

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, June 16th, 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
- ✓ Matt Huggins, HC Public Works
- ✓ Tyler McLeete, Stantec Consulting
- ✓ Brady Hommerding

Notes

- **Approval of the April 2025 minutes** **4:00 – 4:02**
 - Seth Stattmiller motions to approve the March 2025 minutes. Lou Dzierzak seconds the motion. The minutes are approved by voice vote.
- **Penn Ave Reconstruction Project** **4:02 – 4:20**
 - Matt Huggins joins us from Hennepin County Public Works to introduce the CSAH 32 (Penn Avenue) reconstruction project in the city of Richfield. Matt plans to keep things brief and just give a quick overview.

- Project scope: County is looking to reconstruct Penn Avenue from W 75th St all the way up to HWY 62. This is the main thoroughfare in this area. Last time the project was reconstructed was in the mid-1960s. Looking to modernize and move away from a vehicle centric design.
 - Multimodal focus especially keeping in mind schools in the area.
 - Public utilities upgrade, traffic calming. Currently a “sea of pavement” so looking to reduce speeding and improve green space. Also keeping in mind the potential for an aBRT line along this corridor in the future.
- Matt introduces the team on the County side, while Tyler McLeete introduces his team at Stantec Consulting. The City of Richfield is also involved.
 - The Richfield-Bloomington Watershed Management Organization, Nine Mile Creek Watershed District, Metro Transit, Three Rivers Park District, MnDOT, and the City of Minneapolis are other partners.
- Henrik Kowalkowski in chat: “fantastic, love the Nicollet project”
- 2020-2021 Penn Avenue Corridor study will serve as an initial guide, especially for public engagement. All corridor improvements from the study will be considered/evaluated. Design concepts themselves will be developed through the public engagement process.
 - There have already some incremental improvements on the corridor, but the reconstruction offers an opportunity to fully redevelop the ROW and build for the future.
- Schedule: Kick off in May. Preliminary design between Spring 2025 and Fall 2026. Final design from Winter 2026 to Fall 2027. Construction start is anticipated for Spring 2028 to Fall 2029 with a 2-year construction timeline.
- Project team is ramping up public engagement now. Virtual and in-person open house to be held in August 2025. The team also plan to go to a variety of events around the corridor and to be as present as possible to drive participation in engagement.
- Henrik Kowalkowski in chat: “Is there anything that can be done with tying the future bikeway into the bridge over 62? Improving crossing between the Lund's and Aldi on the west side of the street will be big. (and the east side of the street)”
 - MnDOT has re-decked the bridge. Nothing to reconstruct the bridge in the scope but they will look to do the best they can.
- Luke van Santen in chat: “Will there be bike & ped counts as well?”
 - Yes.
- Tammy McLemore “What type of questions will the survey contain?”
 - They are trying to capture people’s experiences on the corridor and focusing on the basics.
- Henrik Kowalkowski: Is the project page public yet? Also want to shout out the 64th and Penn crossing is especially terrible.
 - The initial information is live on Be-Heard.

- They are aware of the intersection and its problems.
- Luke van Santen in Chat: "it looks like the Penn Ave project is live on BeHeard?
https://beheardhennepin.org/penn-avenue?tool=survey_tool&tool_id=penn-avenue-survey#tool_tab"

- **ADA Transition Plan**

4:20 – 4:35

- Dan Patterson from Hennepin County Public Works joins us to discuss the ADA Transition Plan.
- The purpose of the plan is to improve accessibility, to meet ADA Title II regulations, and to identify issues related to mobility and accessibility.
 - 1/4 of U.S. adults have a disability. Mobility is most common.
 - Issues disproportionately affect older people and people of color.
- County has made some progress, but still in the broader context of a history of land use that de-prioritizes pedestrian infrastructure. The ADA doesn't cover this, instead focusing on the smaller scale infrastructure issues/opportunities.
- There are several complimentary plans also relevant to the ADA plan, like the County's TZD.
- What gets evaluated:
 - Pedestrian curb ramps
 - Sidewalk defects and obstructions
 - Accessible Pedestrian Signals
- Link to [Hennepin County ADA Transition Plan](#).
- Henrik Kowalkowski in chat: "high quality ramps make cycling much more pleasant too (as an able bodied person)."
- Don't just aim to replace but also look for opportunities to upgrade the condition through the pavement preservation program. Always looking for an opportunity to improve the infrastructure in the county to the best of our ability.
- In 2024 the county saw 933 new compliant ramps, 76 new APS intersections, 5.5 new miles of sidewalk, and 3.1 miles of new trail within the County's ROW.
- Compliance goal (reason for plan) is to have curb ramps fully compliant by 2040
 - This may seem like a long way out but really isn't in the realm of transportation. Currently projected to meet this goal, with 40% of ramps left.
- Draft plan is out for review, and they are soliciting comments through June 30th.
- **Questions?**
- Dave Carlson: How do we deal with right of way issues like obstructions (signage, telephone poles)
 - The solution would be to acquire easements for issues in right of way. Usually not done for the obstructions, those aren't being fully addressed yet.

