

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, January 27, 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
- vacant, 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
- vacant, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

### Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT

### Guests:

- ✓ Jason Staebell, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Andrew Montgomery, Damon Farber
- ✓ John Chelikowsky, resident
- ✓ John Jarvis, resident
- ✓ Craig Vaughn, TC^2
- ✓ Steve Elmer, Metropolitan Council
- ✓ Julie Aldrich, MPRB
- ✓ Nick Turner, Alliant Engineering

## Notes

### • Introduction of new members

**4:02-4:11**

- Chair Greg Anderson welcomed two new members:
  - Seth Stattmiller introduced himself as the new ATC member from District 2. Seth is the owner of Recovery Cycles. He bikes as his main form of transportation.
  - Nicole Micheel Armstrong lives in Robbinsdale. She runs and bikes fairly frequently. In her day job she works with people with varying disabilities.
- Lou Miranda has resigned from the ATC.
- The rest of the ATC members introduced themselves and their history with the Active Transportation Committee.

- **Approval of the December 2024 minutes** **4:11 – 4:13**

  - Billy Binder moved to approve the December 2024 meeting minutes. Henrik Kowalkowski seconded the motion. The minutes were approved by voice vote with one abstention.
  
- **Midtown Greenway trail expansion** **4:13 – 4:36**

  - Steve Elmer from the Metropolitan Council introduced himself as the project manager for the project and consultant Craig Vaughn from TC<sup>2</sup>.
  - The idea of extending the Midtown Greenway has been around for decades, since the Greenway opened in 2000.
  - Study created by the Legislature to investigate extension. Out of Omnibus Transportation Finance law in 2023. It gave limits to the project.
  - The intent is to extend the shared bike and pedestrian trail east into St. Paul across the Mississippi on Canadian Pacific Kansas City short line bridge parallel 94 toward Allianz Field. Need to include spur northwesterly parallel 94 to the U of M at 27<sup>th</sup> Ave SE.
  - Portions of it would be adjacent railway, portions would go next to streets.
  - Purpose is to develop conceptual plan for extending the greenway to provide new transportation and recreational opportunity and to advance the concept into project development.
  - Currently in Phase I, Pre-Planning from November 2024 to March 2025
    - Review local and regional plans and implications for construction and maintenance
    - Existing conditions review
    - Develop project base map
  - Phase II, conceptual planning and design February 2025 to September 2025
    - 3 parallel efforts
      - Concept layout for preferred alignment
      - Phasing analysis of trail segments to determine timing and interim alignments
      - Analysis of three design concepts for the Short Line rail bridge or independent crossing of the Mississippi River. Retrofit and rehab with trail and rail; full reconstruct of bridge on existing piers for trail only; contingency to the preferred alignment potential for future trail-only crossing near the existing bridge.
  - Phase III, summarization and conclusion August to December 2025
    - Lay out detailed steps to complete design and project approvals and permits
    - Land purchase or easement requirements
    - Identify government roles for leading project environmental review, permitting and construction for owning, operating and/or maintaining the trail
    - Phasing plan and timeline for implementing segments on or off the rail corridor
    - Documents steps involved for potential abandonment of any rail line segments
    - Comprehensive Final Report that documents and summarize the overall conceptual planning process, including outreach and engagement activities.
  - Canadian Pacific Kansas City is the owner of the corridor, the railroad is the Minnesota Commercial Railroad, they run traffic across bridge into Minneapolis. Because it's so important to the project, we have a subconsultant to act as key liaison between the two

railroads and the project team. The tasks are interwoven between planning and design. They would take lead role in identifying phasing and timing for on-rail corridor alignments.

- Craig Vaughn with Transportation Collaborative Consultants, subconsultant to Kimley-Horn. The other subconsultant is Michael Baker International for the rail portion.
- Engagement and outreach
  - Technical work group assembled
    - Minneapolis Park and Recreation Board
    - Minneapolis transportation planning and programming
    - St. Paul Public Works
    - MnDOT rethinking 94
    - Hennepin County Regional Railroad Authority
    - Ramsey County Regional Railroad Authority
    - Metropolitan Council
    - Regulatory and permitting agencies
    - City districts/ward, neighborhoods
    - Community stakeholders and advocacy groups
  - Engagement and outreach methods
    - Project information fact sheet
    - Online surveys and interactive mapping
    - Pop-up meetings along or near potential corridor
    - Neighborhood organization presentations
    - Potential open house(s); need to determine whether that's appropriate for this project
- Luke Van Santen: This is so exciting. Hopefully it will move beyond planning. On the eastern end will there be a connection to the Ayd Mill Road trail? Steve Elmer: That isn't specifically part of this project scope, but we certainly would have that in mind as a possible future connection. It is in St. Paul's plan. We certainly would not want to do anything to preclude that. Craig Vaughn: In one of our initial meetings with St. Paul they did bring that to our attention.
- Seth Stattmiller: Any plans to connect to East River Road bike path? Steve Elmer: The consultant team will be looking specifically at that. The trick will be to get back up to the rail corridor if the trail-only facility ends up being the only viable option.
- Nicole Micheel Armstrong: Are you guys consulting with the University or people commuting to there? Steve Elmer: We undoubtedly will be meeting with someone from the University, specifically on the spur. The University owns a lot of land there, and with the expansion of the local park (Luxton Park) at the end of the spur. Steve Vaughn: In talking with Minneapolis Park and Recreation Board, we talked about connections near the park and the local network. The University wasn't top of mind, so thanks for the reminder.

- **Grand Rounds Missing Link**

**4:36 – 5:08**

- Julie Aldrich from Minneapolis Park and Recreation Board introduced herself and Andrew Montgomery from Damon Farber, who is consulting on the project. Carrie Christensen

updated the Active Transportation Committee on the project a while back and has since left the Park Board.

- It's a 140-year-old trail gap in the Grand Rounds, near the eastern border of Minneapolis north of the Mississippi River. It's a complex urban condition with railways, roadways and parcel ownership.
- Goes from Stinson Parkway and St. Anthony Parkway in Northeast Minneapolis to East River Road and Franklin Avenue in Southeast Minneapolis.
- 2009 master plan was not adopted due to lack of interagency agreement on alignment.
- Planning was revisited in 2019.
- The Park Board has \$800,000 to \$1.5 million for implementation from 2024 to 2027 for design, acquisition and construction. The full project will be close to \$30 million.
- Andrew Montgomery with Damon Farber is consulting on this along with Toole and HDR. Did charrette in May 2024 along with an open house.
- Developed preferred concept plan and alignment to be published soon; we will ask for online input.
- Open house in Saint Anthony Village next week.
- Alignment is fully off-street, which is a change from previous versions in Saint Anthony Village.
- Some big ideas to match the rest of Grand Rounds.
- Andrew walked through the concept:
  - North end 12-foot trail off-street without road reconstruction on north side of road.
  - Separate sidewalk
  - At New Brighton Blvd, includes safety improvements with reduced turn radii, pedestrian overpass, amenities within Trillium Park
  - Connects to Diagonal Trail
  - Width reduction at golf course
  - Improvements at Gross Golf Course to become a trailhead in addition to its use as a golf course
  - At Ridgway Parkway, showing wayfinding. Trail exists under 35W.
  - At Industrial and Broadway, one of Andrew's favorite parks of the project, replace two of four lanes with bike trail and linear park. It's going to start to feel like the parkway you find elsewhere in Minneapolis. Imagine biking through a prairie, but also an industrial landscape. We currently don't have Grand Rounds in an industrial area.
  - At Hennepin Avenue, intersects with county's current 4- to 3-lane conversion. Proposing to bump up the curb and consolidate the trail with sidewalk on south side of Hennepin, going west to 27<sup>th</sup> as the preferred alternative.
  - If we can get an easement with the University of Minnesota, we can keep the boulevard trees, get a trail in.
  - Luke Van Santen: Love the 12-foot widths!
  - Showing closure of redundant road on south end, would replace with neighborhood park and trail.
  - New park on north side of railyard with picnic pavilion, overlooks, boardwalk. One concept is a bridge over the Burlington Northern Santa Fe mainline with only trail. Another option includes motor vehicle traffic going under the rail line.

- Connects south to Kasota. Another consultant looking at potential bridge over railyard to near Surly Brewing.
  - Partial reconstruct of Fourth Street, on the south side to create off-street facility and sidewalk.
  - Then south on 27<sup>th</sup>, which is a county road (CSAH 5). Trying to carry off-street facility and sidewalk on east side. Raised crossings at Essex and Delaware. There are some grade challenges to be ironed out around 20 percent design; we're at about 10 percent now.
  - Then meet up with the spur Midtown Greenway extension you just heard about. It'll be incredible if we can get both of those projects built.
  - Follow historic rail alignment near Luxton Park, then bridge over 94 with a protected bikeway with minimal modifications to the bridge.
  - Roundabout study at Franklin and 27<sup>th</sup>. We're trying to limit it to four-legged roundabout with East River Road T-ing into Franklin on the south side just east of the roundabout. It's a roundabout that also functions as part of the Grand Rounds open space network. Overlook of Bridal Veil Falls.
- Billy Binder: That is a great deal of work. For years and years and years the Village of St. Anthony was opposed to routing the Grand Rounds through the village. What's changed? Why are they saying yes? Andrew Montgomery: We've had a few working sessions with their council. They have a new mayor. They have grant funding for an active transportation plan and they see the Grand Rounds as a way to spearhead that idea, particularly with an off-street option. Billy: It's fundamental to get it off-street to be what the Grand Rounds should be. Looking forward to that.
  - Jordan Kocak: There's public engagement that will be kicking off. Looking ahead to next steps, what could the committee expect? This is high-level conceptual, will you be drilling down to individual projects. Will it be more specific segments coming forward or more of this concept development before specific segments? Andrew Montgomery: This effort is to develop a cost estimate, strong concept plan and implement a phase I project using that \$6 million. We haven't gotten to that concept yet. We want to make sure it's solid and we have public input before that. Will be going to MPRB and partners for approval. We would be bringing a Phase I project to this group once we get past the 10 percent design phase.
  - Seth Statmiller: This is the coolest thing ever. What do you think stands in the way of this, the things you're most afraid of? Andrew Montgomery: In my mind it's the rail crossings. They're the reasons it's a 140-year gap. This was thought of in the 1880s and that's why we don't have a Grand Rounds — we have a Grand Crescent. Julie Aldrich: The railroad is first in my mind, but also there's a fair amount of complexity, including acquisition. Not necessarily becoming the owner, but other ways such as easements. It can take time to work through those components. That can push things to 10 or 15 years instead of three to five. The dollars never go as far as we'd like. At some point we need to take a close look at how to implement. This establishes the vision, but getting into nuts and bolts, there might be utility work that weren't foreseen and we need to adjust. Not necessarily barriers, but possibly delays. But that timing may allow use to seek funding. But without this concept vision none of it moves forward.
  - Billy Binder: I've been working on completing the Grand Rounds for years. If we can get the golf course to 35W you can literally go from St. Anthony Parkway all the way through

St. Anthony on the parkway to 35W with just MPRB and St. Anthony. If we can get that done and underway that would be really significant without too much difficulty with the railways further down. Go from north to south at this point. Andrew Montgomery: We applied for \$1.5 million with National Scenic Byways for just that segment. It makes sense to work from the ends so segments aren't isolated. Keep your fingers crossed for us.

