

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, April 21, 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
- ✓ Brandon Maas, Bolton-Menk
- ✓ Kelly Agosto, HC Public Works
- ✓ Kristine Stehly, HC Public Works

## Notes

- **Approval of the March 2025 minutes** **4:00 – 4:05**
  - Luke Van Staten made a motion to approve the March 2025 minutes. Dave Carlson seconded the motion. The minutes were approved by voice vote.
- **Marshall St NE Reconstruction Project** **4:03 – 4:34**
  - Kelly Agosto from Hennepin County and Brandon Mass from consultants Bolton-Menk join us to give a project update on the Marshall St NE reconstruction project.

- Project limits run from the railroad bridge by 3<sup>rd</sup> Ave NE to Lowry Ave.
  - The Project is currently in the preliminary design stage at 15% design. They're presenting concepts for how to reconstruct Marshall Street to the public currently and aiming for layout approval sometime this summer with final design in 2026.
  - Construction from 2027 through 2028.
- Phase 2 of public engagement wrapped up last week, too early for results from that session. Phase 1 involved a lot of listening and meetings with local groups like the neighborhood group. Phase 2 involved an open house, from which they are still working through comments and stats. Info is still on the website. They also used "Be Heard Hennepin" website for engagement—say it was very successful.
- Part of the engagement involved a goals-priority analysis. There's tension between bikeway connections / general multimodal use and keeping/removing parking.
  - 51% of comments were about cyclist issues, with pedestrian and general safety concerns also predominant.
- Several concepts shown:
  - Alt 1 – One way bikeway per side
    - Removal of 1 parking lane
  - Alt 2 – Shared use path on one side
    - Keeps parking
  - Alt 3 Two-way bikeway
    - Removal of parking
- Other considerations include:
  - Looking to connect bikeway facility to beyond bridge by 3<sup>rd</sup> ave.
  - Possible protected intersection at 3<sup>rd</sup> Ave NE.
  - Working with the MPRB for connectivity at 5<sup>th</sup> and Main, potential pedestrian enhancements. Also working with park board for trail connectivity.
  - Potential raised crossing at 11<sup>th</sup> Ave NE.
- Luke Van Santen in chat: Related to connections at both ends - are there existing facilities at either end? Are there planned facilities at either end? If so, are they now or planned to be dual 1-way / 2-way / MUP?
  - Lowry has a shared use path on the North side and then the bridge across the river has bike and ped facilities across it. At the South end they will look to connect to facilities on Hennepin and 1<sup>st</sup>. Also looking to make connections to MPRB facilities where possible.
- Must evaluate preferred side for parking and median locations. Unsure what the city's plans are on Plymouth and 8<sup>th</sup> but looking to understand future potential and what future connections.

- Tammy McLemore in chat: Have you received any feedback from the Great Northern Greenway interest group?
  - Yes, a few representatives at the open house.
- Ethan Kleinbaum in chat: There is always a conflict with parking - have any parking studies been done to examine how much parking is actually needed along the corridor so that conflict can be navigated in an informed way?
  - Yes, there was a parking study. The project team is looking at the tradeoffs between bike facility types and parking. Underutilized parking can make speeding concerns on the corridor worse.
- Seth Stattmiller in chat: "Marshall is all Northeast gets for a river parkway. Unfortunately, as a county street we don't get to benefit from Mpls' 20 MPH municipal speed limit, but this project could help by reducing the crossing distances to Mpls parkway standard 2 lanes and implementing significant traffic calming measures."
  - 1 in 6 vehicles going 40+ MPH on the corridor, which is posted at 30 mph. Look to eliminate underutilized parking where possible.
  - Seth Stattmiller: Advocates for separate one-way bike lanes. Shared-use paths create unnecessary conflicts between peds and cyclists, and two-way bike lanes can create issues with turning left for cyclists. As a commuter, a strong preference for one-way lanes when possible. Even then, these options will still be a big upgrade to current conditions. It is important to properly utilize the asset that is the river.
  - Luke Van Santed in Chat: "100% to what Seth is saying!"
  - Dave Carlson in Chat: Yes, one-way cyclecross lanes are better than 2-way.
- Seth Stattmiller restates in chat: "As a bike commuter, I support the one-way bike lanes. Shared use paths create unnecessary conflicts between pedestrians and bicycle riders. Separate protected bike lane will do more for transportation, safety, and traffic reduction. A two-way bike lane on Marshall will mean drivers will have to remember to look left and right twice as they move across Marshall. Many drivers will fail to do this, putting the responsibility of safety on the vulnerable users, the bike riders."
  - Project team is concerned about needing to switch sides at some point, especially at locations as busy as Broadway and Plymouth. The conversation is still open, nobody is married to the two way as of now.
  - Jordan Kocak: Marshall is on the alignment of the state Mississippi river trail, the fact that it is part of that trail is unique and warrants consideration for what the right facility type should be.
- Seth Stattmiller: Is there a plan to coordinate with a future pedestrian/bike bridge over the river at 18th? Closures?
  - Yes, they want to coordinate with future connections. Not all the details of staging construction have been worked out, but there's an understanding that there's no roadway network on other side of businesses on Marshall.