- Ethan Kleinbaum: Seems to focus a lot on curb cuts, one of the more insidious ADA issues are things like electrical poles/telephone poles directly in the sidewalk. Any effort toward cataloguing and removing those issues as well?
 - Cataloguing them is happening for sure, as well as addressing them where they can be. Usually, these issues are reserved for reconstructions when there's budget, and not necessarily for overlays with more limited scope.
- Greg: when doing these ramps at a signalized intersection, are you doing anything with the signalization? (countdown timers)
 - Not 100% sure about that. If APS are implemented, then probably countdown timers are done as well.
- Nicole Armstrong: When doing curb cuts, are you considering removing crosspaths with cobblestones?
 - If near the ramps yes, but not certain about full length of sidewalk. Will largely depend on the project and the scope.

- **2026 Mill and Overlay – Hennepin Ave**

4:35 – 4:53

- Jordan Kocak from Hennepin County Public Works gives us an overview of the Hennepin Avenue 2026 mill & overlay. Project limits from the Mississippi river bridge to Washington Avenue.
 - Project is driven by pavement maintenance primarily, as with the two other projects to be presented today.
 - Looking at the opportunities to re-stripe the roadway. County does a lot of modest safety improvements like 4 to 3 lane conversions, bike lane add ins, and so on. The scope is much more limited otherwise—just based on what can be done with paint. Meant to be an incremental improvement as the opportunity arises
- Plan for this project is to enhance the bike lane with a buffer, update curb ramps to ADA compliance, and generally improve the pavement condition. The project is also coordinated with E line station and off-street bike lane behind the station.
 - Goal to extend pavement life, reduce speeding, increase safety and comfort for people walking and biking.
 - Looking to tie into the E line's 10 ½ foot travel lanes by reducing travel lanes to at most 11 feet depending on if state-aid variance is approved.
 - E line station at N 2nd street to include a pedestrian refuge island.
 - We are considering a bike box for a two-stage left turn at 1st street and green markings for the conflict zone at the right turn southbound.
- Timeline with planning and design in 2025 and construction in 2026.
- Henrik Kowalkowski in chat: "can you put in flexy posts in the buffer?"

- There is currently no scope for buffer improvement as part of this project. With the space available it would be possible to retrofit a protected buffer in a future project.
- Luke in chat: There's a bus stop in the bike lane northbound?
 - Yes. The bus stop there is for local bus service and some commuter lines.
- Dave Carlson: is there a need at the Washington Ave (southbound) to have a left turn lane?
 - Not sure how needed it is, but maybe a moot point at this point due to project scope and because the E line project is already underway.
- Henrick Kowalkowski: Does the right turn lane have to exist? (Southbound at 1st street intersection)
 - Yeah, it's not ideal. The right turn volume is quite high here and currently the road widens out substantially. Without a protected bike lane in the scope, the existing conditions are to be replicated.

- **2026 Mill and Overlay – Excelsior Blvd**

4:53 – 5:06

- Next project that Jordan showcases: Excelsior Boulevard is to be repaved from Kinsel to Williston Road. Currently, East of Kinsel is a bike gap. This Project looks to add a bikeable shoulder to mitigate the gap.
- Dave Carlson in chat: "I biked that stretch just yesterday... so a bikeable shoulder along there will be a great improvement!"
- More about the project:
 - There are some medians along the corridor, so things are a bit unbalanced in the layout. Some medians can be moved, but some will stay.
 - The plan is to add a buffer to the shoulder space wherever there's more than 7 feet of shoulder to reinforce that the shoulder space isn't for parking or driving.
 - A nearby trail project was recently extended out to Eden prairie road, which is set to be constructed in 2027/2028. The county plans to tie in with the trail project and bring some of the anticipated road striping through to make that connection.
- Luke Van Santen: can some of those lane widths be narrowed?
 - They can, but this is a case where there's almost too much space. Maybe particularly on the south side 11-foot lanes can be considered where the shoulder is narrower. Still a draft, so your comment will be taken under consideration.
- Luke Van Santen: Has there been a decision made on the trail format?
 - Bi-directional multiuse trail to run on south side of ROW. There will still be on-road shoulder on north side.

- Still a gap in the trail network East of Kinsel to Glen Lake Station. Not currently aware of any projects to close that gap. City of Minnetonka is leading the trail project. Cautiously optimistic that this gap will be taken care of in the foreseeable future, though.
- Luke Van Santen: Going to do anything with the slip lanes?
 - Sadly no, due to limited scope. Possible that the trail project may address the slip lane in the SW corner of the intersection here but possible the project wants to stay out of the intersection.

