

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, August 18th, 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
- ✓ Raymond Eliot, Metro Transit

### Guests:

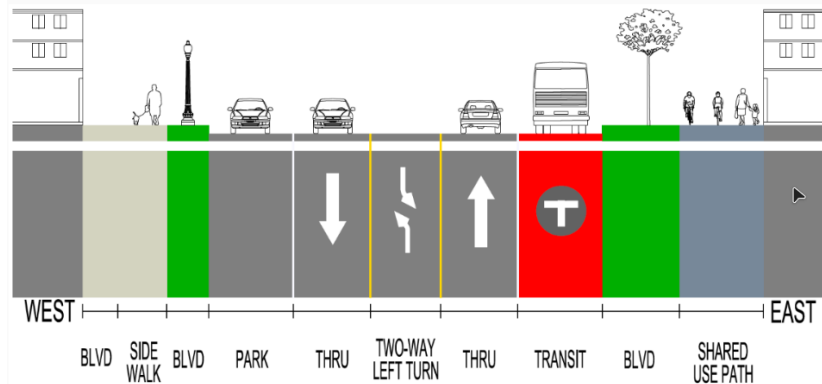
- ✓ Dan Patterson, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Jesse Thorsen, MnDOT
- ✓ Christina Caouette, MnDOT
- ✓ Christina Perfetti, MnDOT
- ✓ Nikki Farrington, SEH
- ✓ JoNette Kuhnau, Kimley-Horn

## Notes

- **Approval of the July 2025 minutes** **4:00 – 4:03**
  - Billy Binder motions to approve the July 2025 minutes, Ethan Kleinbaum Seconds. Motion passes unanimously via voice vote.
- **Lyndale Avenue Reconstruction Project** **4:03 – 4:57**
  - Josh Potter from Hennepin County joins us for a project update on the Lyndale Avenue Reconstruction

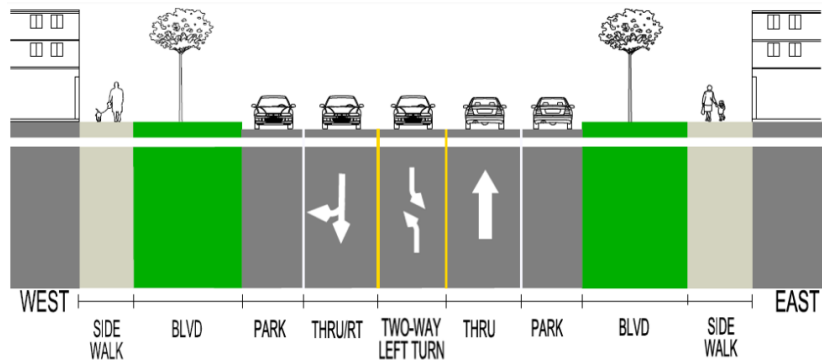
- Lyndale Avenue reconstruction has been in conversation for numerous years. In 2022 there was a 4 to 3 pilot from Franklin to S of 31<sup>st</sup>. Saw very positive results from a safety perspective and from the community.
  - Community conversations happened mainly after the pilot and were largely informed by feedback received around the pilot corridor.
  - Gathered community input and laid out corridor design concepts in 2024.
    - Josh gives us a quick recap of the 3 design concepts offered in 2024.
- Project Goals:
  - Safer Lyndale Ave
  - Better connections, comfort, and access
  - Greener streets
  - Context dependent
- Phase 3 engagement included more than 22,000 points of contact from the community. Themes included:
  - Pedestrian safety: shorter crossing distances, center medians, lighting.
  - Greening: support functional green spaces and preservation of trees.
  - Transit: some support for improved transit efficiency. Mixed feedback on transit lanes
  - Bike lanes: mixed feedback for dedicated bikeway.
  - Parking: mixed feedback on parking.
  - Businesses: concerns regarding construction, retaining parking, and operational impacts of future design.
  - Traffic Congestion: some people are concerned about traffic congestion and backups.
- Have now moved forward with a draft plan that is out for public engagement in Summer 2025. "The Plan:"
  - Bump outs, corridor wide lighting / improved crossings for folks walking
  - Maintains three-lane design implemented in 2021 for user safety and comfort
  - Improved greening and better stormwater management
  - On-Street Parking (where available)
  - Curb side use space
  - Two-way bikeway from Loring Greenway to Franklin Avenue to fill an existing bikeway gap
  - Shared use path from Franklin Avenue to 29<sup>th</sup> Street
  - Transit lane northbound from 24<sup>th</sup> Street to I-94 addressing transit's main location of travel delays.
  - Accommodates future full-width bus rapid transit stops allow for larger future bus rapid transit shelters
  - Parking lane widths leaves opportunity for conversion to transit lane.