- Seth Stattmiller: Is that to say the pieces will proceed before a full connected plan is complete? Andrew Montgomery: Yes, it will be incremental. Cost-estimated in 2019 for \$30 million, probably \$40 million now. MPRB has \$6 million now. It's probably 20 years.
- Jordan Kocak: There are a number of county roads the alignment intersects or runs on. Lot of opportunities to partner with MPRB. In our Capital Improvement Program (CIP) is Kenzie Terrace reconstruction up to St. Anthony Boulevard. I've been involved with the project and coordinating with MPRB project managers to be sure we don't miss opportunities like that. I think there are others not yet in the CIP but not too far off. Another in the CIP is reconstruction of Industrial where it meets Hennepin. Hopefully MPRB will be able to take advantage to build parts of it and at less cost. I think the county will have a substantial role in how this gets built.

- **Minnetonka Boulevard Reconstruction Phase 2**

**5:08 – 5:26**

- Jason Staebell from Hennepin County Transportation Design introduced himself, the Minnetonka Boulevard Phase II project and Nick Turner, who is the consulting project manager from Alliant Engineering.
- Just getting started on the project. No design yet.
- In St. Louis Park, CSAH 5, Minnetonka Boulevard project. Phase I from 100 east to just past France Ave in Minneapolis is under construction now. Phase II is Xylon to Vernon Avenue. It's about 1.8 miles.
- Existing conditions
  - Generally two-lane with some left and right turn lanes
  - On-street bike lanes
  - Boulevards
  - Sidewalks
- Scope
  - Full reconstruction
  - Improve bike and ped facilities
  - Signalized Intersection improvements at Texas, Louisiana, Hampshire, Dakota, Vernon
  - Updating drainage to meet current and future needs
  - City will replace water mains and sanitary sewer updates. Corridor has had newsworthy breaks in the past few years.
- Timeline
  - Preliminary design in 2025, including outreach
    - Doing survey, traffic counts. Expect outreach in February or March to learn what issues people have on the corridor and find ways to address those.
  - Final design 2026
  - Construction in 2027 to 2028

- Seth Stattmiller: Are there any lessons learned from Phase I? Will that be cut and paste?  
Jason Staebell: They are different. The CSAHs 5 and 25 intersection was very complex. Phase I simplifies that a lot. The main part was four-lane undivided. We're putting in three-lane with shared use paths. For Phase II, don't know whether we'll go to three lane – maybe some turn lanes in places – but we may keep it a two-lane. Seth: Plan to connect to Cedar Lake Trail at Xylon? Jason: Yes. City has desire to connect that. We'll look at whether that's part of our project or something we can set up for the city to do later. Seth: Will it stay with bike lanes? Jason: Generally I'd say it'll be protected, we don't know exactly how yet. I don't think it'll be unprotected on-street bike lanes.
- Greg Anderson: Is the railroad bridge an issue? Jason Staebell: It shouldn't be too big an issue; we should have clearance there. But it's a railroad. We're always prepared for the worst.
- Luke Van Santen: Can you say more about why you don't think it'll be protected on-street? [Notetaker's note: I think Luke might have misheard Jason's previous comment about it not being on-street *un*protected.] Jason Staebell: The city and county have it as all ages and abilities. I'm just guessing at this point at where it will end up. Luke: Is curb protected adjacent the street protected? Jason: Typically behind the curb, doesn't necessarily mean right behind the curb, could be boulevard. Could be on-street protected by curb. Jordan Kocak: Based on best practices, the speed and volume of the road points to us doing something with some level of separation between motor vehicles and people biking. Luke: My memory of biking through there, as soon as you try to put a bike lane immediately adjacent a sidewalk then a boulevard before the road, you end up taking trees. If you basically took the current on-road bike lane and elevate it, you reduce those impacts. Jason: I see that, that's probably an alternative we'll end up sharing. Nick Turner: We'll be looking at options to reduce impacts to the trees. Whether the trail be close or we shift the centerline to create more space on one side, those will be options we'll consider.
- Seth Stattmiller: Are you planning to maintain 35 mph speed limit? Jason Staebell: The speed limit always is a fun one. It's set by state statute. We're going to design elements in the 30 mph range, so we'll have the tools to persuade people to drive less and we can go through the process to reduce the speed limit.
- Nicole Armstrong: Do you have more information on intersection with Louisiana? That's a bit busier with traffic in both directions. Jason Staebell: I don't have anything more specific right now. It's a once in a generation opportunity, so we'll look at options whether a signal, roundabout, something else. We will do that analysis later this year.
- Henrik Kowalkowski: I always forget the county roads are 35 mph. I think it's great thinking about the bikeways going in, it's not just the bikeway, but also how people driving feel and getting them to drive slower. Jason Staebell: Engineering is part of the hierarchy on controlling those speeds. Enforcement can't be everywhere at once. We try to design so people naturally drive at an appropriate speed.
- Luke Van Santen: I hope places where whatever trail design ends up being preferred, will there possibly be raised road crossings? Or will the bike path dip down? Jason Staebell: In my experience with Phase I, all the connecting streets are city streets. The city has not gone that route yet.

- Luke Van Santen: I don't know what the counts are, it seems there'll be a challenge fitting a roundabout at Louisiana, but maybe at Hampshire? Jason Staebell: It would be tight and probably would require property acquisition. We'll have to work through that.
- Jason: We'll work with Jordan and probably get back here in spring or summer. We'll get a Web site up and share that, too.

- **Member announcements**

**5:26-5:29**

- Jordan: For the next meeting, it'll be the fourth Monday of the month again due to Presidents Day. It'll be February 24.
- Jordan Kocak: Next month we're going to have Hannah Pritchard talking about the new AASHTO manual on bikeway facility types.
- Luke Van Santen: The 2025 BikeMN Legislative Day on the Hill is on Feb. 27. Registration is open now. I hope to see you all there.

John Jarvis introduced himself in the meeting chat: I'm here as a consequence of a timely Facebook advert for folks interested in listening in on ATC. I'm in the beginning stages of organizing a bicycle advocacy group in Eden Prairie. I'm currently trying to make sense of the quagmire of responsibilities between city, county, and Three Rivers groups.

I've researched pedestrian/bicycle plans for surrounding communities (Bloomington, Edina, Hopkins, Minnetonka, Chaska.) As best as I can figure Eden Prairie doesn't have a current plan. Perhaps 2013 was the last time this was broached. I'm reaching out to the City to see if that is a correct assessment.

In particular, I'm interested in the 2030 Hennepin County Bike Plan for on-street bike lanes on Baker/Mitchell Road. Also any other insight.

About me... I'm a 25 year resident of Eden Prairie. I use bikes as my primary mode of transportation. During the latter part of the pandemic, we were a zero-car family. We are currently a one-car family. I have road, gravel, fat, tandem, and cargo bikes.

- **Adjournment**

**5:29 p.m.**

- Henrik Kowalkowski moved to adjourn the meeting and Nicole Armstrong seconded the motion. The meeting adjourned at 5:29 p.m.

Next meeting: February 24 | 4 – 6 p.m.

Microsoft Teams

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, February 24, 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:

- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT
- ✓ Ray Eliot, Metro Transit

### Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Dany Maloney, HDR
- ✓ Olagoke Afolabi, HC Public Works
- ✓ Hannah Pritchard, MnDOT
- ✓ Menno Schukking, city of Minneapolis
- ✓ Christina Perfetti, MnDOT
- ✓ Nikki Farrington, SEH

## Notes

- **Approval of the January 2025 minutes** **4:02-4:04**
  - Billy Binder made a motion to approve the January 2025 minutes. Luke Van Santen seconded the motion. The minutes were approved by voice vote.
  
- **AASHTO Guide for the Development of Bicycle Facilities** **4:04 – 4:33**
  - Hannah Pritchard from MnDOT, who is chair of the American Association of State Highway and Transportation Officials Technical Committee on Non-Motorized Transportation that updated the guide, introduced herself.

- We went back into the history of our previous design guides to get an understanding of where standards had come from. We found edition zero, the guide for bicycle routes from 1974. It had parking protected bike lanes, protected intersections other infrastructure that separated bikes from cars. We did, in fact, know what we were doing.
- Then, John Forester in 1975 released Effective Cycling. This popularized vehicular cycling and thought bicyclists do best when they behave as vehicles.
- In 1981 AASHTO released guide for development of new bicycle facilities, including the 14-foot outside lane that was meant to be shared between a motor vehicle and a bike.
- Now we know that the experienced and confident cyclist is the minority, maybe 7 percent. Those interested but concerned about biking are more like 51-60 percent. So we were designing facilities for a relatively small number of users.
- We released the bike guide in late 2024, and we no longer have the wide outside lane.
- The guide is generally organized from most separated to least separated bicycle facility.
- The guide went from 7 chapters in 2012's 4<sup>th</sup> edition to 16.
- It went from 201 pages to 627, 75 figures to 256 figures, 60 references to 293 references, 19 tables to 50 tables.
- There was a lot of progress on bike research since then, but still way behind the research on cars. But we have proved to be true some of the things we intuitively know.
- Chapter 1
  - We introduced the concept of practical minimum, minimum range, recommended range, maximum range, practical maximum. A lot of engineers want to know what is the minimum, but the answer is "it depends." Having the range in values reflects this.
    - Minimum range: Better than nothing.
    - Recommended value range, increases mobility, safety, comfort for people biking and driving.
    - Maximum range: E.g. if a bike lane is too wide, drivers will assume they're car lanes.
- Chapter 2: Bicycle operation and safety.
  - 80 citations, mostly safety-related
  - Research has shown significant relationship between how safe a facility is and how comfortable people feel biking. It turns out people do actually know what safety feels like. This influences whether and how often they bike.
  - Their preferences for facility types should influence provision of those facilities.
  - Crashes and near-crashes influence perceived safety and comfort.
- Chapter 3: Bicycle planning. We don't go into a whole lot of detail in this chapter.
- Chapter 4: Choosing bikeway type. New section with a lot of options in the on-road section and the line between on-road and off-road is different.
  - Identifies preferred bikeway type with Interested but concerned. Analysis is focused on Level of Traffic Stress.
- Chapter 5: Elements of Design. Sort of the AASHTO Green Book for bikes.
  - We looked at intersection sight distance for biking and driving and recommended approach clear space based on speed and vehicle turning radius. This was the first time really exploring sight distance with vehicles moving in the same direction.

