

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, July 21st, 2025

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Nicole Armstrong, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Seth Stattmiller, Dist. 2
- ✓ Ethan Kleinbaum, 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
- ✓ Anne Vogel, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

### Ex-Officio Members:

- ✓ Julian Fernandez-Petersen, HC PW
- ✓ Tristan Trejo, MnDOT
- ✓ Ray Eliot, Metro Transit

### Guests:

- ✓ Dan Patterson, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Olagoke Afalabi, HC Public Works
- ✓ Emily Goodell, HC Public Works
- ✓ Alicia Valenti, Metro Transit
- ✓ Tracy Fosmo, Kimley-Horn
- ✓ Dany Maloney, HDR
- ✓ Christina Perfetti, MnDOT

## Notes

- **Approval of the June 2025 minutes** **4:00 – 4:01**
  - Seth Stattmiller motions to approve the June 2025 minutes. Clara Sandberg seconds the motion. The minutes are approved by voice vote.
- **TH 65 (Central Ave) F-Line aBRT** **4:01 – 4:45**
  - Christina Perfetti from MnDOT and Tracy Fosmo from Kimley-Horn join us for a project update on Central Avenue and the F Line aBRT.
  - Overview: This is a full reconstruction project from Mississippi river to highway 696 in Columbia Heights.

- The primary goal is to advance safety and accessibility, also will be building the F line along this corridor.
  - Construction planned for 2028
- Community engagement focus involved:
  - Ped and bike improvements.
  - Trees and greenery.
  - Community is supportive of medians.
  - No opposition to closures at 32<sup>nd</sup> and 3<sup>rd</sup> Aves.
  - Split opinions on lane reduction, but supportive of safety improvements.
  - Parking is a high priority for businesses, but less of a priority for other respondents.
- The recommended concept includes:
  - A 4 to 3 lane conversion with 1 fulltime bus lane.
  - Sidewalk level bikeways.
  - Median closure at 8<sup>th</sup> Street.
    - Addresses sightline and accessibility issues here. Median pedestrian refuge island to be built.
  - Evaluation of closure at 3<sup>rd</sup> Ave NE.
    - Business access concerns here, considering raised crosswalk instead of closure potentially.
- Recommended Concept from 18<sup>th</sup> Ave to 27<sup>th</sup> Ave:
  - 4 to 3 lane conversion with 1 fulltime bus lane.
  - Sidewalk level bikeways.
  - Median closure at 23<sup>rd</sup> Ave.
  - Parking to remain.
- Luke Van Santen in chat: Is the transit lane dedicated to ONLY transit?
  - Alicia Valenti: "Buses and right turns (I'm with Metro Transit overseeing the F Line design contract)"
- Median at Lowry, with RFB enhancement.
  - To pick up where Hennepin County's completed Lowry project left off.
- Recommended Concept from 27<sup>th</sup> Ave to 37<sup>th</sup> Ave:
  - Two fulltime bus lanes.
  - Sidewalk level bikeways south of St. Anthony parkway.
  - Shared use paths north of St. Anthony parkway.
  - Closure of 32<sup>nd</sup> Ave.
  - Closure of Reservoir Boulevard.
  - On-street parking remains.
- Project is currently in Preliminary design through 2025. In 2026 the municipal consent process starts with the goal of being achieved by mid-2026. Final design will proceed until construction starts in 2028.
- Questions?