- Shared use path
  - Intent is to accommodate 'all users'
    - Shows Lowry Ave NE and Johnson Street NE as example corridors with shared use paths.
- 24<sup>th</sup> Street to Franklin Ave typical section:



- Luke Van Santen in Chat: "24th to Franklin - how wide is SUP"
    - 12 feet
  - 2400 block of Lyndale, no center left turn & median instead.
    - Luke Van Santen in chat: "2400 block - how wide is median?"
      - 4 ft

- 29<sup>th</sup> to 31<sup>st</sup> streets



- This section is more of a Mill & Overlay, as it was rebuilt 15 years ago.
  - Likely BRT on Lyndale at Lake Street
  - Special service district here
  - Nicole Armstrong in chat: "There won't be meters on the green space, correct?"
    - Yes, 100% we'll work not to pave over any green space unnecessarily.
- Questions?
  - Ethan Kleinbaum: The biggest surprise in this design is the inclusion of shared use path over a two-way bikeway. This wasn't included in any of the options originally. Surprised this meets the threshold for shared use given Bryant having 1000+ bikes per day. Seems like this is just asking for trouble trying to combine these. I was hoping this would a nice calm way

to go through downtown but in the end, I'm thinking I'll probably just be using Bryant instead. What was the motivation going for the shared use path?

- Yes, Its new and wasn't in the 3 options in the fall. The focus on safety with bump outs and medians take a lot of space.
  - Also wanted to focus the corridor on the transit side and make sure BRT full width platforms would be possible. Want to make sure Transit would be fully actionable in the future.
  - Greening and trees also limit ROW for bikeway.
  - Lyndale considered an "addition" to the bikeway network, but not necessarily a replacement for Bryant.
- Seth Stattmiller: I'm also not happy with the shared use path. This is a dense area and a shared use corridor. Disappointed with the mention of Lowry and Johnson. Johnson is a total failure, and Lowry is unfinished. This is a transportation corridor and Lowry and Johnson are further from downtown. You are creating so many opportunities for conflicts. This is not working in Hennepin downtown, its not working for Hennepin in NE. This is deeply disappointing.
    - Josh Potter: appreciate the feedback. Question for you, why is Johnson a failure in your opinion?
      - Seth Stattmiller: Lowry is going in a good direction with the raised crossings and the bump outs are a bit better. Johnson is just a big wide sidewalk. Neither have signage, you have to drop into the street at intersections, and the path is right up against buildings making it an uncomfortable experience for bikers. I understand you have a hard job and are doing your best to balance uses, but this is deeply disappointing to me as a biker.
        - Henrik Kowalkowski agrees in chat: "a lot of conflicts around doorways"
        - Luke Van Santen agrees in chat: "Too close to building fronts (SUP)"
  - Luke Van Santen in chat: "IF BRT comes to Lyndale, when might that be?"
    - Eliot Raymond (Metro Transit): the next batch of letter BRT lines (J, K, and L) would be planned to open between 2030-2035. <https://www.metrotransit.org/arterial-brt-plan>. but it should be emphasized that the J, K, and L lines have not yet been selected, and Lyndale may not be selected for this go around. In that case, it would be constructed/opened 2035+
  - Greg Anderson: I agree with Seth.
  - Ethan Kleinbaum: It does feel like the BRT transit lanes are a big design element that's limiting the bike paths. Delays are being experienced

where permanent bus lanes are being put in. How much time would it save a bus in this corridor, and is Metro Transit explicitly asking for this?