- Chapter 6: Shared use paths. Largely the same as 2012 guide. Shared use paths on independent alignments were pretty good.
- Chapter 7: The big shiny thing. Separated bike lanes and side paths.
  - It lays out general design considerations with common language for the different pieces of a cross-section.
  - It looks at separated bikeway widths, establishes where to measure from, shy distance knowing people don't like to ride with their pedal right next to a Jersey barrier. I'll give an example of a practical minimum. A lot of people working on the guide work on the East Coast where there is not nearly as much space. They have a lot of experience really trying to cram things in there. But as a Minnesotan I don't want to tell them the minimum width of a bike lane is 4 feet. The practical minimum allows for something to be crammed in without encouraging it.
  - Separated bike lane and side path intersection design. Minimizing exposure, reducing speeds and conflict points.
  - Mixing zones: every inch approaching an intersection are very valuable. This gives guidance on how to prioritize that space.
- Chapter 8: Bike boulevard planning and design. You can't just slap a sharrow in the middle of the road and call it a bike boulevard. AASHTO is the American Association of *State Highway* and Transportation Officials, and there really aren't places states would do bike boulevards. We did get it in with the argument that a local jurisdiction might do something parallel a state route to handle bike traffic that would have been on the state route or they might have a bike boulevard at an intersection with a state route.
- Chapter 9: Largely on-street facilities from 2012 but significantly enhanced. Separated side paths are largely preferred, but there are instances where we have to do bike lanes.
- Limited effectiveness of wide outside lane. No longer recommended.
  - Bike lane widths: 24 different widths depending on situation.
- Chapter 10: Traffic signals and pedestrian hybrid beacons
- Chapter 11: Bike facility design at interchanges, alternative intersections and roundabouts.
  - At MnDOT, very interested in this. We have a lot of onramps interacting with bike lanes or trails.
  - Merging and weaving areas, how can we improve that for the interested but concerned.
- Chapter 12: Rural roadways. Design user here is confident cyclist and the analysis is bicycle level of service, a type of analysis more focused on vehicular cyclists. The thinking is that if someone is out biking 20 on a rural shoulder, they probably are more of an experienced and confident cyclist.
  - Shoulder widths. Minnesota's really into rumble strips compared with other states. Some places were OK with two-foot shoulders, but here that's just enough space for the rumble strip.
- Chapter 13: Structures
- Chapter 14: Wayfinding systems for bicyclists
  - The Manual on Uniform Traffic Control Devices didn't really want us wading into wayfinding. They tell you a little about how to make a sign, but bike wayfinding is different from car wayfinding and so we got it in there.
- Chapter 15: Maintenance and operations. Very short chapter. Maintenance still a big issue. It's pretty basic, "You should have a maintenance plan."

- Chapter 16: Bike parking, bike share siting and end of trip facilities. Definitely the only AASHTO document that talks about showers.
- Luke Van Santen: Is there an online copy? Hannah Pritchard: No, but Hennepin County probably would buy a copy. It is expensive
- Luke Van Santen: 🗨️ for John Forrester. Hannah Pritchard: Strongly agree.
- Luke Van Santen: Is there any work under way to make speed limits lower (<35) so we can maybe consider some on-street bikeways? Hannah Pritchard: The Minnesota Legislature gave more flexibility to local jurisdictions a couple of years ago. The relationship between design and speed isn't totally clear. Engineers say lowering speed just changes a number on a sign. It's a big challenge.
- Luke Van Santen Point 10.6 — Detection for Bicycles — there's a couple (or more) installations that do this REALLY well in St. Louis Park! Hannah Pritchard: Chapter 10 is interesting, how to make signals built for cars work for bikes and detection is a big part of that.
- Dave Carlson: Nice overview, Hannah, thanks! Is there anything specific to 90-degree right-angle turns (sometimes at intersections or crossings)? These sharp turn designs are inconvenient and problematic for bikes pulling trailers or for two-way oncoming bike traffic trying to get by each other. Hannah Pritchard: Chapter 5 has the bike turning radii conversation. As we dug in to the forces at play, unlike bike acceleration based on John Forester studying himself, there's not a ton. Lean angle and the like. MnDOT and the University of Minnesota will be getting into some of those characteristics in the coming years. For sure prior work was based on an adult on a road bike, not cargo, not trailer, not kids.
- Seth Stattmiller: Where is a good place for specific feedback on the manual? Hannah Pritchard: You can send it to me, though it probably won't get into an update until 2035. My email address is [hannah.pritchard@state.mn.us](mailto:hannah.pritchard@state.mn.us).
- Seth Stattmiller: Just want to say that I find shared use paths (bikes/peds) to be less practical for transportation. Even the "separated" path on Hennepin Avenue in downtown Minneapolis, pedestrians wander into the path of bikes frequently. This creates unsafe situations that are not comfortable. These paths are fine as recreation. Luke Van Santen: Completely agree! Hannah Pritchard: You are not alone in this opinion! Constrained conditions like Hennepin Avenue make getting these designs implemented really challenging.
- Anne Vogel: I just looked it up — \$548. That's a lot. Hannah Pritchard: Yes it is. MnDOT has a copy in the MnDOT Library. It is a hypothetically a public resource. A lot of it was created under the National Cooperative Highway Research Program, which is public money. Then AASHTO takes it and there was a fair amount of work. I will plug the MnDOT manual, which has a lot of the content and we're hoping to update it this year and incorporate more of it. The MnDOT guide is free at <https://www.dot.state.mn.us/bike/bicycle-facility-design-manual.html>.
- Haley Foydel: It's disappointing that it's such an inaccessible resource.

- **Park and Portland roadway improvements**

**4:33 – 5:08**

- Olagoke Afolabi from Hennepin County Transportation Design introduced himself, Dany Maloney from HDR and the project.

- The project Web site is <https://www.hennepin.us/en/residents/transportation/park-portland>.
- We were here last year to introduce the project; we're now at 15 percent with a draft concept.
- The project will go on CSAHs 33 and 35, Park and Portland avenues, from 94 to 46<sup>th</sup> Street with multiple overlapping coordinated county and city projects. Lake, 24<sup>th</sup>, Franklin, 26<sup>th</sup>, 28<sup>th</sup> intersections.
- Purpose: Improve safety on Park and Portland. Enhance crossing for walking, rolling, biking.
- It will be a protected bikeway.
- Engagement to date
  - 11 neighborhood meetings
  - Seven pop-ups
  - Two public meetings
  - Survey and conversations
- We've heard
  - Improve safety
    - Reduce speeding
    - Improve visibility for people crossing
    - Add separation for biking
    - Intersection improvements
    - Narrow the road
    - Maintain parking
    - Improve lighting
    - Green it
- Preliminary design timeline
  - Summer 2024 we gathered input on current conditions, in the fall we collected feedback on needs and opportunities
  - Develop design options
  - Feb. 13 we had an open house to introduce draft concept. Got a lot of feedback.
  - We plan to take a final layout out in spring.
- Corridor usage and crash summary
  - 200-1,000 people walking or rolling crossing the corridors throughout the day, especially at Lake Street
  - Average bikes per day exceeds 200 north of Lake Street.
  - Average motor vehicle daily traffic is 6,600 in the south to 11,800 at 38<sup>th</sup>
  - 809 total crashes reported from 2019 to 2023
    - 75 percent at intersections
    - 29 involved walking
    - 20 involved biking
    - 1 fatal crash
    - 23 life-changing injury crashes
- Enhanced on-street bikeway options investigated
  - Parking protected
  - Delineator separated
  - Concrete curb protected

- Based on community feedback and usage, we recommend curb-protected bikeway with buffers, too.
- Considered two-way protected, but that has more conflict points and less room for greening.
- Proposed draft concept
  - Sidewalk and boulevard
  - On-street parking
  - Narrower vehicle lanes
  - Relocated parking lane
  - Protected bike lanes
  - Added boulevard
  - Existing sidewalk and boulevard
- Intersection treatment options
  - Curb extensions
  - Parking lane medians
  - Center median
  - They all reduce speed, enhance visibility, reduce crossing distance, create separation for biking, create space for greening.
- Parking lane median potentially at Park and 44<sup>th</sup>
- Potentially a closed center median at 22<sup>nd</sup> and Portland.
- Intersection treatment selection
  - Each intersection analyzed to determine appropriate safety improvements based on:
    - Numbers of drivers, cyclists, pedestrians
    - Whether there is a traffic signal
    - Proximity to activity centers
    - Crash history
    - Connection to existing bike network
    - Transportation disadvantage
    - Community priorities
    - Engineering judgment
- Winter 2025: share draft design for public review, online survey
- Summer 2025: Share proposed final design and next steps.
- Henrik Kowalkowski: The protected bike lane looks great. The parking buffer is good.
- Luke Van Santen: Does narrower lanes mean 11 feet? 10 feet? Olagoke Afolabi: Going to 11 feet. Today the lanes are 11.5 to 12 feet. It reduces those lanes together by a foot.
- Henrik Kowalkowski: I ride the existing format a lot and it makes the road feel so wide. Cars would naturally drive faster. Parking lane medians even outside intersections would help a lot with making the road feel tighter even when there are not a lot of cars parked and hopefully result in driving speeds that are closer to the limit. Luke Van Santen: Parking lane medians make it seem less easy for cars to drive in the bike lane. Olagoke Afolabi: They are wide roads today, leaving parking adds vertical visual constraints to slow speeds.
- Ethan Kleinbaum: As pedestrian, I'm not a fan of this central island geometry. Pedestrians would stand in the bike lane while looking for traffic while crossing Park/Portland.

- Unnecessary conflict point between peds and bikes. Olagoke Afolabi: That's a good point. Thank you. The goal is to serve as traffic calming feature, one option to slow people.
- Seth Statmiller: [via meeting chat] On slide 20: Center medians present me some problems as a rider who uses car lanes. I have to slow down and veer off-path to the pedestrian gap in the median when I cross. Could bollards be practical here to prevent cars from turning while allowing bike traffic to filter through intersections? [via voice] There's one way for bikes/peds to cross a median with whatever gap is provided. I'm often in car traffic lane, so not on sidewalks. I get to a median, e.g. on Lowry, and I have veer into the pedestrian zone to get across, which creates a conflict point and makes it less practical. Bollards could keep traffic from turning and provide some traffic calming but provide a way for bikes to get through. Olagoke Afolabi: Thanks. I'll note that.
  - Nicole Armstrong: Additionally, regarding pedestrian, I am not seeing the ped crossing notation on the proposed slide on the roadway surface. Will that be added on the higher risk intersections? Olagoke Afolabi: At signalized intersections we will have crosswalk markings and at areas with higher use.
  - Dave Carlson: I hope the separated bike lane is 10 feet wide. I also appreciate incorporating the entry or exit ramps to the bike lane on either side of some of the intersections. Luke Van Santen: I hope it can be made 12 feet side! Fewer conflicts with pedestrians with a wider multiuse path. Olagoke Afolabi: That's good feedback. The bike lanes are wide enough to comfortably ride side by side. But we don't want it too wide where a car would think it's another lane. It also needs to be wide enough to clear snow.
  - Haley Foydel: Will there be flashing lights/buttons or crosswalk painting for the pedestrian medians? We do have some RRFBs [rectangular rapid-flashing beacons]. You'll see on the [Web site](#) showing where the RRFBs would be.
  - Ethan Kleinbaum: Are there any planned treatments for bus stops at 38<sup>th</sup>? Olagoke Afolabi: We're coordinating with the city and Metro Transit and how that affects D Line platforms. No decision on that yet.
  - Greg Anderson: Have you assessed the safety of cyclists who want to turn left from the bike lane at an intersections? Must they do a two-stage turn? Olagoke Afolabi: Good question. We'll evaluate that as we continue in preliminary design.
  - Olagoke Afolabi: Our plan is to present final layout in spring or summer and I'll be back here.

- **MnDOT TH 47 / University Avenue reconstruction**

**5:08 – 5:36**

- Christina Perfetti from MnDOT introduced herself and Nikki Farrington from consultant SEH.
- The project Web page is <https://www.dot.state.mn.us/metro/projects/universityavempls/>.
- Nikki Farrington: This is our second time here. The project goal is to improve safety for all uses.
- We're building off the PEL [Planning and Environmental Linkages] study from the past couple of years looking at 47 and 65.
- We're looking from Central to 27<sup>th</sup>.
- We plan to come back with full layout this summer. Construction would be 2027.
- 4-lane to 3-lane, bike lanes added Central to 1<sup>st</sup>. Median improvements.
  - Summer 2024 got input from 2,105 people.

