of modes. Proportionally fewer in suburban context. Current draft doesn't have any segments in rural areas. In the statewide effort if you look apples to apples, with vulnerable road users, it's just Minneapolis and St. Paul. We're seeing something similar with the county.
- We're using the Metropolitan Council's designation of urban, suburban and rural for the high injury network.
- High priority safety network builds off the high injury network to represent more holistic safety priorities.
 - Can be used to help determine future capital project priorities, including seeking grants. Help with federal transportation funding like the Highway Safety Improvement Program and the regional solicitation process.
- Public engagement
 - Biggest push has been the online survey and map. We want to hear what people's experiences are on our roads. Including the good experiences, say on Lyndale Avenue that Josh Potter worked so hard on. The site will be open into 2025; we don't have a date to turn it off.
 - We've gone out to community groups

- Looking at creating a display at Community Connections conference in Minneapolis in February.
- Stakeholder engagement
 - County partners
 - Cities, park district, Metropolitan Council
- Next steps
 - Continue to get comments from www.beheardhennepin.org/toward-zero-deaths.
 - Finalize high injury network and high priority safety network.
 - Meet with stakeholders to share findings.
 - Finalize safety strategies.
 - Prepare final report for approval by County Board in 2025. We have until end of year to meet the federal funding requirements, but we want to wrap it up in the first half.
- The plan formalizes our safety activities to be more proactive and holistic. This will help shift things to where safety leads project selection more rather than just going by road age or condition and seeing if we can then add safety onto that.
- Tom gave a brief walkthrough of the www.beheardhennepin.org/toward-zero-deaths site with the interactive map.
 - The county can pull the comments off the map to share with capital planning or project managers in specific areas.
 - Dan Miller: Can you access that comment and add a comment below it, respond to it? Tom Musick: No, but you can create your own by dropping a pin on it or next to it. Dan Miller: I'm more familiar with it on Marshall Street, it worked well. I don't recall whether you could like or dislike comments. I think that's an interesting tool where you don't have time to write something, but you agree with it. If it isn't there, that'd be something to explore.
 - Dave Carlson: What do the numbers mean in the circles? Tom: That's the number of comments in an area. When you zoom in the dots and numbers will change.
 - Dave Carlson: You said the focus would be in the urban areas for the high injury network. But if we're looking for serious injuries and fatalities, wouldn't it be more in the suburban areas with higher speeds? Tom: We're doing it in half-mile segments. The tricky part with rural segments is they're scattered. It's hard to see it's a high-injury street; something happened here, there's a hot spot over here, but it's difficult to call that a high-injury segment. Our data team is using [kernel density estimation](#) to analyze that. Dave: Highway 65 for example, with traffic over 50 mph, and it has several pedestrian crashes. Tom: It's tricky, you go west, toward Rockford, speeds are high, more people are starting to live there and trying to cross the street but there aren't necessarily many crashes today. Will it make the high injury network? Probably not at this point. I imagine we will have some rural representation.
 - Clara Sandberg: I saw that comment about brush or trees in the map, not sure if that's the county role. Do you want the data if something's not getting plowed or there's debris on the street? Tom: If it's on a county road, yes. That's a good comment for our operations side. They'll go out and clean up brush or identify what needs to be done. And if it's not a county road we'll pass it on to the city.

- Dave Carlson: You're concentrating on county roads? Tom: Yes. Dave: So if someone comments outside the county roads? Tom: That's OK, we'll share it with city partners or MnDOT. That can be helpful, especially for smaller cities that might not have the same kind of effort. People of course don't think about what kind of road they're using, they just go where they're going.
- Billy Binder: Are you implying that in Rockford, with higher speeds, 65 mph with deaths, you're going to direct more enforcement to address that? Tom: We'll discuss that with the cities. If we're hearing of speeding we can let police know. The data from the past few years, we're not seeing a lot of fatalities and there isn't a specific pattern. Billy: Rockford with TH 55, state highway, but if on a county highway, would we direct the county sheriff to beef up enforcement? Tom: We can at least let them know if we find hot spots. Enforcement can really make a difference, especially on excessive speeding. Billy: It hasn't always been this crazy on the roads. Police aren't issuing tickets. It's crazy out there. Fremont Ave N. protected bikeway headed southbound crossing West Broadway — which is a county highway — I almost got hit. It's happening all the time. I had six instances of crazy driving pulling up to a traffic light. Tom: We've seen excessive speeding really go up the past six years or so. The judicial system has a role, too, whether someone sees consequences for a fatal or other crash. I have my eye on it what Ethan Fawley with Vizion Zero in Minneapolis and what they're doing with the red light cameras. Sometime after August they'll start their pilot project. People can then get a citation for going 10 mph or more over the limit. This kind of enforcement can make a difference, especially with excessive speeding, e.g. 55 mph in a 30. We're watching from a distance how that pilot program goes. If it goes well, there's potential to expand that to other cities or MnDOT's looking at work zones.
- Laura Mitchell: Do you plan to close the map in preparation for the report? It'd be great to have this open all the time to share close calls. It feels wrong to wait for the crashes to gather things like that. Tom: That was the plan [to close it], but it's our platform and we have the ability to keep it going. And we'll look to revise the plan about every five years, so maybe we should keep it open.
- Dave Carlson: Is this able to be proactive with new infrastructure or trails or schools going in? Can you predict problems and address it before? Tom: With the high priority safety network the idea is to be more proactive and look at where people are and where they want to go. It's tricky, but the idea is where people don't feel safe crossing the street, maybe there was only one incident in the past five years, but then maybe it's because people aren't crossing there because they don't feel safe. We're trying to be as proactive as we can. We're looking at what other cities are doing with slow zones, and not just with schools, but, for example, Denver is doing it near senior housing.
- Tom Musick: I'd love to update you more as we release the high injury network and to go over results from survey and what kind of issues people would like to see addressed.