- Greg Anderson: "How does the transition happen from two way bikeway to shared use?"
  - The transition will happen at the St. Anthony parkway intersection. Currently there's a trail gap from 32<sup>nd</sup> to St. Anthony parkway, so the plan is to fill in this gap and then transition to a shared use path going North.
  - Follow up question from Luke Van Santen: "For the transition, is that something that's been done before/is standard?"
    - Yeah, it's something That's been done before. Planning to use signage and striping to help the transition.
- Seth Stattmiller: "Will MnDOT try to keep the trees we have on Central now?"
  - The goal is to save as many as possible. Some trees will be impacted but will be replaced if removal is necessary. This is definitely something MnDOT is keeping in mind.
- Seth Stattmiller: "Any chance of getting the specific widths of the street elements (sidewalks, lanes, boulevards, etc.), especially at the 18th to 27th section?"
  - Yeah, we work to provide additional details there and will follow up.
- Jordan Kocak: "What went into the decision to have a full lane for busses? What is the need there, as opposed to something like a bus queue jump that could reclaim some space for boulevards and the like?"
  - The Primary goal was to keep the Medians. We knew we'd need at least 1 bus lane here. Due to design standards, if we only had 1 lane of traffic, we'd need a very wide shoulder for emergency vehicles and maintenance access and such. The Bus Lane allowed for the safety benefits and only required a few more feet than the buffer/wide shoulder would have. The at-grade rail crossing can also cause some congestion and queuing, and the bus lane can help to mitigate congestion caused by trains here.
    - Follow up on the medians from Jordan: Currently medians are hardscape, any plans for trees/grass here?
      - Plan to repurpose wide median space by narrowing medians and move that space to the boulevard.
- Billy Binder: Thrilled this project exists, excited to see a full-length bike facility. Some questions: Could you replicate the raised cross sections (crossings) like have been done in other areas?
  - Seth in chat: "Echo that plug for raised crossings, especially at the non-signalized intersections."
  - MnDOT is planning to add a median closure and ped refuge. Adding in additional raised crosswalks is something we'll continue

to evaluate through final designs. MnDOT has a problem putting raised crossings 'across' the project but we're looking at it at side streets.

- What about 13 cross streets with no signals? Can you work with the city to raise those intersections?
  - Can't go across central but can go parallel and will work with the city to see where raised crossings can go.
- Billy Binder: Can we get a 7-to-8-foot bikeway?
  - Yes, everywhere except for behind the F line stations it will be minimum 7 feet.
- Billy Binder: What kind of buffers are being proposed between the bikeway and the sidewalk?
  - 4- to 5-foot-wide buffers.
- Billy Binder: Is it possible to get weekly updates for this project, like the City of Minneapolis has for its projects?
  - There's a mailing list, but it isn't weekly. Minneapolis' weekly project updates are for construction. The link to this project's mailing list is:  
[www.dot.state.mn.us/metro/projects/centralavempls-columbiahgts/index.html](http://www.dot.state.mn.us/metro/projects/centralavempls-columbiahgts/index.html)
- Seth Stattmiller: Wanted to Echo Billy's plug for the raised crossings where possible. Also hoping MnDOT considers a modal filter to allow bikes to pass through the medians. Also, as a business owner on this corridor, hopefully Central can stay open (at least one side) through the project.
  - Billy Binder: I agree, this will be huge for northeast Minneapolis.
- Greg Anderson: Would we want some kind of resolution for this project?
  - Yeah, MnDOT will work with Jordan to see what makes the most sense
    - Jordan: reminder on that, in April the county did pass a resolution on this project.
- Luke Van Santen in chat: "General q - are sidewalks sloped to allow drainage to boulevards in hopes of providing more water to boulevard trees?"
  - Where there are boulevard trees are adjacent sidewalks sloped into the boulevard?
    - Sidewalks all drain into boulevard, which all drain into the street ideally, depending on the stormwater management here.