- Most support 4-3 conversion recognizing safety improvements and reduction in speed.
- Generally support Central to 1<sup>st</sup> bike lane. Some concerns. Today there's parking during off-peak in existing outside lanes.
- Some wanted parking back in in places; we did do that.
- Most agreed with median changes at intersections.
- Hennepin and University, heard parking was important for business pickup and dropoff. We're showing a parking bay, not the whole length between Hennepin and 1<sup>st</sup> and another in front of Lunds. Two other locations near 6<sup>th</sup> and 7<sup>th</sup> and near 18<sup>th</sup>. These locations are based on a parking inventory we did.
- Saint Street, removed that median to restore full access. Did reduce lanes to two, there.
- Previous layouts had holes at Broadway and Lowry, which we're looking for feedback today.
- Broadway and University
  - Highest crashes. Skewed intersection with curves into intersection, need for guardrails.
  - Sidewalk right against road with signs and other obstructions.
  - School in Northeast corner emphasizes the need to consider our most vulnerable users.
  - Both are freight corridors, so we do need to accommodate those movements.
  - One option is to add a roundabout to reduce angle-crashes.
    - Pros
      - It would provide short crossings with medians so it's one lane at a time.
      - Reduce angle-crashes
    - Cons
      - Slight delay for drivers
      - Harder for visually impaired
      - Added travel time for peds and bikes
      - Requires land from three of four parcels.
  - Another option is to keep the traffic signal
    - Pros
      - Removes separate right turn in southwest quadrant, removing conflict point for pedestrians
      - Truck pillows that create a mountable curb area for larger trucks while still encouraging tighter turns
      - Less delay for all users
      - Does not impact commercial or residential structures
    - Cons
      - Would not reduce speeds
      - Might not reduce crashes
      - Maintains skew
      - Longer crossing distances for peds
      - Three strips of private property and two access points would be impacted.

- Seth Stattmiller: Looks like a median at 7<sup>th</sup> (Northeast Farmers Market). This is an important ped crossing. Median would be a big help.
- Henrik Kowalkowski: Is there really more delay? It was my understanding that roundabout reduce speeds but this is offset by increased traffic flow. Nikki Farrington: The roundabout delay isn't the same as sitting at a light, everyone's still moving.
- Luke Van Santen: Does the reduced crash rate for pedestrian and bicyclists equate to increased feeling of safety for those users? Nikki Farrington: I don't know how to answer that. Luke: If it seems if it's going to reduce crashes with bikes and peds, but if it's still not a pleasant place to be, can you really expect that? I don't mean to be confrontational or anything. Nikki: We're basing it on expected crashes. We're still looking at other things besides just geometrics, with raised crosswalks, RRFBs [rectangular rapid flashing beacons] to help stop people. We recognize putting as many tools as we have will help how people feel is our approach. We can't guarantee those crash rates but we're trying to help facilitate that.
- Henrik Kowalkowski: I have used this crossing multiple times and it's really terrible in its current configuration. I hope we're not seriously considering the signalized intersection, a roundabout would be so much safer. As a pedestrian it's so much more clear where cars are coming from, especially with a median. With a school and McDonald's people are walking to, it would be a travesty to have this intersection. Nikki Farrington: Thanks. That's why we're here, to get feedback.
- Nicole Armstrong: Will there be lighting improvements at this intersection as well? Nikki Farrington: Yes, to Minneapolis standards for the whole corridor and in both options.
- Lowry
  - Similar to Broadway, with over four times the crash rate you'd expect with an urban signal. 40 in past 5 years caused significant injuries. Adjacent businesses had some horrible stories of people affected by crashes.
  - Left turn lanes should help.
  - Pedestrian experience
    - No one is being served well today. Pedestrians have to go single-file to get around obstructions. Bollards out there are getting hit.
    - Constrained spaces
  - Freight traffic has difficulty with tight turns interfering with other lanes. We have to accommodate freight. In general we need more space for everyone to be able to use the space
- We have four options
- 1. Roundabout
  - Largest footprint. Impactful to businesses around it.
  - Includes trail on north side of Lowry
  - Accesses impacted
- 2. Reduced number of lanes to one in each direction to investigate no-impact option.
  - A lot of tradeoffs with lots of traffic congestion
- 3. Shift Lowry south for a roundabout
  - Improved safety, more room for rights

- Space for trail on Lowry
  - Direct connections for sidewalk and trail crossings
  - Traffic signal with accessible pedestrian signal
- 4. Shift Lowry north for a roundabout
- Plan to come back out in the summer.
- Seth Stattmiller: Acquiring the land for Stanley's; they've had a social media campaign to prevent that.
- Seth Stattmiller: There's a need to connect the bike infrastructure to 26<sup>th</sup> and ultimately 27<sup>th</sup> and St. Anthony Parkway. My bike shop is on Central and Lowry; I never go this way. This area is impassible. Nikki Farrington: You are not alone. Seth: I would love to see a bike connection, especially from North. Nikki: Currently not showing that, but we have heard that. We do maintain 26<sup>th</sup> to 27<sup>th</sup>. We'll consider that as we finalize the layout.
- Seth Stattmiller: Does "trail" mean bike path? Nikki Farrington: it is a 10-foot trail, not a bike lane. Seth: Shared use paths are not great transportation options, tons of conflicts and slow conditions. Nikki: We're implementing a trail to match Hennepin County's decision on Lowry. Seth: Please, don't just implement that without examining the options.
- Nikki Farrington: There is an impact on the west side of alley, the body shop at 312 Lowry, that building would be impacted.
- Henrik Koalkowski: Is it possible to shift the roundabout to the south? Nikki Farrington: Shifting roundabout just shifts which buildings are impacted. Nicole Armstrong: Shifting to the south appears to only impact parking lots and not buildings, correct?
- Billy Binder: I share the position with Seth. We've worked long and hard on Lowry and we're happy to finally get a 10-foot shared use path on north side. I listened with interest that you're working hard to continue that on the north side. It looked to me like the roundabout would be the best way to do it. Does the roundabout, though, accommodate heavy trucks turning both directions? When wrestling with how to continue the trail, our resolution asked to continue the 10-foot shared use path. Would that be the best way to accommodate the trucks and trail? Nikki Farrington: Yes to both. It's not a mini roundabout. We expect they'll be able to make the turns. Trucks turning left will use more of the center, but wouldn't use the internal circle. Also includes 10-foot trail on the north side, but we do have to bring them further north to get them away from the roundabout for safety. Billy: I want to amplify about connection to the trail north of 27<sup>th</sup> so people can go straight to Lowry and go west to the river or east to Central.
- Luke Van Santen: I want to recognize continuity in trail cross section generally is a good thing, but just because someone is doing something some way doesn't mean we shouldn't do the right thing. If someone's going with 8-foot, we shouldn't just go with that. Nikki Farrington: All our concepts are 10 feet.
- Seth Stattmiller: I'm excited about the roundabout options at both intersections. What is the plan for acquiring the land from businesses that do not want to surrender it? Stanley's is going to resist having their property, their business taken away. They've already started a social media campaign to fight this. Christina Perfetti: We're receiving a lot of comments based on that social media activity last week. At this stage we're presenting options and getting feedback to help make a choice in the planning process. We've talked extensively with property owners and business owners prior to going to community. We have established relationships and how designs would impact them and their initial reactions. For the right of way process, if we acquire, we have a right of way unit that works with property owners to do appraisals and a negotiation to arrive at a fair price. I'm not a right of way expert but I can share a link in the chat:

<https://www.dot.state.mn.us/row/>. I will say as you probably are aware, because there are right of way impacts and capacity changes, we'll seek municipal consent from the city this summer.

- Christina Perfetti: We're finishing up the current round of engagement on this portion of design at the end of this week. It'd be great if you can share it the project [Web site](#) and survey, which closes February 28. We'll be back late spring or early summer.
  
- **North 2<sup>nd</sup> Street bikeway** **5:36 – 6:00**
  - Menno Schukking from MPLS Public Works introduced himself and the project.
  - The project Web page is <https://www.minneapolismn.gov/government/projects/n-2nd-st-bikeway/>.
  - The project is on North 2<sup>nd</sup> Street from Dowling Avenue North to Plymouth Avenue in Minneapolis between Interstate 94 and the Mississippi River through very industrial area that's lacking a riverfront trail. It's primarily a city project on a city street, but we do cross Lowry and Broadway. Planned two-way bikeway on northern two blocks
  - 2027 project to install retrofit protected bikeway.
  - \$5 million construction budget.
  - 2.2-mile street retrofit
  - 2-way curb protected bikeway
  - ADA improvements
  - At Lowry, Broadway and Plymouth signals will update signals with protected intersection designs and accessible pedestrian signals.
  - We're in Phase II of public engagement. We're working on preliminary design and concept layout. We're doorknocking this week.
  - We expect to have a concept design this spring.
  - Last summer we had online mapping, survey, doorknocking, block group meetings, community bike ride last fall, neighborhood organization meetings.
  - Lots of concern about safety and comfort. Lots of debris in the street. There's a desire for greenery and lighting. Need to maintain business access.
  - Phase II engagement
    - Doorknocking this week
    - Online comment map for layouts linked from the project [page](#)
    - Virtual open house 3/12/25
    - Neighborhood organization updates
    - Minneapolis bike and pedestrian advisory committees
  - Two concepts, both with bidirectional bikeway on east side. Last time, the Active Transportation Committee asked about bikeway on each side. With a median, that would require removing parking. Concepts tonight retain most of the parking.
    - Base concept with signalized intersection, curb protected bikeway, accessibility ramps
    - Enhanced concept with shared use paths, greening, transit stops enhanced unsignalized intersection
  - Metro Transit potentially adding bus service. The Blue Line extension is a block away.
  - Prioritize elements and intersections within the budget
  - Cross sections north of 26th
    - Existing bike lanes on both sides.

- Concept would move bike lane space to a 10-foot bikeway with concrete barrier. In portions with no sidewalk would be shared with pedestrians.
- 26<sup>th</sup> to Plymouth
  - Existing bike lane space to east side for concrete barrier protected. Again shared use path in areas without sidewalk.
  - Adding green space for stormwater and creating a more pleasant environment.
  - Broadway signal: Bikeway will rise to sidewalk level. Also showing a future bus stop location at both Broadway and Lowry.
- Challenges with unsignalized: We have to accommodate a lot of large-vehicle movements. That makes it challenging to bring bikeway protection all the way to the intersection. There also are a lot of private driveways, some of which we might be able to close.
- Could at side streets bring the bikeway to sidewalk level to create safer crossing but also accommodate vehicle movements. A slightly more affordable option would be mountable corner islands. We have this at [Blaisdell and 31<sup>st</sup>](#). Ottawa also has examples with rumble strips outside corner island that push vehicles away from the corner.
- Looking at side street treatments to prevent vehicles entering the bikeway without bollards, which our maintenance department has issues with.
- Other design options: Taller curb. Our barriers are typically 5 to 7 inches. Boulder has 18-inch. We're exploring that idea.
- Collecting feedback on greening bumpouts in the middle of blocks or near intersections.
  - Luke Van Santen: +1 for trees. Menno Schukking: We'll try our best.
- Seth Stattmiller: Again, shared use paths (bikes/peds) are great for recreation and fine as short connectors. They are not very practical transportation as pedestrians simply block the path of riders and get scared (and even freak out) when riders approach from behind. And this is not the best place for a recreational path, especially south of 26<sup>th</sup> where there is already a rec path about a block away. It is a well-used bike corridor and my feeling is that most of these are commuters. So I would advocate for bike/ped separation. Menno Schukking: The shared use path is 10 feet, looking at possibility of 12 feet. Sidewalk, we can't use project funds for sidewalks because of the funding. North of 33<sup>rd</sup> looking at shared use path where they don't have sidewalks, but very steep embankment on east side, so it would be harder to add wider path there or a sidewalk.
- Ethan Kleinbaum: Regarding signalized intersections, will there be additional signal buttons for cyclists in the bike lane? Or will cyclists have to shuffle across sidewalk to get to the button? Menno Schukking: We haven't gotten to that point, but that's a very good note.
- Seth Stattmiller: The Blaisdell bollards in the middle of the bikeway have raised bases in a couple of spots. I hit one the first time I rode the Blaisdell bikeway. The blatant obstruction to bikes is not worth it. A single bollard might be fine, but the raised base is a nightmare, especially when visibility is bad. [Link to Streetview of bollard with raised base: <https://maps.app.goo.gl/hVfkDwQhTrhMyfh4A>.] Menno Schukking: It would go in the shaded areas of the illustration. The one on Blaisdell is slightly off, into the bikeway. This would be more of a median and out of the way.

