

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 17, 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-P, HC Public Works
- ✓ Tristan Trejo, MnDOT
- ✓ Ray Eliot, Metro Transit

Guests:

- ✓ Dan Patterson, HC Public Works
- ✓ John Mark Lucas, UMN
- ✓ John Strhasky, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Tracy Fosmo, MnDOT
- ✓ Elizabeth Burton, MnDOT

Notes

- **Approval of the February 2025 minutes** **4:00 – 4:12**
 - Lou Dzierzak made a motion to approve the February 2025 minutes. Nicole Armstrong seconded the motion. The minutes were approved by voice vote.
- **University of Minnesota campus updates** **4:12 – 4:40**
 - John Mark Lucas begins with an overview of the University of Minnesota's 2025 campus outlook. UMN is a platinum level bicycle friendly university and a bicycle friendly business, recently renewed both titles.

- The U of M has 12 miles of campus bikeways, 8 miles of Gopher-Way tunnels & skyways, 11,500 bike parking spaces, and 370 sheltered bike spaces. There are also 1100 active Zap members and a 150 gopher bikeshare fleet.
- The 2022 Campus Master Plan prioritizes walking and biking through campus, and the 2023 Climate Action Plan aims to reduce emissions from commuting by 40% by 2033.
- There are several bike-focused UMN Programs. One notable mention is the Zap Bike Commuter Program, allowing employees to earn points towards potential reimbursement of health insurance for biking to work.
 - Uses RFID 'zap tags' on front wheel of bikes. 18 Zap reader locations between Minneapolis and St. Paul campuses that automatically add your ride to your ride calendar.
- John Mark Lucas gives us a brief history of the Nice Ride program that ended in 2022. UMN's Gopher Bikes program re-uses bikes from Nice Ride. To facilitate the program, the university overcame challenges like staff resources and winter storage. They also hired mechanics that received special training on maintaining Nice Ride bikes.
- Current program has 180 bikes from Nice Ride. 100 of these are deployed for long-term rental to students for free. Gopher bike long-term rental bikes are most popular with out of state and international students. 44 of the bikes are distributed for residential hall daily check-out use.
 - Put up their own repair shop and set up storage locations. Also worked to secure continued operation of the University of Minnesota Bike Center.
 - John Mark Lucas Shares some in depth stats on daily check outs of bikes broken down by resident hall.
 - University offers winter storage of bikes for students.
- Bike lockers are always oversubscribed, very much in demand. Started shared bike locker system to meet demand. Some use a "bike hangar" model with 6 bikes per unit to allow smaller footprint and more flexibility on location. 4 units of these have been deployed so far.
- E-cargo bike trials started January of 2025. Targeted users for the cargo bikes and trikes include PTS operations, U-Construction, Landcare, and U Market to use as alternatives to pick-up trucks and gators.
- Moving on from programs, John Mark Lucas wraps the presentation up by talking about newly constructed and upcoming separated bikeways on campus.
 - 4th St (2024)
 - University Avenue (2025)
 - Cleveland avenue (2024)
 - Oak Street Separated Bikeway
- Henrik Kowalkowski: What are some of the plans for getting additional bikes on campus, as current programs are oversubscribed?

- John Mark Lucas: The student government has already indicated some interest. There is also some administrative commitment on getting additional bikes, as they are currently in the process of looking at different models. So far, they are planning to add 10 bikes a year to replace old bikes and grow the program.
- Luke Van Santen: Would love to get updates at the end of the summer or next year, especially interested in the cargo tricycle. Luke mentions interest in data that would potentially be applicable to convincing Minnetonka Public Works to use a similar cargo bike system for certain public works activities.
 - Ray Eliot adds note in chat: "Metro Transit just started a pilot to use an e-cargo bike as part of our Transit Information group's efforts to keep all of the bus stop signs up to date. Smaller electric vehicles like e cargo bikes and electric tuk-tuks have improved a lot and I hope to see other organizations adopt them."
 - Ray Eliot: "also excited to see someone deploying bike hangars in the United States. I have seen those, will be curious to hear how those hold up to use, winter maintenance needs, and attempted thefts."