- Looking at 10 to 15 seconds faster for these lanes. Biggest travel time savings are at 24<sup>th</sup> and north. Have been working with Metro Transit staff on this, and they are supportive of lanes especially with the transit lanes N of 24<sup>th</sup>.
  - Ethan: maybe my question wasn't clear. We are trying to do transit readiness for BRT?
    - Yes, that's part of it.
- Luke Van Santen: I wanted to add my voice to the chorus. There were multiple options with 2-way bikeways before, so this is a disappointing departure. It's awesome that it's 12 feet wide, but with the amount of pedestrians in this area it just doesn't seem wide enough for two-way traffic. Also looks like it runs right up to doorways. Maybe it's a good compromise, because nobody is going to enjoy this. Everyone is going to be angry.
  - Josh Potter: Something we'll keep in mind. There may be areas where we can get more space but there are also spatial constraints.
  - Greg Anderson: sounds kind of like we're going for 'equal congestion for all!' approach instead of really addressing any one thing adequately.
- Henrik Kowalkowski in chat: "Have cars given anything up here?"
  - Josh Potter: We certainly think so, reduced lane widths and limited turns.
  - Luke Van Santen: "Lane widths reduced to what? 10?"
    - Currently they are 11. Talks about 10 but need to navigate state aid
- Greg Anderson: Can you speak to using the transit lane for more experienced bikers?
  - Josh Potter: I believe as a cyclist you can use the transit lane, but don't quote me. Need to check with Metro Transit to make sure.
  - Luke Van Santen: I asked about this at some point, and the answer is yes, I believe?
    - Greg Anderson: If that's the case, that could end up sorting itself out in the long run.
      - Raymond Eliot (Metro Transit): the official guidance is that we are determining this still, but, **unless it is marked as bus/bike it is supposed to be a bus only lane.** This is still something we're navigating internally.

- Luke Van Santen: What is anticipated transit-only speeds on this corridor? Will take answers later if nobody knows for now.
      - Raymond Eliot: Guessing around 15 MPH. Metro transit guidance allows drivers to go up to the speed limit even next to slower traffic.
  - Jordan will reach out to District 3 members to potentially draft a new resolution on this corridor.
    - Josh Potter: we will want a resolution for Lyndale (drafted over the next month and approved at the Sept ATC meeting), thank you

- **MnDOT TH 47/ University Avenue Reconstruction Project**

**4:57 – 5:14**

- Christina Perfetti & Christina Caouette from MnDOT and Nikki Farrington from SEH join us for a project update on University Avenue Reconstruction.
  - Funding is secured, construction to begin in 2027
- Shared some concepts with the public about a year ago. Some 'holes' in the layout at Lowry and Broadway but got feedback on the general approach and have since been developing some more specifics.
- General Info:
  - 3 Lane roadway
  - Medians and RRFBs for crossing
  - Curb extensions at local streets
  - Bike lanes
- Broadway intersection:
  - Looked at roundabout option and at keeping signalized intersection.
    - Recommended design is the signalized intersection.
  - Free right removed
  - Truck pillows (aprons) to keep vehicles from taking quick turns while still allowing trucks to make turns as needed.
  - Roundabout was removed from consideration due to operational characteristics associated with long queuing. Would have needed to make it a multi-lane roundabout to fit everything, which minimizes safety benefits from the roundabout
- Lowry intersection:
  - Safety is the focus, currently seeing 4x the expected crash rate at this intersection.
  - Recommended layout is signalized.
  - Truck pillows (aprons)
  - Roadway is moved south. Trail is widened. New trail connections at 26<sup>th</sup>.
- Additional changes:
  - Updates to bikeway and sidewalk configuration to provide a wider buffer for green space.

- Added 8-foot trail on east side of University Ave between Lowry and 26<sup>th</sup> Ave.
- Municipal consent in Fall 2025.
  - To come: Visual Quality Manual, Final Design, Traffic Management Plan coordination.
- Questions or Comments?
  - Seth Statmiller: Thanks for putting work into the Lowry to 26th connector for bikes
  - Henrik Kowalkowski: It's great to get rid of that slip lane, but these crossing distances are still large. Anything that can be done to mitigate that?
    - Unfortunately, the truck turns are a big limiting factor.
  - Billy Binder: I like the roadway moved to the south at Lowry so the trail at the north side has some more space. Are you planning on keeping/improving medians? Overall, pretty happy with what this is looking like.
    - Yes at 22<sup>nd</sup> and at the current RRFB location.
      - Seth Statmiller in chat: "22nd is a horrible intersection now. This will help a lot."
    - Billy Binder: Are you doing 8 foot sidewalks wherever possible?
      - 6 foot as the minimum unless the sidewalk is in front of businesses, then its 8 feet. Not much space for sidewalk and for boulevard with 8 feet otherwise, and 6 feet should be enough for people to pass each other.
  - Link: <https://www.dot.state.mn.us/metro/projects/universityavempls/design.html>