The project team is aware of the need to facilitate delivery vehicles for these businesses.

- Jordan: what stage are you at in terms of coming to a decision about what option to go forward with?
  - Once all the Phase 2 opinions have been congregated, they'll talk about all the options and see what seems best. Layout approval in August, so referred layout will probably be in June.
- Henrik Kowalkowski says in chat: "This seems like a good opportunity to issue a resolution to avoid a shared path alternative."
  - From a public standpoint, they have seen an overwhelming response to the two-way bikeway.
- Luke Van Santen: "Dual one-ways seem much better to me because of the reduction of conflicts. So many conflicts on the few two-ways I do travel, leaves a sour taste in my mouth. Any plans on the south end that would be either option south of that bridge. Same question at the north end, north of Lowry is phase 2 of the project, what kind of preferences and parking requirements are anticipated for phase 2?"
  - They are looking to build on what phase 1 does but will continue public engagement to make sure. On the South side they would aim to tie whatever connection is made on Marshall to connect to facilities on Hennepin and 1<sup>st</sup>.
- Jordan: Park board kicked in some money for a sidewalk gap. Two-way trail at block between Hennepin and 1<sup>st</sup> now that feeds into park board stuff at the south. Current trail network is poor quality now and unsure of park board's future plans here.

- **Draft Resolution – Lyndale Ave Reconstruction Project**

**4:34 – 4:49**

- District 3 ATC members introduce the draft resolution.
- Ethan Kleinbaum reads through draft resolution.
- Dave Carlson: We intentionally kept it broad, in terms of one-way or two-way. There has been some back and forth on the design, hopefully the resolution sort of stays in the middle.
- Ethan Kleinbaum gives some context: There was some concern that the project would not look to include a bike facility, so ATC is looking to support a bike facility of some sort first and foremost.
- Luke Van Santen suggests adding the word "strongly" in the "NOW THEREFORE BE IT RESOLVED" section to emphasize the conviction of the ATC.
  - Second mention of "strongly" in the statement is removed.
- Greg Anderson: Any way to include pedestrians in closing statement? Currently only a call for cyclist comfort.

- Luke Van Santen asks to add “transportation” in closing statement to underline importance of cyclist infrastructure for commuting.
- Dave Carlson: Add mention to transportation in the first line of closing statement, not second line.
- Seth Statmiller: also making the argument that bike lanes not only enhance safety of bikers but also everyone else.
- Henrik Kowalkowski recommends slight adjustments to syntax.
- “NOW THEREFOR BE IT RESOLVED” statement amended to reflect changes discussed.
- Dave Carlson motions to approve resolution
- Ethan Kleinbaum seconds.
- Motion is approved by a voice vote.

• **Draft Resolution - MnDOT TH 47 University Ave Reconstruction Project 4:49 – 5:10**