- Danny McCullough from Three Rivers Park District introduced himself for an update on Three Rivers's work on regional trails over the coming year.
 - Snapshot of the regional trail system:
 - About 200 miles of regional trail (180 under Three Rivers Park District jurisdiction)
 - 93 miles planned and waiting on funding
 - 112 miles of search corridor
 - 405 miles for the whole system at full buildout
 - In 2025 will be working on an east-west corridor in Maple Grove and Corcoran for a regional trail alignment. We're focusing on the northwest part of the county. Corcoran developing fast. Trying to connect Crow-Hassan, Baker Creek. We're really focusing out that way. So when developers buy up tracts of land for development we can get trails built as part of that development.
- User data from visitor study
 - About 42 percent increase in visitation to regional trails since 2014. About 6.5 million trail visits every year on the system. That's about 44 percent of our park system visitation.
 - About 22 percent growth in the system over the past five years.
- In the next four or five years, a mix of reconstruction and new projects.
 - Federal funding for 2025-2027
 - Eagle Lake Plymouth 2025 or 2026; underpass of TH 55 at Hopkins Crossroad.
 - Nine Mile Creek Hopkins next summer, the little portion of it that's sidewalk or narrow trail near the light rail line at 11th Avenue.
 - Shingle Creek Regional Trail full reconstruction and partial realignment in 2027. Boardwalk around Palmer Lake, realign near border with Minneapolis. Trail is there but in poor condition and needs realignment.
 - Bryant Lake in 2027, Lake Minnetonka to Bryant Lake basically along Baker Road
 - Federal funding for 2028-2029
 - CP Rail trail in 2029
 - North Cedar Lake in Hopkins and St. Louis Park in 2029
 - Shingle Creek Noble 2026
 - CP Rail Hyland Park Reserve to across Bush Lake Road and 494.
 - New regional trailheads: Lake Minnetonka Park
- Luke Van Santen: I imagine that parks are the primary destinations out there (referencing your comment about the east west corridor including Corcoran) right now, but will your search identify other, non-park, destinations that have a higher likelihood of benefiting from having active transportation AND then select a corridor alignment that provides, in addition to an outstanding recreational trail facility, an outstanding transportation corridor? Danny: Yes, we want to connect our parks and regional trails. As we go into the plans, we'll be looking to link them together as a priority. We'll look at other destinations as well. We work with cities, we identify generally a trail will go Point A to Point B, then look at city bike/ped plans and where they align, then schools, job centers, retail, so it's not just connecting parks.