- **Nicollet Ave Reconstruction**

**4:39 – 5:15**

- Emily Goodell joins us from Hennepin County for a project introduction of the Nicollet Avenue Reconstruction in Bloomington.
  - Separate from the Richfield project, just a heads up!
- Project Update:
  - There has been a major scope update to this project. Initially it was a 2-phase project and will now be one project. Not yet sure if it will be a 1 or 2-year project, but likely to end up being 2.
  - Data collected and traffic and safety has been analyzed on the corridor.
  - 2 rounds of public engagement completed.
- Corridor Context:
  - Urban 3 lane road with center turn lane and on-street buffered bike lanes.
  - 66 feet of ROW.
  - AADT between 5,900 and 10,200 vpd.
  - Served by Metro Transit route 18 bus.
  - 494 reconstruction and Nicollet Ave in Richfield projects happening nearby.
- Public Engagement Updates:
  - Phase 1: open house, online survey, 3 community pop up events.
  - Phase 2: open house, 4 community pop up events, and business owner meetings.
    - Key Themes: Support for off-street bike facilities and green boulevard space. Some support about reconstruction of the typical section as is due to some concerns around losing yard space and parking.
    - Only 1 lane configuration option presented, but several project node tools offered. Bulk of these considered active transportation options.
- Project Corridor Design Alternatives:
  - 2 full alternatives and 1 partial alternative to be considered due to engagement results.
    - 1<sup>st</sup> includes a 1-way cycle track alternative separated by boulevard space from car traffic. This has the largest cross-section.
    - 2<sup>nd</sup> includes only a side path and sidewalk, but no dedicated bike facility. Smallest cross-section.
    - 3<sup>rd</sup> Alternative shows existing typical section but added boulevard space. Likely to be dismissed, also a fairly big cross-section.
  - Going back out to the public with these concepts in Fall. Final design is anticipated in 2026 with construction starting in 2027.
- Questions:
  - Luke Van Santen: Can the on-street buffered bike lane option have the concrete barriers like what was installed on Hennepin recently?

- This is not an option the project team wants to move forward due to maintenance concerns.
- Luke Van Santen: Can the center turn lane be dropped down to 10?
  - We've discussed it but state aid rules require 11 feet due to continuous nature of 11-foot travel lanes. Not a huge extra benefit to pursue a 10-foot lane. Note that we're still early in the development so final distances will be sorted out.
- Luke Van Santen: Do sidewalks must be 6 feet wide? Do boulevards have to be 5 feet?
  - 6 feet is not negotiable on large scale due to need for city maintenance vehicles (snow plowing). Boulevard widths are flexible, wanted to start with 6 feet as this allows tree plantings. There will be areas where we will need to squeeze that down.
- Luke Van Santen: Is there a benefit to being recognized by 3 rivers?
  - No cost not to get recognized, but 3 rivers have this on their master plan so we're considering this as a partner agency. Not essential but keeping them in mind.
- Ethan Kleinbaum: I prefer the boulevard between the bikeway and the sidewalk in residential areas due to dog walkers. Reduces conflict to have the boulevard between the sidewalk and the bikeway.
  - Thanks for the comment, this hasn't come up in project discussions so it's good to have noted.
- Tammy McLemore: "Can you elaborate a on the transitional area for the sidepath/sidewalk concept? Thank you."
  - Still in development. There will be some sort of transitional section at the MnDOT 494 project to match the typical section for the Richfield project. Lots of potential options here, including a different section between 81<sup>st</sup> and American Boulevard.
- Luke Van Santen: The city has specific maintenance vehicles for the sidewalk?
  - Yeah, the city has vehicles that \*could\* plow through here, but this would almost double the city's maintenance responsibilities here so it was decided that it wouldn't be worth it.
    - Luke Van Santen: Don't mean to be grumpy, but it would be nice to advance the kinds of solutions available. Maintenance is often cited as a factor, for why we can't do something nice.
- Greg Anderson: Seeing the proliferation of e-bikes especially this summer, and am concerned about speeding on e-bikes, especially as relates to a shared use option.
- ATC may consider resolution here; Jordan will get in touch with relevant members.