## • **MnDOT Bike+ Plan**

**5:14 – 5:42**

- Jesse Thorsen, MnDOT – joins us for a statewide Bicycle + plan introduction.
- Just wrapping up first phase of engagement and working on more technical details until the next round of engagement in the spring.
- What is the plan?
  - Overarching Minnesota GO 50-year vision, within that is the Statewide Multimodal Transportation Plan. The Bike+ System Plan is a subset of that focused on the bicycle modality.
  - First edition in 2016. District-level bicycle plan priorities with 2019 district plan.
  - There's been a lot of updates to the surrounding context of bicycle infrastructure, including evolving transportation trends and goals. The update felt like a need.
- What is MnDOT trying to achieve?

- Goal is to communicate why state, regional, and local bicycle networks are important and who benefits from them.
- Want to create a framework that eliminates barriers to safe, convenient, and comfortable bicycling.
- Provide guidance for how to develop bicycle facilities and help with investment decision making.
- Develop a bicycle investment prioritization tool complementary of other MnDOT active transportation tools.
- What makes something a bike-like mode?
  - Similar weight and speed
  - Modes that already use bike infrastructure
  - E-bikes a focus for this plan
- Nicole Armstrong comments in chat: "Safety concern: Speed of e-bikes vs. mobility scooters or old school bikes varies greatly. Please consider this in connectivity and this plan."
- Who bikes? Some trends..
  - Tend to have lower incomes
  - More likely to identify as POC
  - Disproportionately either high school level/lower OR an advanced degree
  - Less likely to own a vehicle
  - Overall, all sorts of people bike, though!
- Why do people bike?
  - Health
  - Infrastructure
  - Convenience/practicality
  - Money
  - Experience of cycling: its fun! Feeling of freedom and connection to place.
  - Social environment
  - Personal characteristics: environmental concerns, no license required to bike, previous experience biking.
  - Safety
- One commonality: everyone wants separated spaces to ride. Separated both from cars and from pedestrians. This desire transcends other differences, you'll get this answer from everyone.
- Public engagement:
  - First is the Insight engagement phase which will inform how to approach the technical tasks
  - Second is the accountability phase, which will be based on the soft draft of the Bike+ plan and aims to get feedback on the content developed at that point.
  - Also had a specific 'diverse perspectives' focus group to amplify previously unheard voices in the planning process.



- Link: <https://talk.dot.state.mn.us/statewide-bicycle-system-plan>
- Questions/comments?
  - Clara Sandberg: appreciate the focus on underserved populations and including them in this engagement process.
  - Greg Anderson: This is a plan, right? What is the intent/use case for this? Do you hope local municipalities will adopt the plan or is this MnDOT specific?
    - Certainly, elements in this plan will be applicable for local municipalities. It is generally intended to give guidance to MnDOT, but also with the ambition that it can be used by others as well.
- **Nicollet Avenue Reconstruction resolution** **5:42 – 5:46**
  - District 5 members introduce the draft resolution for committee consideration and give the resolution a quick read-through.
    - Open for edits. Small grammar edit is made.
  - Henrik Kowalkowski motions to adopt the resolution, Lou Dzierzak seconds. Motion passes unanimously via voice vote.
- **Member announcements** **5:42 – 5:51**
  - Greg Anderson: Hwy 55 is closed again in Plymouth. Finally getting a tunnel under it near the medicine lake road area (a bit further east).
  - Seth Stattmiller: working on getting an art walk on Central. NE has been talking about this and with the MnDOT reconstruction this is the best chance for this to happen. Working with the arts district and several adjacent neighborhoods to come up with designs and letters of support. Link is: <https://talk.dot.state.mn.us/statewide-bicycle-system-plan>
  - Luke Van Santen: September 14<sup>th</sup> is the 2<sup>nd</sup> annual BikeMN Twin Cities bike tour. This year it'll be more to the west towards Hopkins and touching Minnetonka.
    - Kristine Stehly posts link: <https://www.bikemn.org/events/twin-cities-bike-tour-664/>
  - Clara Sandberg motions to adjourn, Luke Van Santen seconds. Motion passes unanimously via voice vote; meeting is adjourned at 5:51 PM.

Next meeting: September 15 | 4 – 6 p.m. Microsoft Teams