- **MnDOT TH 65/ Central Ave**

4:41 – 5:16

- MnDOT's Tracy Fosmo and Kimley Horn join us for a Central Avenue project update. The project is currently at a 15% design level, with the preferred design to be chosen this spring.
- Upcoming Metro F line is aligned with Central Avenue project and will be built simultaneously. MnDOT and Metro Transit are working closely with one another.
- Tracy Fosmo gives us a brief overview of the key features of BRT in comparison to standard bus transit.
- Project team has been engaging with the public and has received strong support for improved pedestrian and bike infrastructure, transit enhancement, traffic calming, green spaces and generally safer streets.
- MnDOT will be implementing a 4 to 3 lane conversion on the corridor, with traffic modeling suggesting that the local context is appropriate.
- Bus lanes are being considered at this time, with at least 1 bus lane planned and with room for a second bus lane. Considerations surrounding bus lanes involve choosing between 24/7 bus-only lanes or multi use lanes with parking outside of peak bus hours. MnDOT still working on determining what direction provides most benefit for transit users for the bus lane(s) on this project.
- The project is looking to improve pedestrian and bike accessibility and will add new ADA ramps alongside new sidewalks, as well as enhanced pedestrian crossings and sidewalk-level bikeways. These bikeways will connect to existing multi-use trail on corridor.

- 14% of Parking will be removed on the segment of Central running between 18th Ave and the Central Ave Bridge. North of 18th Ave some parking may be removed for green space but will largely remain.
- Medians and signalization (RFID) are being considered with one proposed location at Central Ave and 8th street. Other medians also being considered.
- MnDOT is looking at changing current access routes for some intersections.
 - 3rd Ave's access will be removed, and the street will be converted into cul-de-sac to facilitate an F line station.
 - The 32nd avenue access may be closed to better facilitate intersection and pedestrian crossing
 - Central Ave, 27th Ave NE, and Reservoir Blvd NE intersection will be changed to remove the 5th leg of the intersection.
- MnDOT will be seeking more engagement for this project in the summer.
- Nicole Armstrong: when was the parking evaluated, and was this during the time that construction was taking place around University Ave?
 - Tracy Fosmo: the Parking was evaluated Fall of 2023 after the 3rd avenue bridge opened.
- Any thought being given to roundabouts at any of these intersections?
 - Tracy Fosmo: Roundabouts were largely ruled out after a study due to right of way constraints. The Portion of the project in Columbia Heights may consider some roundabouts to help with certain safety concerns.
- Jordan Kocak: You mentioned narrower space of ROW and the removal of some parking south of 18th Ave. Is all the parking being removed or just some?
 - Tracy Fosmo: Parking to be removed as needed. What is removed will depend on the decisions made around Bus lanes.
- Jordan Kocak: For the Mid-block median of Lowry Avenue and 26th, How does MnDOT plan to optimize the crossing location for the best use? Is the location set or up to change?
 - Tracy Fosmo: MnDOT Used cameras on Lowry-26th and 26th-27th in December. There were lots of mid-block crossings on lowry-26th and less on the other block. The exact location is still to be determined.
- Greg Anderson: For the crossing measurements, how might seasonal changes impact crossing behavior?
 - Tracy Fosmo: We are assuming that summer numbers would just be higher. MnDOT may need to verify counts again in the summer but had cameras up during a week with relatively nice weather.
- Dave Carlson: For the intersection at Reservoir Blvd, the new proposed access is still very close to intersection. Is there any way to move it north into a vacant lot?
 - Tracy Fosmo: MnDOT must work around a business lot and a Minneapolis parks department lot. The access point needs to be where it has currently been proposed due to these constraints.
- Dave Carlson: What are the widths of the traffic lanes, bikeways and sidewalks?

- Tracy Fosmo: Dimensions will be included in next round of engagement. For now, MnDOT is still working on high-level concepts. Once a concept has been selected, MnDOT will dive deeper into specifics. Lanes will probably be around 10 feet, Bike lanes at 5 feet and when curb attached 7 feet wide as a starting point.
- Greg Anderson asks if Jordan will give updates for years to come.
 - Jordan Kocak: Once MnDOT has refined details it would be a good time for an update.
- Clara Sandberg: Is MnDOT considering any Speed limit changes?
 - Tracy Fosmo: The speed limit is currently posted at 30 mph (MnDOT's minimum speed) through Minneapolis and is not expected to change. For the Columbia Heights portion of the project, the design speed is still subject to change with the potential for reduction.
- Billy Binder: The continuous bike lane is a gigantic step forward. Billy has been advocating for a change like this for 15+ years. This is incredibly good news and he is looking forward to having MnDOT come back with an update.
- Jordan Kocak: MnDOT is working on selecting preferred alternative, but only really showed one option today. Are there still other options on the table?
 - Tracy Fosmo: Concept layouts are uploaded in the folder alongside the presentation to give more context. Sidewalks, sidewalk-level bikeway, and 4 to 3 lane conversion are all considered baseline and are included in all concepts. Bus lanes are some of the main questions still being decided. Other options look at additional access changes on 26th 24th 23rd and 19th avenues.