- Seth Stattmiller: I'm a fan of the dotted or dash curb concept between car traffic and bike lanes. This allows riders to enter or exit the protected bike lanes mid-block to access businesses and such.
- Greg Anderson: For a contraflow rider crossing the intersection with a driver wanting to turn. They're turning right, don't see anyone from left, don't see the contraflow rider from their right. If neither sees the other, that's a safety conflict. I have a hard time getting over that; we've had many conversations on the topic. Menno Schukking: We are putting it on the east side with fewer driveways. Most vehicle traffic on 2<sup>nd</sup> is going to the interstate or Washington Avenue. So there should at least be fewer vehicles.
- Billy Binder: I have to say I'm very pleased to see this project on North 2<sup>nd</sup>. Over the years north Minneapolis has been historically underserved with bike facilities. This is a big step forward, with a connection to Upper Harbor Terminal and Dowling bikeway to further serve north Minneapolis. I'm very pleased with what you're doing with this project. Thank you. Menno Schukking: We're connecting at Dowling. Last summer worked with county to create ¾-mile bikeway on Washington, this will continue it south. Maybe one day there will be a riverfront trail, but this will connect Upper Harbor Terminal at 26<sup>th</sup> Ave with its access to the river.

- **Member announcements**

**6:00-6:00**

- Luke Van Santen: Thursday is BikeMN day at the Capitol.

- **Adjournment**

**6:01 p.m.**

- Larissa Lavrov moved to adjourn the meeting and Haley Foydel seconded the motion. The meeting adjourned at 6:01 p.m.

Next meeting: March 17 | 4 – 6 p.m.

Microsoft Teams

# 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.
  - 4<sup>th</sup> 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 18<sup>th</sup> Ave and the Central Ave Bridge. North of 18<sup>th</sup> 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 8<sup>th</sup> street. Other medians also being considered.
- MnDOT is looking at changing current access routes for some intersections.
  - 3<sup>rd</sup> Ave's access will be removed, and the street will be converted into cul-de-sac to facilitate an F line station.
  - The 32<sup>nd</sup> avenue access may be closed to better facilitate intersection and pedestrian crossing
  - Central Ave, 27<sup>th</sup> Ave NE, and Reservoir Blvd NE intersection will be changed to remove the 5<sup>th</sup> 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 3<sup>rd</sup> 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 18<sup>th</sup> 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 26<sup>th</sup>, 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-26<sup>th</sup> and 26<sup>th</sup>-27<sup>th</sup> in December. There were lots of mid-block crossings on lowry-26<sup>th</sup> 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 26<sup>th</sup> 24<sup>th</sup> 23<sup>rd</sup> and 19<sup>th</sup> 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 16<sup>th</sup>.
- 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

# 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 Statmiller 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 Statmiller: 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 Statmiller 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 Statmiller: 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 Stattmiller: 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 Stattmiller 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 Stattmiller: 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 Stattmiller: 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 Stattmiller: “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 Stattmiller 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

# 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 75<sup>th</sup> 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 64<sup>th</sup> 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](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.
  - ¼ 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 30<sup>th</sup>.
- **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 2<sup>nd</sup> street to include a pedestrian refuge island.
  - We are considering a bike box for a two-stage left turn at 1<sup>st</sup> 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 1<sup>st</sup> 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 17<sup>th</sup>). 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 26<sup>th</sup>.
- 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

# 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

# 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:

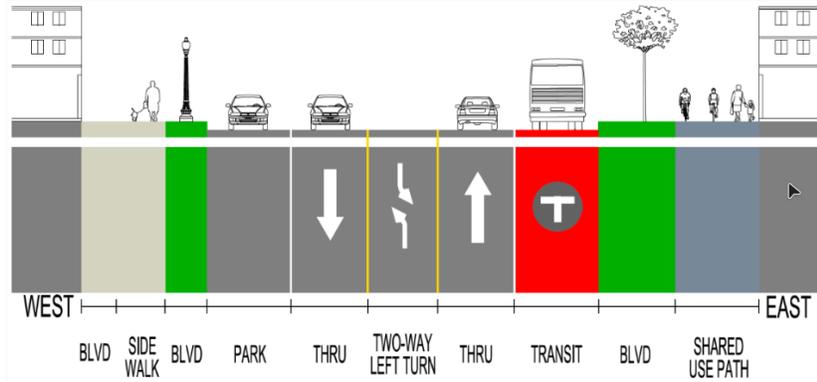
- ✓ Dan Patterson, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Jesse Thorsen, MnDOT
- ✓ Christina Caouette, MnDOT
- ✓ Christina Perfetti, MnDOT
- ✓ Nikki Farrington, SEH
- ✓ JoNette Kuhnau, Kimley-Horn

## 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

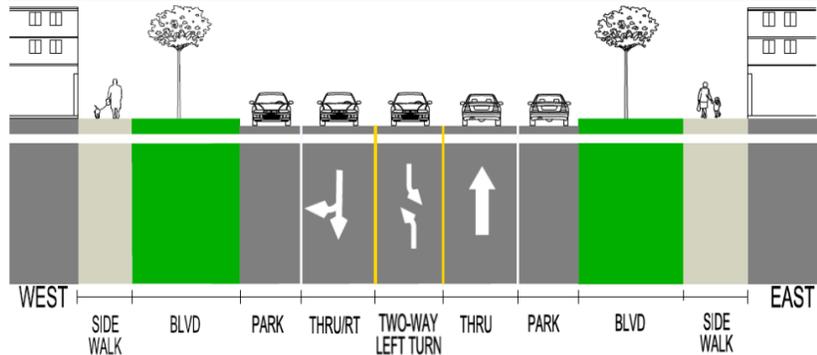
- Lyndale Avenue reconstruction has been in conversation for numerous years. In 2022 there was a 4 to 3 pilot from Franklin to S of 31<sup>st</sup>. Saw very positive results from a safety perspective and from the community.
  - Community conversations happened mainly after the pilot and were largely 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 Statmiller: 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 Statmiller: 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 its 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 actor.
    - 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 Thornsen, 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 Stattdiller: 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

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, September 15th, 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:

- ✓ Kristine Stehly, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Menno Schukking, City of Minneapolis
- ✓ Brandon Maas, Bolton-Menk

## Notes

- **Marshall St NE Reconstruction Project** **4:04 – 4:37**
  - Kelly Agosto, Hennepin County and Brandon Maas from Bolton-Menk join us for a project update on Marshall St NE reconstruction. The project is a full reconstruction on Marshall from Lowry Ave to 3<sup>rd</sup> Ave.
  - Design is currently at 30% with a preferred alternative identified.
    - Construction from 2027 to 2029
  - Public engagements:

- 1<sup>st</sup> phase was about a year ago, involved several neighborhood organization meetings
      - Project team heard a lot about safety concerns and a desire for better multimodal facilities, also parking concerns.
    - 2<sup>nd</sup> phase saw development of several concepts which were later refined and iterated. In person engagement took place, as well as online. The project team asked for feedback and ranked community support based on category.
      - Designated bikeways and green space were highest priorities for the community.
    - 3<sup>rd</sup> phase underway now through October.
  - Preferred alternative / full layout:
    - South of Broadway will be a separated two-way bikeway with two sides of parking
    - North of Broadway will be a two-way bikeway with alternating one-sided parking.
    - Design elements:
      - Increase in green space
      - Preservation of on-street parking
      - Raised crossings and bump outs
      - Closed medians at 11<sup>th</sup> Ave and 14<sup>th</sup> Ave
    - Layout details:
      - Boulevard wide enough for street trees / signage
      - Closed access at 5<sup>th</sup> Ave proposed, with a connected alternative if not. RRFB at 5<sup>th</sup> as well
      - Lots of bump-outs
      - Keeping mature elm trees
      - Closed median at 11<sup>th</sup> with ped refuge island for crossing
      - Closed median at 14<sup>th</sup> with ped refuge island for crossing
      - Raised crossing at 16<sup>th</sup> with thinner median, trail/railroad here
      - Just outside of the project limits, planning to extend bikeway to connect to recently completed Hennepin & 1<sup>st</sup> project.
    - Project team is seeking a resolution
  - Questions/Comments?
    - Seth Statmiller: Happy to see the bumpout crossings and the other improvements. Any plans for a ped/bike bridge over BNSF at 18<sup>th</sup>? Also How do the facilities planned at Lowry connect to this project?
      - Brandon Maas: If and when that crossing comes online there will be room for it based on what's being built.
      - Kelly Agosto: With the Lowry project there will be a bikeway on the north side so some crossing will be needed. With truck movements, the curb locations are hard to move much at all. For

now, we can't do much, but there's a future project on Marshall north of Lowry that will hopefully address this more.

- Dave Carlson: At 9<sup>th</sup> Ave, how are you planning on getting folks over to the trail? Any thought about having folks cross at 3<sup>rd</sup> Ave NE instead?
  - Brandon Maas: Shows the connection from Hennepin/1<sup>st</sup> to the new project and explains the intended crossing and path.
  - Dave Carlson: Want to make sure this isn't at all awkward for folks, so signage will be important for that

- **North 2<sup>nd</sup> St Bikeway Project**

**4:37 – 4:56**

- Menno Schukking from Minneapolis Public Works joins us for a project update on the North 2<sup>nd</sup> Street Bikeway. Here to share the recommended concept.
  - North 2<sup>nd</sup> street from Dowling to Plymouth.
  - Shares some history of the corridor, including historical difficulties as a barrier for Northside residents getting to the river.
- Project is a 2.2 Mile street-retrofit.
  - 2-way curb protected bikeway
  - ADA compliant ped curb ramps
  - Lowry and Broadway avenues to be fully reconstructed.
- Project engagement from 2024 to 2025. Final design Fall 2025 to 2026. Construction in 2027
  - Engagement showed focus on intersection safety, signal operations, support for closing sidewalk gaps, mentioned bike-ped conflicts in shared-use paths, support for greening/trees and stormwater improvements, pavement improvements, and more.
- ROW space is not changing, but street to be reconfigured to move bikeways to the side. This will hopefully make the ROW feel narrower and help with traffic calming.
- Signalized intersection. Plan to add APS. Project team also hopes to pursue ped recall and leading pedestrian intervals.
- Shared use path from 24<sup>th</sup> to 26<sup>th</sup> only, which will close a sidewalk gap at the south end. Low pedestrian volumes here, so conflicts with cyclists should be minimal.
- Proposing lots of green space opportunities on the corridor.
- Questions?
  - Dave Carlson: I've traveled 2<sup>nd</sup> street and traffic volumes were low. I thought the existing on-street bikeways were adequate. Any consideration for one-way bikeways on each side of the street? Also want to ask about the mixing zone at intersection. Worried that bikes queueing here would be an issue.