- District 2 ATC members introduce the draft resolution.
- Seth Statmiller reads through the draft resolution.
- Ethan Kleinbaum: wondering if a ‘whereas’ should be added that gives some context as to why shifting of South intersection is being supported
- Seth Statmiller: The other two options take out buildings, and the loss of one of those businesses would be very significant for that district.
- Ethan Kleinbaum: that context would add some more punch as a ‘whereas’ clause
- Seth Statmiller: The other design concept that doesn’t remove buildings would be a mess every light cycle for turns.
- Whereas statement added: “Whereas; Other proposed intersection designs at University Ave and Lowry Ave NE remove businesses from the intersection or interrupt traffic operations to an unrealistic level, and;”
- Dave Carlson: “I don’t think we have ever advocated for a roundabout before, have we? Lowry avenue will just do a multiuse path on north side. Would shifting of roadway to the South impact the connection to the trail? In the ‘therefore be it resolved’ we only talk about 1<sup>st</sup> Ave and Central NE, shouldn’t we make a statement talking about the whole study area?”
- Henrik Kowalkowski says in chat: “Just to jog my memory we’re talking about moving the intersection south to avoid taking Stanley’s?” (thumb’ed up by Nicole Armstrong) “Here are the options (scroll to bottom) <https://www.dot.state.mn.us/metro/projects/universityavempls/design.html>.”
- Dave Carlson: Generally single lane roundabouts are considered better for biking.
- Seth Statmiller: “I would be supportive of language that advocates for bike facility through whole corridor. It is a bike desert at current condition.”

- Jordan Kocak mentions being unsure of the rationale for why MnDOT isn't including bike facilities for the whole corridor.
- Greg Anderson suggests putting a comma after Broadway.
- Henrik Kowalkowski agrees.
- Greg Anderson agrees.
- Clara Sandberg in chat: "I like that."
- Sentence added to 'NOW THEREFORE BE IT RESOLVED': "The ATC recommends that bike facilities be included for the entire extent of the University Ave Corridor rather than the limited amount proposed by MnDOT."
- Henrik Kowalkowski: something to consider, the designs that would have removed businesses may have been the best option from a strictly road safety perspective but it's important to have somewhere to bike to.
- Seth: motions to approve.
- Nicole Armstrong: seconds motion.
- Motion is unanimously approved by voice vote.

• **Draft Resolution – MnDOT TH 65 Central Ave Reconstruction Project**      **5:10 – 5:33**

- District 2 ATC members introduce the draft resolution.
- Seth Stattmiller reads through the draft resolution.
- Greg Anderson: "Bravo, nicely worded."
- Dave Carlson: "So this is a resolution for Central correct? Why are we bringing in the University crossing at 35W?"
- Seth Stattmiller: "We're talking about the crossing of University at Central Avenue and expanding the lane to 10 feet."
- Dave Carlson: the preferred option is a one-way cycle track.
- Seth Stattmiller: The concern is that a two-way is going in on University, people are already using the one-ways in the wrong direction. Over a 50-year lifespan the one-way on university may become a two-way, which would be very difficult without those 3 extra feet.
- Dave Carlson: "We kind of did a compromise over to the campus. I thought we had agreed that East of 35W we would do a one-way. Hard to imagine that it would change to a two-way, there's lots of alternatives on 2<sup>nd</sup> and 4<sup>th</sup>."
- Tammy McLemore in chat: "I support Seth and Billy on their concern. Last year, Billy and I were in the area doing measurements and talked with a person biking and received their feedback/concern."
- Seth Stattmiller: The concern is that the current use of the corridor is already often two-way, as students will use the one-way in the wrong direction.
- Dave Carlson: if you go down a few more blocks it takes you to 2<sup>nd</sup> or to 4<sup>th</sup> street as alternatives. 10<sup>th</sup> also has facilities. Once you start biking West of 35W its more intuitive to bike with traffic.

- Billy Binder: "My concern here is maintaining space for expansion for future bike lanes in this area. The reconstruct will last 30 to 50 years. What kind of flexibility can we build in to accommodate future hundreds/thousands of bikes? Yes, there's other alternatives, but if you're going to plan this far in the future, especially considering the current popularity and the importance of the nodes, it makes sense to push for 10 feet instead of 7 feet bike lanes. In the near future MnDOT is going to reconstruct the bridges going over 35W. What are we going to ask from MnDOT, 7 feet or 10 feet? Let me say also that I'm delighted with the Central Ave project. We just don't want to forever limit ourselves to accommodate what may be needed in the future."
- Henrik Kowalkowski: "I totally agree Billy, having the flexibility is nice. Paint can always change."
- Dave Carlson in chat: "Adding even three feet to each of the I-35W bridge crossings would cost a lot and I doubt MnDOT would go for that"
- Ethan Kleinbaum notices that two 'whereas' clauses are kind of redundant.
  - Redundant clause is removed.
- Tristan Trejo (MnDOT) says in chat: "Hi all, adding this here: I am not the MnDOT rep for the University Ave project and so I am not tuned in to its updates as much. However, if you do have questions about it, feel free to email me those questions and I can reach out to my colleagues who can answer them! - [tristan.trejo@state.mn.us](mailto:tristan.trejo@state.mn.us)"
- Small changes made to syntax and slight word choices in 'NOW THEREFORE BE IT RESOLVED' statement.
  - Another superfluous whereas clause is removed.
- Seth Stattdiller motions to approve resolution
- Billy Binder seconds the motion
- Motion is approved by voice vote.