- **Hennepin Active Transportation Committee**

5:16 – 5:46

- Jordan Kocak, Hennepin County, starts discussing review of the committee bylaws and reaffirmation of guiding principles. A quick review is a good refresher and may be helpful for the 4 new members.
- Starts with a Brief history: In 2021 the name was changed to Active Transportation Committee, but we never updated the Committee Bylaws. Updating them is something Jordan would like to happen this year and is looking for volunteers to lead a subcommittee.
- Mission & Guiding principles
 - Comes from county board resolution, authorized Active Transportation Committee as a County Advisory Committee.
 - Mission is to advise, promote, and expand opportunities for safe and convenient bicycling, walking and rolling for transportation, commuting, and recreation in Hennepin County.
 - ATC's goal is to be aligned with 2023 Climate Action Plan and county disparity reduction goals.

- Guiding Principles: Safety, Network continuity, and network connectivity
 - Evaluation based on space, Technology, Accommodations, Mobility, Accessibility, and Climate Change.
- Dave Carlson suggests some minor wording changes.
- Jordan Kocak: It's probably best to do specific edits in a separate sub-committee.
- Dave Carlson needs to leave the meeting but is interested in helping with a sub-committee.
- Tammy McLemore and Lou Dzeirzak are interested in helping too.
- Lou Dzeirzak: will these changes require new approval from the County board of Commissioners?
 - Jordan Kocak: Probably not, as this process would involve the committee internally deciding how to govern itself. This will be double checked in case there's more needed, though.
- Robert's Rules of Order is a structure to facilitate discussion and group decision making in organized manner without having people talk over each other.
 - Historically used lite version of these rules. More so designed for when resolutions are needed or when ending meeting.
- Basic elements: Motion, Postpone Indefinitely, Amend, Commit, Question, Table, Adjourn.
 - Many of these not super relevant for how this committee has functioned but may be useful back-up formal process options.
- To date mostly used:
 - To introduce (motion)
 - To change a motion (amend).
 - To adopt (accept a report without discussion).
 - To adjourn (end the meeting).
- Greg Anderson: the informal approach we have used so far has been largely working. Maybe it would be better to move the 'minutes' item to the consent agenda, with someone needing to motion if they have an objection.
 - Henrik Kowalkowski agrees, mentions being appreciative of folks being concise most of the time.
- Jordan Kocak: Using the formal Robert's Rules of Order structure for introducing, debating, and voting on motions could be food for thought. This hasn't really been used in past but can be considered, especially as a backup when needed.
- The Bylaws are outdated, which presents an opportunity to adjust and improve how meetings run. Committee members need to be the ones making changes to the bylaws and structure.
- Jordan Kocak: "3 people have already shown interest, is anyone else interested in helping with this subcommittee? If so email me and I will get in touch."
- Lou Dzierzak: Is there anything already built in or required by law as it relates to the Bylaws?

- Jordan Kocak: "I don't know fully but I will check on that. Meetings being open to the public may be a requirement, as an example."

- **Member announcements**

5:46 – 5:56

- Greg Anderson: Any updates on the targeted removal of federal funding for bike lanes?
 - Jordan hasn't heard anything on the County level, but RAISE grants are those being potentially targeted. The County also receives money from the Federal Government through Met. Council, and those funds are likely not being reviewed.
 - Basically... stay tuned!
- Jordan Kocak:
 - Shares the sad news that Hokan, a former ATC member, passed away earlier this month. He was a driving force in pushing the committee to change its name and very influential in the local active transportation advocacy community.
 - For the April or May meeting, Jordan would like to organize one as a hybrid meeting ending with a bike ride checking out a new project.
 - Bike-to-work day is on May 16th.
- Dan Patterson: Hennepin County was recently named a gold level bicycle friendly business on top of the silver status as a bicycle friendly community. [Adds link in chat on a nice writeup on Hokan.](#)
- Luke Van Santen: My employers have recently achieved bronze level as a bicycle friendly business.
- Billy Binder: Motions to Adjourn
- Clara Sandberg: Seconds motion. The motion to adjourn passes by voice vote.

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