- Menno Schukking: To add a buffer between the bikeway and the parking lane we needed a 4-foot space. There wasn't enough room to add this 4-foot buffer on both sides of the street without removing parking for one side of the street and for all of the north half of the project.
  - Project team is proposing the mixing zones at 3 intersections: 28<sup>th</sup>, 30<sup>th</sup>, and 31<sup>st</sup>. These are all low pedestrian volume side streets, so thought was that this project would be an opportunity to try out the designs.
    - Dave Carlson: Any thought to raising the crossing at 31<sup>st</sup>?
      - Project team did not consider raised crossings due to heavy truck volumes.
  - Ethan Kleinbaum in Chat: What are rough pedestrian counts for this corridor?
    - Under 80 people per day
  - Seth Stattmiller: I think for a retrofit this is a great step in the right direction. For a full reconstruction we'd ask for more, but this is an important commuter corridor. Thanks for sharing.
- **Approval of the August 2025 minutes** **4:56 – 4:58**
  - Ethan Kleinbaum motions to approve the August 2025 minutes, Nicole Armstrong seconds. Motion passes unanimously via voice vote.
- **Lyndale Avenue Reconstruction resolution** **4:58 – 5:30**
  - District 3 members introduce the draft resolution for committee consideration
  - Ethan Kleinbaum reads out the resolution, which is generally disapproving of the preferred alternative and the shared-use paths proposed on the project.
  - Ethan Kleinbaum moves to accept the resolution, Dave Carlson seconds.
  - Discussion:
    - Dave Carlson: Do we want to include a specific goal for the project in the affirmative? Or are we just asking the project team to go back to the drawing board?
    - Ethan Kleinbaum: in a previous resolution we expressed support for the Blue and Orange proposed alternative. We could reiterate that support now.
      - Dave Carlson agrees.
    - Some discussion about the "transit ready" lanes, and the use of the word "speculative" concerning the change of traffic patterns and the uncertainty about when aBRT would be implemented on Lyndale. General talk about traffic volume growth.

- Luke Van Santen had some submitted edits that are reviewed by folks. Changes in the “WHEREAS” section are kept, while changes in the “NOW THEREFORE BE IT RESOLVED” section are omitted due to redundancy.
- Some small grammar and word choice changes are made.
- Ethan Kleinbaum moves to accept the resolution, Dave Carlson seconds. Motion passed unanimously via voice vote.

- **Member announcements**

**5:27 – 5:29**

- Jordan: Bike Free MSP event this Wednesday from 4 to 6 pm in downtown Minneapolis hosted by Move Minneapolis. Check it out if you have time!
- Lou Motions to adjourn, Nicole Seconds, Motion passes unanimously via voice vote. The meeting ends at 5:29 PM CST.

Next meeting: October 20 | 4 – 6 p.m. Microsoft Teams

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, October 20, 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:

- ✓ Kristine Stehly, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Nathan Ellingson, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Chris Bower, MnDOT
- ✓ Nick Turner, Alliant
- ✓ Cole Robinson
- ✓ Sylvie Hyman

## Notes

- **Approval of the September 2025 minutes** **4:00 – 4:05**
  - Some changes are proposed to highlight the ATC's opposition to the proposed shared-use path as mentioned within the Lyndale Avenue Reconstruction resolution passed during the September meeting. Also corrected an error in the notes regarding a reference to Marshall/Lowry. Motions are made and seconded to approve the September 2025 minutes, which pass via voice with no objections and 1 abstention.

- **MnDOT Highway 280 and East Hennepin Project**

**4:05 – 4:41**

- Nathan Ellingson, Hennepin County and Chris Bower, MnDOT join us for a project introduction. Currently this is a 0% design meeting, but the team will plan to come back to the committee as the project advances.
- Project is being led by MnDOT with some Hennepin County coordination.
- 2026 vs 2028 project:
  - 2026
    - Pavement and bridge repairs along 280 mainline and ramps
    - 280 will be closed for most of 2026 construction season
    - Goal is to reopen for the State Fair, and may close again afterwards
  - 2028
    - Expect closures of E/W routes across 280 on an alternating basis
    - Plan to avoid closing key State Fair routes during the fair
    - Possible short duration 280 closure, and possibly also I35W construction.
- Project started due to safety issues at Broadway
  - Median opening for northbound left turn at Broadway has seen a lot of close call crashes that could have been fatal or severe.
  - Proposed solution is to remove the median opening entirely
- Why not just traffic calming?
  - 98% of 280 users already speed above the 50-mph speed limit. Traffic calming would require a full reconstruction which isn't in the budget in the foreseeable future.
- Some issues to consider with the detoured traffic, especially for trucks, at the Hennepin Ave & Industrial Blvd intersection.
  - Two railroad crossings here at extreme skew
  - Steep grades
  - Limited right of way
- Planned MPRB Grand Rounds alignment also to go through this intersection.
- Ramsey county has no short-term plans for corridor improvements at Larpenteur but plans to do so at some point in the future and has money set aside for those improvements. Without a vision on that side, it makes it hard to plan what to match into for this project.
- A key priority for MnDOT is ensuring bike facility continuity from Hennepin Avenue over 280 onto Larpenteur.
  - Interim improvement would allow for a painted on-street facility for the bridge over 280.
  - The big question is the segment between the bridge and the Industrial Boulevard intersection.

- Plan:
  - November 2025- concepts ready share with advisory groups for feedback
  - December-February 2026- present concepts to the public
  - 2026-2027- refine designs, prepare construction plans
  - 2028- construction
- Questions or Comments?
  - Seth Statmiller: Shared-use paths aren't ideal in an urban setting, even if this is less dense. The priority should be a dedicated bike facility, and paint is not protection. I'd like to push for separated protected facilities as much as possible.
  - Ethan Kleinbaum: A lot of design choices on shared-use paths vs bike lanes are depended on ped/bike counts in the area. Do you have any of those counts, or are there plans to gather these?
    - Chris Bower: If you look at 280 & 56, this is the only crossing for a good stretch around it. We probably have some counts here, and we'd have to reference those, but regardless of the counts we're looking to do the best we can. Ramsey doesn't have money
  - Henrik Kowalkowski: I appreciate your focus on the current situation and how that may not be reflective of the desire. If the two options are between a shared use path and a painted path, I'd still prefer a shared use. Given the proximity to the planned grand rounds path the physical separation is especially important.
    - Chris Bower: If we do a shared use path, cyclists traveling West will be moving pretty quickly due to the steep hill here, so that's another thing to keep in mind as to what facility is preferred.
    - Nathan Ellingson: Hennepin County West of Industrial Blvd has just finished its 4 to 3 conversion, so keep in mind that what's there now will be there for a while. HC built buffered painted bike lanes here already.
  - Dave Carlson has a quick question about the MPRB concept and where the bike lane is located on the WB direction, especially W of Industrial blvd, and asks for clarification about the bike lane extent going to 27<sup>th</sup>.
  - Dave Carlson: I'm ultimately not a fan of changing up facility types too much over just a couple blocks. Has there ever been any consideration into putting in an interchange on Broadway?
    - Chris Bower: Yes there's been consideration, but it's expensive, so that would end up being a longer-term item if it happens.
  - Dave Carlson: Are you looking for input on the construction planned for 2028 for streets/bridges over 280?
    - Chris Bower: In general, yes. If there's anything that comes to mind feel free to let me know.

- Henrik Kowalkowski in chat: "if we go with the shared use path do we lose the on-street lane?"

Chris Bower: Yes. We're struggling to find space for both due to it being a constrained area.

- **Minnetonka Boulevard Phase 2 Reconstruction Project** **4:41 – 5:15**

- Jason Staebell, Hennepin County and Nick Turner, Alliant join us for a project introduction on Minnetonka Boulevard Phase 2 from West of Hwy 100 to Xylon Ave S.
  - Phase 1 was East of HWY 100 and should be fully completed by the end of this week or early next week weather permitting.
  - Next phase is all in St. Louis Park.
- Existing Conditions:
  - Corridor is generally a 2-lane road with some left and right turn lanes at major intersections
  - On-street bike lanes
  - Green boulevard with trees between road and sidewalk
  - Sidewalks
- Scope is a full reconstruction of Minnetonka Boulevard, including:
  - Improvements to bike and pedestrian facilities
  - Intersection revisions (Texas, Louisiana, Hampshire, Dakota, and Vernon Aves)
  - Drainage updates
  - Watermain and sanitary sewer updates
- Project is currently in preliminary design with some public engagement planned for this year. Final design will be from 2026-2027 and construction will be from 2028-2029.
- Already have done a lot of engagement from May to July of this year, including community led events, door knocks, in-person events, and more.
  - Hired an artist to work on a rendering for the corridor
- Project Goals are as follows:
  - Improve comfort and ability to travel
  - Improve access to regional multimodal networks
  - Design a welcoming and slower people-friendly street
  - Design the street to complement business shopping and dining for people biking and walking
  - Improve transit access and comfort
  - Create a greener streetscape
- People during engagement sessions were especially interested in the corridor being Transit and multimodal oriented. Also wanted a business-supportive streetscape. These priorities and engagement results were used to inform 3 concepts for the corridor.

○ Concept A:



- Features a directional bike lane behind the curb, boulevard between sidewalk and bikeway to preserve mature trees.
- Ethan Kleinbaum in chat: "I'm a fan of separating sidewalk and bikeway with green space - prevents people walking from drifting into bikeway, prevents dogs walkers from crossing bikeway to curb dogs, prevents people doing yard work from blocking the path"
  - Seth Stattmiller adds: "...and makes riders more visible to drivers by putting riders closer to the driving lane."

○ Concept B



- Shared use path on both sides.

- Concept C:



- One sidewalk and one shared-use path.
- Looking at treatments for intersections as well. Roundabouts are one consideration but have some tradeoffs and benefits
  - Benefits are:
    - Fewer severe crashes
    - Slower vehicle speeds
    - Less off-peak delays
    - Lower vehicle emissions
    - Improved walkability
  - Tradeoffs
    - More space needed
    - May require property impacts
    - Higher upfront costs
    - Less familiar for some drivers
    - Can be challenging for bigger vehicles.
  - Luke Van Santen: Would it be fair to say that another benefit replacing a signalized intersection with a roundabout is lower maintenance/replacement costs long term? Also, more resilient.
  - Roundabouts will be designed to be 'compact'
    - Henrik Kowalkowski in Chat: can visual barriers be added to the flat concrete island? Or are they required to be flat for emergency vehicles?
      - Jason Staebell: Vehicles larger than a school bus would be those that have to mount the curb, but yes, we would not be able add too much to the middle if anything.