- **2026 Mill and Overlay – Eden Prairie Rd**

5:06 – 5:21

- Next project is on County Road 4 and connects to previous project at northern end by the intersection. The project corridor runs from Excelsior Boulevard down past Hwy 62.
- The striping plan for County Road 4 is mostly completed. Resident concerns about comfort of biking on the corridor were heard, so we looked at adding a dedicated bike lane without dropping the lane. The bike lane also allows for lowering of the speed limit through a board action.
- Luke Van Santen: full length bike facility on this would be “amazing.”
 - Jordan: hopefully we can make it happen.
- Dual left turn lane Southbound at Eden Prairie Road is the main limitation, but it can be made to work. Northbound right turn shares space with through bike lane at this intersection. At the North side of the Glen Lake intersection there’s a free right turn, so we’re hoping to use signage and green pavement marking to signify to drivers that the slip lane needs to yield to incoming bike traffic.
- Two options at the Excelsior boulevard intersection:
 - One option removes the median and allows for the bike lane to be made wider. Slip lane southbound at intersection to be addressed similarly with signage and green striping.
 - Option two keeps center median, leads to narrower bike lane. Optimistic that median can be removed because it opens possibilities for a more comfortable bike lane.
- Henrik Kowalkowski in chat: “removing the median and adding buffer would be great. ”
- Luke Van Santen: Any data showing bike counts that suggests cyclists go through the intersection? Seems like most people turn right at the intersection.
 - Carrying the bike lane through the intersection onto the more residential street north of excelsior is due to city request.
 - Dave Carlson: good to have even if it isn’t used heavily. Maybe more people in the neighborhood would bike.
 - Luke Van Santen: clarifies that he doesn’t think the bike lane shouldn’t be striped through the intersection. Build it and they’ll come potentially. More bike lanes are always necessary.

- **ATC Draft Bylaws**

5:21 – 5:57

- Jordan Kocak gives a quick recap of the draft bylaws process and thanks people who reviewed the draft and those who made comments. The Plan is to go through the comments and talk them through to see if everyone is comfortable with what's here. Not sure if the bylaws need to be passed by resolution but it couldn't hurt. Also plan to keep things open ended for discussion.
 - Although comments on the mission are good, Jordan suggest that we don't change anything about the mission due to Committee's history of being created around that mission by board action.
- Have definitions as a separate part of the document. "Rolling" as an example.
 - Lou Dzierzak suggests adding a glossary of terms section.
- Some syntax changes are approved without controversy. Other comments are discussed and either implemented or reversed.
- Should we add a note for what happens when a co-chair leaves unexpectedly?
 - Luke Van Santen: do we want to embed ultra-specific possibilities in this? This seems like a relatively infrequent occurrence. Already have a mechanism in place to appoint chairs/co-chairs.
 - Wording simplified in the document instead.
- Separate bullet point added for "Agendas will be approved by the members at the onset of the meeting."
- Discussion about ATC obligation to report activities.
 - Tammy McLemore in chat: "Perhaps we can encourage district reps to interact w/ their commissioners on a regular basis (i.e. 2 X's/ year)"
 - Wording changed to keep spirit of reporting duties without formal aspects like timeline or duty to write a formal summary report (now just "summary of activities ... on a periodic basis")
- Discussion about the requirement for each district to have a walking focused and biking focused member. Some discussion about adding a clause about interchangeability to the end, or to add this element to the suggested glossary.
 - Julian in chat: For the walking and biking focus clause: you could generalize it further by saying something along the lines of "Each district will be represented by two voting members, preferably representing an adequate combined focus on both the interests of walking and biking" or something.
- Small wording changes made to improve readability.
- Luke Van Santen asks if supporting documents can also be added to the website.
- Jordan wraps up by saying he will clean up the document and allow for review with a plan to vote on adoption by the committee next month.

- **Member announcements**

5:57-6:02

- Seth Stattmiller: used to have complaints about trash and graffiti and such in his neighborhood, now there's a walking group for picking up trash and keeping the area clean.
 - Also plugs the northeast parade tomorrow (June 17th). Plans to have an art walk.
- Dave Carlson: any updates on the Lyndale project?
 - No updates currently, has requested the project manager attend the July ATC meeting for a full update.
- Tammy McLemore has been participating with Robbinsdale to update their bike and ped plan.
- Dave Carlson has been attending a couple meetings on the Minnetonka Blvd project in St. Louis Park.
- Luke Van Santen: Open house for Minnetonka Blvd project coming up on June 26th.
- Henrik Kowalkowski motions to adjourn. Tammy McLemore seconds. Motion passes unanimously via voice vote; meeting ends at 6:02 PM CST.

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