- Dave Carlson: Are the dates pretty well set? Danny McCullough: We have some flexibility, they might move a little. We do have deadlines for the federal funding we'll have to meet.
- Danny McCullough: We're also working with cities on trailheads, Lake Minnetonka RT, drive to trailhead then bike or walk from their car at Manitou Park and Freeman Park.
- Jordan Kocak: I noticed the new Bassett Creek Trail isn't on your map? Danny McCullough: That's this summer for construction. Along Golden Valley Road to Theo Wirth; it's our first project next summer. It's already old news for me so I don't have it on here.
- Dave Carlson: You'll continue routine maintenance? Danny McCullough: Yes. We've been trying to wrap our heads around our ability to maintain our trails to the standard we want. Looking ahead, we're looking to add funding to make sure we keep up on maintenance as we're building it out. We have two people who work full time on trail maintenance for 200 miles plus a supervisor. It's a lot to take care of.
 - Expect future staffing needs over 10 years to add two technicians and two park keepers.
 - \$2,942 for maintenance per mile every year; \$5,193 for unpaved. Resurface every seven years or so.
 - We feel like every 35 or 40 miles of trail we need a maintenance worker.
- Billy Binder: Bassett Creek Trail is very good news for those of us in Golden Valley, Medicine Lake, Minneapolis, the 2nd District. We're very excited about it.
- Greg Anderson: Underpass of 55 in 2026? Danny: 2025, but that's a multiyear project.
- Tom Musick: Safety nerd question for you: What's your perspective on ebikes? Danny: As you all know, ebikes are exploding in popularity. I think they're great and they benefit a lot of people. But with increased volume, you have increased conflict. We've been getting a lot of public comments about ebikes, about 100 in the past year, which is a lot compared with other topics. Most of what we think people are seeing are bad actors not necessarily on ebikes but something faster or modified. Most people on ebikes are doing the right thing. We basically allow an ebike anywhere a bicycle is allowed. If a bicycle is allowed on a mountain bike trail, we allow an ebike. Dan Miller: Are the reports geographic? Danny: Mostly west Lake Minnetonka. Dakota Rail, but then also Rush Creek. Also some comments on electric scooters, but mostly ebikes. Fewer comments about the racing spandex bikers that we used to get and more about ebikes. We can enforce it at times, we do have officers, but we can't be on all 200 miles all the time. People have to get along. Ebikers have to be responsible and respectful just like everyone else. We also have some new share the trail signs going up this year.
- Dave Carlson: Winter maintenance on regional trails are with the city? Danny: We turn the option of winter plowing over to the cities and if they want to do it, we reimburse them. It would be a monumental task for us to plow the whole system. The cities can work with their schedules to try to avoid pushing snow back and forth between trails and roads. Most of the system, about 150 miles, are plowed. The only ones not maintained are further out, northwest. Clara Sandberg: If we see some not being plowed, do we contact you? Danny: Yes, and I'd get in touch with the city. We've had good luck with the program. We reimburse \$500 per mile for the season. I wish we could give more, but it's something.
- Dave Carlson: There was an article in the paper about Brookin Park northwest of 610 and 94, I noticed Rush Creek Trail, do you have a permanent easement there? Danny

McCullough: We own a lot of land up there, there's also the blue line extension. There's a lot going on up there.

• **Draft resolution of support for West Mississippi River Regional Trail grant 5:10 – 5:20**

- Danny McCullough: We are applying for a federal RAISE grant to build trail along West River Road in Champlin. I'm requesting a letter of support. We applied last year and weren't successful. Would connect 109th Avenue Mississippi Gateway area to downtown Champlin at 169. Dave Carlson: Same thing as last time you're applying for? Danny: Yes, the same thing.
- Jordan Kocak: You sent a draft letter, but could we package it so one person could sign the letter? Danny McCullough: Sure.
- Jordan Kocak showed a draft resolution and read it aloud.
- Luke Van Santen: Not a major change, but is it more accurate to call it a connection project instead of an expansion project? Danny: I think expansion is fine, we are building new trail as part of the Mississippi River Trail, which is a federally identified trail. It's also the title of the grant.
- Dave Carlson: I just hope that if West River Road lane configurations, if there are existing onroad facilities if we can retain those. Danny: I don't think there are bike lanes, but some shoulders. The intersections would be improved. We're at about 60 percent plans. Dave: A shoulder would be good. Danny: We'd be building it to county standards, which would favor a shoulder. We're going to make it safer for people in cars, too, it's not just a bike trail.
- Dave Carlson moved to approve the resolution of support for the RAISE grant application. Luke Van Santen seconded the motion.
- The motion carried on a unanimous voice vote.
- Danny McCullough: There was a one-page summary of the project in your packet, too.

• **Member announcements**

5:20+

- Jordan Kocak: I'm hoping this will be the last in-person meeting in this room [the Auditorium in the Government Center basement]. The county bought the 625 Building, the old Thrivent building, and we've been moving into there. There's a space in there that used to be the dining room. It'll be on the skyway level.
- Jordan Kocak: Since it's the end of the year, everyone's invited to a happy hour at Dan Kelly's on 7th.
- Billy Binder: I think the in-person meetings are invaluable to see old friends and make new ones. It's so much better to have discussion in person without the restrictions of the online meetings. I encourage in-person meetings as much as possible.
- Luke: St. Louis Park has a safety action plan they're getting feedback on on their Web site [<https://www.stlouisparkmn.gov/government/departments-divisions/engineering/safe-streets-action-plan>] with a similar map. You can add comments. I don't know the deadline, but it might not be a bad idea to look at that.
- Minnetonka and Hennepin County are going to be working together to reconstruct Minnetonka Boulevard 101 to Williston in 2027. Similarly have interactive map. That's open through the end of the month.

- Dave Carlson: Minnetonka also is looking to construct a trail west of Williston on the north side of Minnetonka Boulevard in 2026.
- Billy Binder introduced guest Dan Miller, a longtime member of the Minneapolis Bicycle Advisory Committee. Billy: I work with him on issues in the second district. Dan's invaluable.

Next meeting: January 27 | 4 – 6 p.m.

Microsoft Teams