- Nicole M Armstrong: How many property / ROW impacts can be expected when putting in a roundabout, especially if trying to avoid ROW acquisition needs?
        - Jason Staebell: It would really depend on the intersection and how close the buildings are to the roundabout.
    - Luke Van Santen: What percentage of traffic on the corridor are those large trucks? Also, can the roadway be signed so that bigger trucks aren't given access to the corridor?
      - Jason Staebell; Truck traffic of all types is expected to be at around 3 to 5%. By state statute the county cannot exclude any kind of truck from a road.
    - Dave Carlson: Are you looking at replacing all the intersections? Some have more or less ROW constraints so some may be tough.
      - Jason Staebell: Yes, considering all signalized intersections at the moment. Some locations where it may not be possible would still likely receive other enhanced crossing treatments.
  - Project Team is also exploring closed medians on the corridor
    - Henrik Kowalkowski in chat: "closed medians + roundabouts are a nice combo"
  - Questions/Discussion?
    - Seth Stattmiller: Maybe early for this question but wanted to ask about the trail connection with the Cedar Lake Trail.
      - Jason Staebell: We're working with the city. It's right near the project area and there are some sightline issues, so we'll see what can be done.
    - Luke Van Santen: Would be great to have a connection on the N side of Cedar Lake trail. It would be great to not have to cross Minnetonka Boulevard to get to the trail connection, as the bike infrastructure for that crossing isn't great as of now. Do you know as of now what the impact to trees might have during construction? I drove along this corridor recently and noticed that there are some new trees. It seems that a full reconstruction would have a large impact.
      - Jason Staebell: Concept B has the most tree impacts, but all will have some kind of impact. A county forester went out to survey the corridor to rate trees according to priority, so we're prioritizing what to avoid.
    - Silvie Hyman: Aside from roundabouts, what are plans to slow cars down on the corridor?
      - Jason Staebell: Aside from roundabouts, the road will be narrower, and lanes will also be narrower. Closed medians will also tighten the road. Designing road to be at 25-30 MPH speed range.

Currently Posted at 35MPH and we would hope to drop that to 30 MPH pending a speed study.

- Dave Carlson: When you get to the Hwy 100 bridge there are bike lanes on both sides of the bridge. What is the best way to get people from the South side of the road heading Westbound to the proper cycle tracks?
  - Jason Staebell: We wouldn't touch the bridge all that much but depending on what facility is chosen for the design we'd work on making the connection between the East shared use paths on Minnetonka and the directional cycle tracks or shared use path(s) West on this Phase 2 project.
- Dave Carlson plans to attend the next public meeting on Wednesday. Encourages people to attend if interested.
  - Project team also plans to return to the ATC sometime in the winter.
- General project dimensions for this corridor: 66 ft ROW, 11 ft lanes with a 2-foot curb reaction. Shared use path would be 10 feet.
- Silvie Hyman: the shared use path from phase 1 has a permanent looking post right in the middle of the shared use path. Will that be relocated to the boulevard?
  - Jason Staebell: No immediate answer to that but thanks for sharing. Plan to reach out to the construction manager to ask about this.
  - Jordan Kocak shares construction manager email in chat and plans to reach out as well.

- **Member announcements**

**5:15-5:29**

- Dave Carlson: Southwest LRT trails are close to being open soon!
- Jordan Kocak: You can sign up for any project updates you're interested in through GovDelivery from the project website, including any open houses or other public engagement sessions.
  - Luke Van Santen: A pet peeve of mine has been that there isn't a way to sign up for a topic area such as 'bike infrastructure topic' specifically. Desire to get information on every bike project without having to sign up for projects individually.
    - Jordan mentions the Hennepin County bike-focused gov delivery, which can be found at: <https://www.hennepin.us/bike>.
- Seth Stattmiller: Small update on the NE Artwalk. We're proceeding with the first art piece installation! I've been connecting with the City and people like Mayor Frey and CM president Payne. Barrel Boy will be installed on the side of Recovery bikeshop:



- Jordan Kocak reminds folks that member terms for District 3, 4 and 6 expire at the end of 2025. Asks for people please reapply if interested in remaining on the committee for the 2026 – 2028 term.
  - [Active Transportation Committee application](#)
- Jordan Kocak: Nothing planned for the December agenda. Suggesting we do an in-person infrastructure walk or other activity for this month.
- Luke Van Santen: next month is November. The saturday before Thanksgiving is the 'Cranksgiving' in Minnetonka which is a community bike ride to grocery stores for the purpose of buying and then dropping off food at food shelves. Suggests that folks look into similar activities in their communities as well.
- Meeting adjourned at 5:28.

Next meeting: November 17 | 4 – 6 p.m. Microsoft Teams

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, November 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-Petersen, HC PW
- ✓ Tristan Trejo, MnDOT
- ✓ Raymond Eliot, Metro Transit

### Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Emily Goodell, HC Public Works
- ✓ Eric Vogel, HC Public Works
- ✓ Christina Neel, HC Public Works
- ✓ Steve Elmer, Met Council
- ✓ Sasha Joseph, MnDOT
- ✓ Brady Rutman, SRF
- ✓ Greg Brown, Kimley-Horn

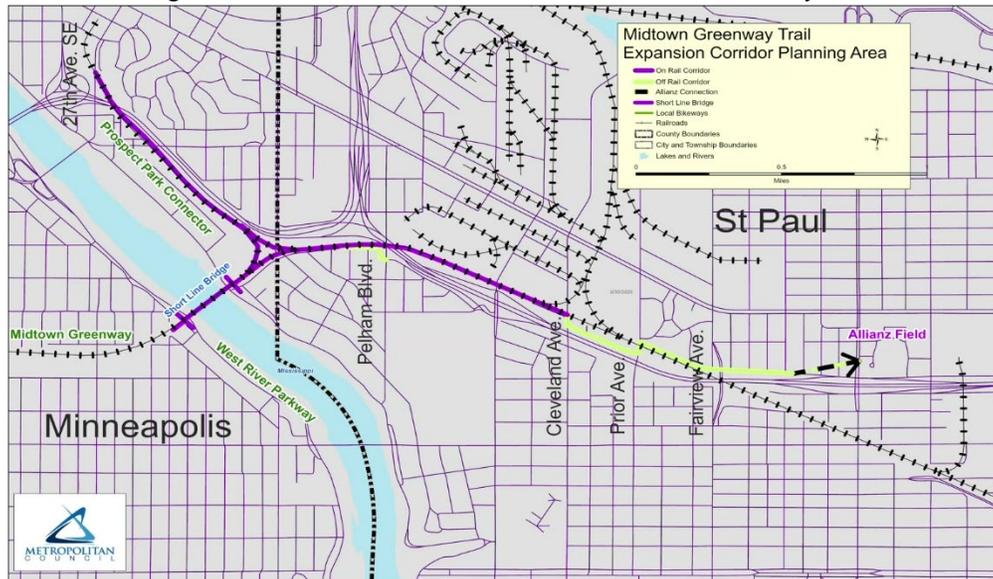
## Notes

- **Jordan's Announcement** **4:00 – 4:05**
  - December meeting will be an in-person only December 'wrap up' social event. Further details will be sent out via email before the meeting.
    - Tentatively planned to meet at Utepils brewing.
- **Approval of the October 2025 minutes** **4:05 – 4:06**
  - Henrik Kowalkowski motions to approve the October 2025 ATC meeting minutes. Tammy McLemore seconds. Motion passes via unanimous voice vote.

- **Midtown Greenway Trail Expansion Planning Study**

**4:06 – 4:57**

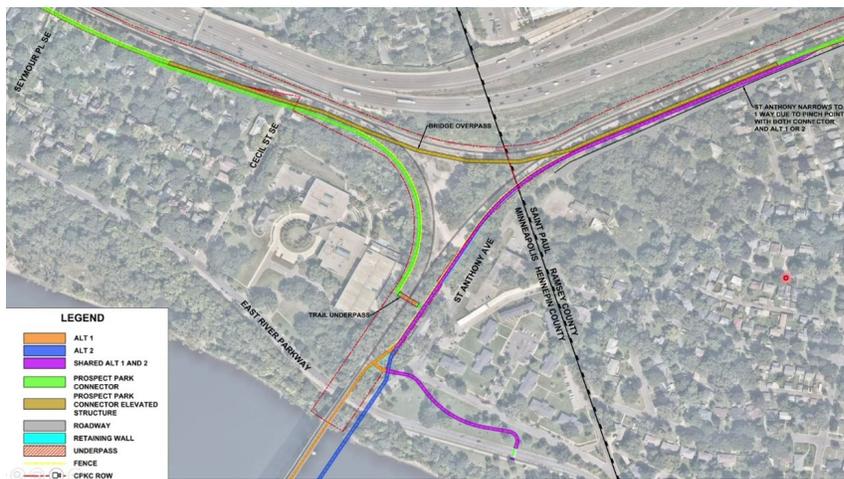
- Steve Elmer (Met Council) and Greg Brown (Kimley Horn) join us for an update on the Midtown Greenway trail expansion study.
- Purpose of the study is to develop a conceptual plan for extending the Midtown Greenway that provides for a new transportation connection and recreational opportunity and to advance alignment concepts into project development.
- 2023 Legislature directed the Met Council to conduct this study.



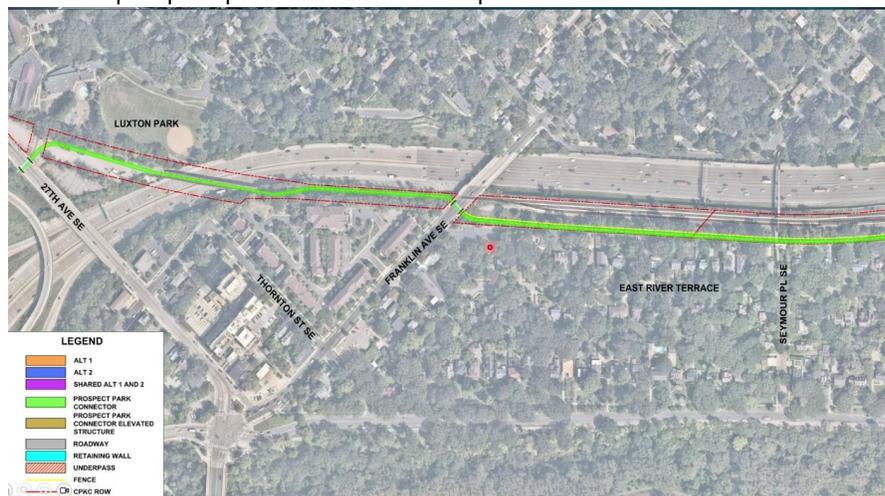
- Proposed alignment would use the Short Line Bridge rail corridor and end just west of Allianz Field.
- New alignment called the “Prospect Park Connector” also planned.
- At the beginning of the study a technical work group was convened to advise the study team on technical and process considerations.
  - Staff representatives from many key local agencies
  - Numerous other agencies and citizen groups are also being consulted.
- Phase 1: Pre Planning (Completed).
  - Reviews of local and regional plans
  - Existing conditions review
  - Development of a study corridor base map
- Phase 2: Planning and Conceptual Design (In progress).
  - Planning-level trail concepts for CPKC rail corridor and adjacent alternative alignments
  - Phasing analysis of trail segments to determine appropriate construction phasing and interim alignments
  - Analysis of design concepts for Short Line Bridge and independent trail crossing of the Mississippi River
  - Coordinating actively with Canadian Pacific Kansas City Railroad
- Phase 3: Summarization and Conclusion (just beginning now) will deliver
  - Project Implementation Plan that will include:
    - Detailed steps to complete design and environmental review
    - Land purchase or easement requirements