- **Draft ATC Bylaws update**

**5:33 – 5:42**

- Jordan Kocak: For the bylaws ultimately, the committee should adopt them with a vote like a resolution. That doesn't necessarily have to happen tonight if there is a desire to continue working on this. There's some internal feedback on how other comparable committees make recommendations and voice opinions without formal resolutions, so something to keep in mind.
  - Dave Carlson needs to leave the meeting but says that it's fine to take notes and get feedback now, and then to finalize next meeting.
  - Greg Anderson is also fine with continuing to work on it.
  - Tammy McLemore in chat: "I agree with Dave's feedback. Allow committee members time to review the information." "We should make sure people have enough time to review their roles in the committee as well as the mission of the committee."

- Jordan Kocak: As a reminder, some things are up to change but some other things are kind of set in stone or would otherwise need to be reviewed outside the scope of the bylaws, such as the mission.
- Henrik Kowalkowski in chat: "Is there a way to allow us to comment on the document async so that we can pass in the next meeting/review more quickly?"
  - Jordan Kocak: It's possible to set up a folder editable by folks here. Asks that people leave "track changes" on the document, though.
  - Greg Anderson: "Worth a shot."
  - Tammy McLemore in chat: "I support having a shared folder."
  - Jordan will set up the shared folder soon.
- Nicole Armstrong in chat: "Any reason behind using 'walking' over pedestrian?"
  - Jordan Kocak: It's about staying consistent with the language used when the committee was set up. Also trying to use 'people first' language to emphasize the importance of the work. There's no iron rule though, so if pedestrian feels better in a certain spot then that's fine.

- **Member announcements**

**5:42-5:54**

- Greg Anderson met with his commissioner about the Lyndale reconstruct project and recommends that people check in with their commissioners every once in a while.
- Henrik Kowalkowski thanks Greg for leading and being the chair and gives a thank you to the bylaws team and the folks drafting the resolutions as well.
- Luke Van Santen: Minnetonka, Minneapolis, Hopkins, and St. Louis Park are issuing resolutions soon declaring the month of May to be bike month. Do other people here have corresponding groups in the cities in which you reside? Hopkins or Edina ATC?
- Greg Anderson: There used to be something in Edina, something in Hopkins, it's hit or miss at the city level.
- Luke Van Santen: Something that might be worth considering or looking for. Lots of city projects that could benefit from something like this.
- Seth Stattmiller in chat: "I know that Bryn Mawr neighborhood has an ATC."
  - Henrik Kowalkowski: "ahh yes they presented here last year (Bryn Mawr)"
- Clara Sandberg in chat: "Maple Grove is just reinventing its city committee, I'm a representative."
- Tammy McLemore in chat: "Robbinsdale (District 1) has a committee that is working on updating their bike/ped plan."
- Billy Binder: Alyssa Shuffman, Minneapolis Bicycle Advisory Committee chair, has advocated for a two-way bike facility on University. We have benefited from the Minneapolis BAC's work.
- Lou Dzierzak: Richfield has a transportation committee. The concerns of cyclists, walkers, rollers are deeply woven into all decisions.



- Jordan Kocak: Upcoming events! Bike to work day and Bike month in May. Also, the Hennepin County ReUse Ride is coming up. There are currently no agenda items for the May meeting, suggests doing a bike loop group ride to check out some projects in NE Minneapolis and then a social gathering afterwards.
  - Clara Sandberg in chat: "If it could potentially be any later in the day...."
- Greg Anderson motions to adjourn.
- Lou Dzierzak seconds.
- Motion passes unanimously via voice vote; meeting ends at 5:54 PM CST.

Next meeting: May 19 | 4 – 6 p.m. Microsoft Teams