- **Park and Portland Roadway Improvement Project** **5:15 – 5:45**

- Olagoke Afolabi from Hennepin County and Dany Maloney from HDR join us for a project update.
- Safety improvements to Park and Portland between 1-94 and 46<sup>th</sup> street
  - Coordinate with improvements from city and county projects in the area
- At 30% design
  - Started in 2024, plan to finish in 2026
  - Construction in 2027 and 2028
- Proposed Improvements:
  - Curb protected bike facilities.
  - Ped ramp upgrades.
  - Curb extensions and medians.
  - Signal systems upgrades.
  - RRFB installation.
    - 22<sup>nd</sup>, 39<sup>th</sup>, and 40<sup>th</sup> for Park
    - 40<sup>th</sup> for Portland
  - Parking lane relocation.
  - Bituminous resurfacing.
  - Streetscaping improvements.
- Proposed draft concept includes:
  - Parking on both sides.
  - New curb-protected bike lane between parking and boulevard.
  - Narrower vehicle lanes & roadway cross section.
  - Added boulevard space.
- Noteworthy Safety Treatments:
  - Closed medians with modal filter and refuge islands at:
    - Park: 45<sup>th</sup>, 40<sup>th</sup>, 39<sup>th</sup>, 37<sup>th</sup>, 32<sup>nd</sup>, 22<sup>nd</sup>
    - Portland: 44<sup>th</sup>, 49<sup>th</sup>, 37<sup>th</sup>, 32<sup>nd</sup>, 27<sup>th</sup>, 22<sup>nd</sup>
      - Several closed medians were removed from the project
  - Lane shifts, designed to reduce speeding by forcing drivers to shift over slightly at unsignalized intersections.
    - Park: 41<sup>st</sup>, 33<sup>rd</sup>, and 25<sup>th</sup>
    - Portland: 45<sup>th</sup>, 41<sup>st</sup>, and 33<sup>rd</sup>
  - No Parking zones.
    - provide adequate sightlines at certain locations (i.e. driveways)
  - Parking lane medians.
    - Help with sightlines so drivers can see bikers before making right hand turns.
  - Bikeway entrance width.
    - Prevent people from making right hand turns off of side streets into the bikeway

- Questions?
  - Ethan Kleinbaum: I would love to see this, I cross Park and Portland daily for daycare reasons. As related to entrance widths, any thought given to curb heights to prevent cars from driving over to enter the bikelanes?
    - Standard and about 4 inches high, won't be mount-able.
      - Follow up from Ethan: There's always school busses hanging out in the bike lanes, worried this would continue.
        - Proposed configuration would prevent this.
  - Ethan Kleinbaum: Curious about the intersection with the Midtown Greenway on Park. You have parking barriers on the East, is it possible to also include those on the West side as well to improve visibility?
    - Good feedback, we'll note that and evaluate as the team continues final design.
  - Seth Stattmiller comments in chat: "Very excited. Looking forward to this project. Another plug for modal filters at the medians to allow bikes to pass through. Also want raised crossings as often as possible. "
    - This is something we definitely considered and are keeping in mind, especially at existing bike boulevards.
  - Luke Van Santen: want to echo Seth's comment about raised crossings.
  - ATC may consider resolution here as well; Jordan will get in touch with relevant members.

- **Hennepin ATC by-laws update**

**5:33 – 5:39**

- Jordan Kocak: Haven't gotten much more feedback since last time this was discussed. Henrik Kowalkowski mentioned wanting to move a specific clause, does anyone have any thoughts on this as Henrik couldn't attend today?
  - People think it's probably fine as-is.
- Accept a small revision in the definitions.
- Several members think it looks fine as is, don't need to read
- Accepting a motion to adopt this document. Lou Dzierzak motions. Anne Vogel seconds. Motion passes unanimously via voice vote. New bylaws are updated and to-be implemented.

- **Member announcements**

**5:39 – 5:45**

- Billy Binder: Question for Jordan: "is 3 rivers park still following up on the trail project at bass creek?"
  - Not sure when, but this project is going to happen. Jordan will follow up and let Billy know about when.
- Seth Stattmiller: Stone Arch Bridge reopens today! Go check it out!
- Jordan Kocak has 3 announcements/opportunities that he will forward out to folks along with links:

- City of Minneapolis has organized an event to celebrate the new E Hennepin Project we toured as an ATC in May.
- Minneapolis has reapplied for their bike friendly community certification; there's a survey for this people can check out.
- MnDOT has a statewide bike plan, which also has a survey that people can check out.
- Billy shoutouts the infrastructure we looked at during our group ride, NE feels great with all these protected bike facilities!
- Luke Van Santen: St. Louis Park also has a survey for the bicycle friendly community application.
- Nicole Armstrong to adjourn. Ethan Kleinbaum seconds. Motion passes unanimously via voice vote; meeting ends at 5:45 PM CST.

Next meeting: August 18 | 4 – 6 p.m. Microsoft Teams