- Potential government agency roles for project development, implementation, ownership and operations/maintenance
    - Phasing plan and timeline
    - Conceptual estimates for capital and long-term operations and maintenance costs
    - Potential funding scenarios
  - Final Study Report that summarizes the study process and highlights significant conclusions and next steps for project development.
- Questions so far?
  - Henrik Kowalkowski: What might slow this down? Mainly inter-agency collaboration?
    - Steve Elmer: Many factors. Railroad is a big factor. Inter-agency collaboration and agreements are also known to take time.
    - Henrik Kowalkowski: Anything the ATC can do to make things easier?
      - Steve Elmer: Not sure about that. Represent a key agency but kind of up to you
  - Luke Van Santen: Wonderful topic and can't wait for it to be open. Is this phase looking at a connection on the Ayd Mill Trail? Or outside the scope?
    - Steve Elmer: Currently outside the scope, but it's a dotted line on the map as a future option. Certainly won't preclude that, but the legislation was specific to this corridor.
- Alignment Concept 1: Uses Short Line Bridge and follows along and within CPKC ROW where minimal standard track offsets can be achieved.
- Alignment Concept 2: Assumes new Mississippi River trail bridge and follows along and within CPKC ROW wherever 50-foot track center offsets can be achieved.
- Alignment Concept 3: Assumes new Mississippi River trail bridge with trail alignment entirely outside of CPKC ROW and independent or railroad approval.
- Likely that all these concepts will evolve with future conversations and even beyond the study.
  - Luke Van Santen in chat: "Why the 50' offset in Alignment 2 instead of the 25' offset as included in Alignment 1?"
    - Steve Elmer: These are conceptual, so there's some mixing and matching potential depending on how concepts evolve.
- Greg Brown (Kimley-Horn) gives an overview of different river crossing concepts:

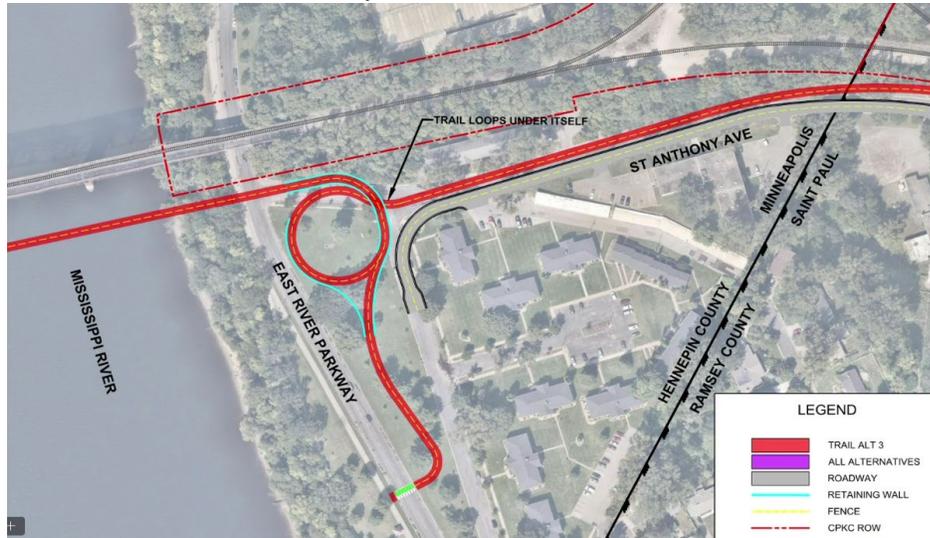




- Green Line here is the prospect park connector
- Greg Anderson in Chat: "Is the current railroad bridge centered in their ROW?"
  - Greg Brown: within a few feet, very close to being centered.
- Luke Van Santen in Chat: "So, two bridges?!"
  - Greg Brown: Probably either or, likely not envisioning both.
- Dave Carlson in chat: "How active is the RR along the Prospect Connector and will it continue to be used in the future?"
  - Greg Brown: generally, a solid 2 trains per day. Some days there are 4. Definitely a daily use.
- Ethan Kleinbaum in chat: "How frequently would RR maintenance affect trail status?"
  - Greg Brown: Not sure if we have a good answer for that yet. Probably more sporadic than regular maintenance. Even with 25 feet there should be enough space for their maintenance road to function, so even when they're running maintenance it shouldn't have any major impacts on the trail function.
- Ray Eliot (Metro Transit) in chat: "there are semi-trucks on the main access road pretty often, mostly pumping out of the tanker cars being stored on the tracks. From the access on Cleveland Ave"
- N half of prospect park connector concept:

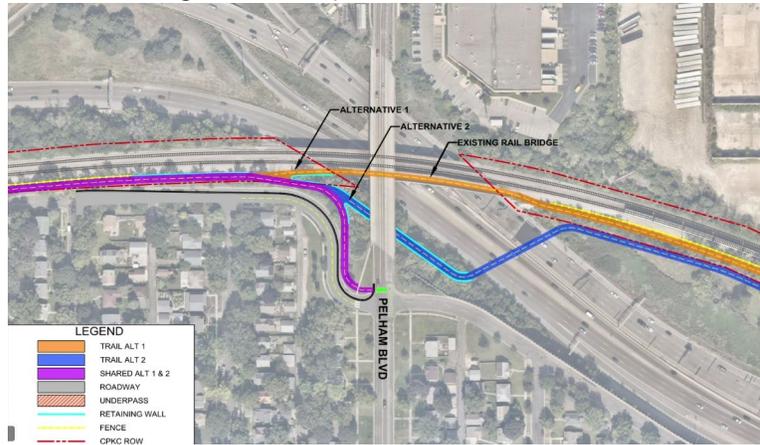


○ Alternative 3 East River Parkway Connection:

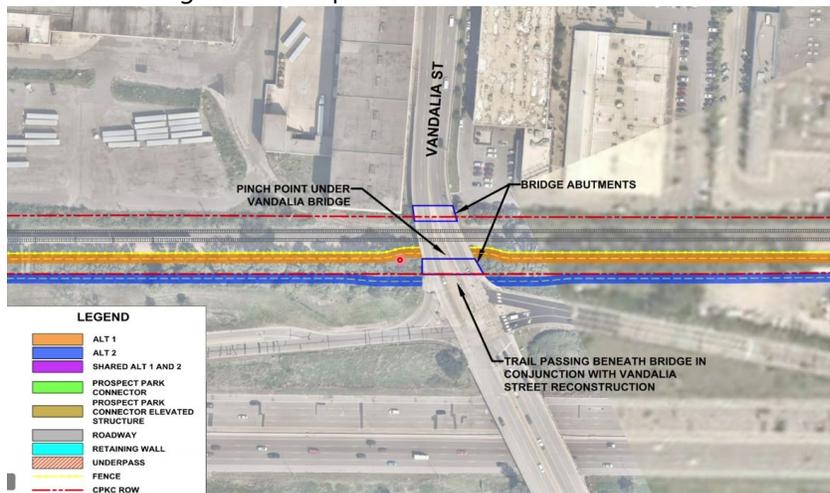


- Luke Van Santen in chat: Helix is all on structure (bridge) too, right?
- Seth Statmiller in chat: "Seems like a lot of trouble to go to for the connection to E River Pkwy to come down on the wrong side of the street. Can't this descend from the bridge to avoid a street crossing?"
  - Greg Brown: Short answer is it could, but there's a couple things at play. One thing is how much disturbance we generate on East bank. Something we could consider if we could do it in a sensitive way.
  - Steve Elmer: While staying on same elevation as the railroad you're limiting impacts as well.
- Dave Carlson in chat: "Would Alt 3 not have a connection to the Prospect Connector?"
  - With alt 3 there's no railroad right of way being used, so there would just be the east river parkway trail system.
- Ray Eliot: Any talks about emergency access and any talks about placemaking?
  - Greg Brown: Have assumed there will be some kind of emergency communications/cameras. Would be some ability to get in/out at Pelham Blvd, but limited until Cleveland Ave.
- Dave Carlson: Any concepts East further into St. Paul?
  - Steven Elmer: Yes.

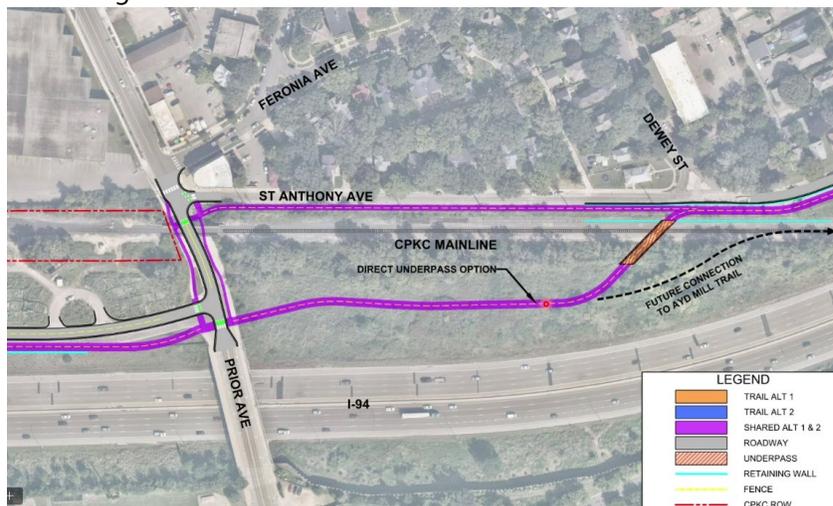
- Pelham Boulevard segment concepts (Alt 1 and 2):



- Vandalia Street segment concepts:



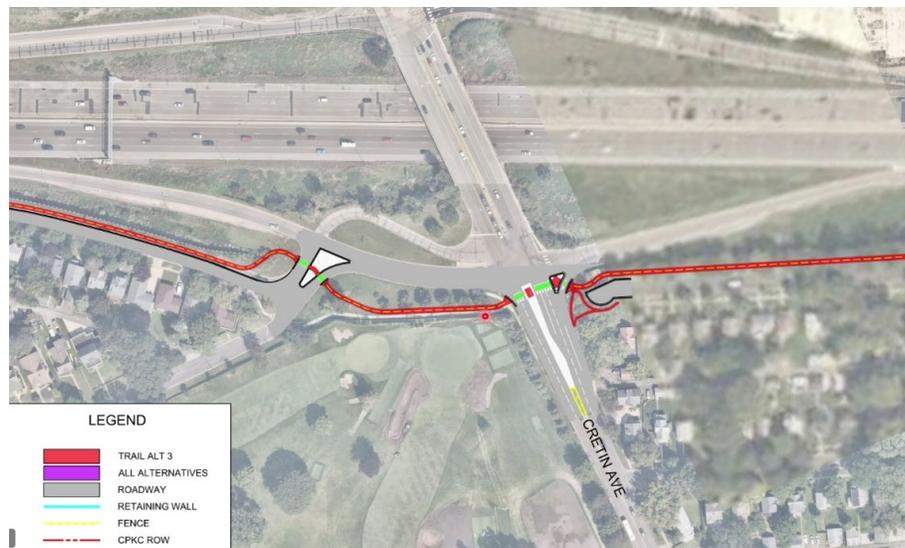
- Prior Ave Segment:



- Pelham Blvd Alt 3:



- Cretin Ave alt 3:



- Next Steps:

- Continue planning conceptual alignments and design elements
- Continue engaging with neighborhood councils/organizations on preliminary alignment concepts and sub-options
- Develop project implementation plan that lays out post-study steps and agency coordination/decisions required prior to environmental review process
- Write study report that summarizes findings and conclusions to carry forward for further trail expansion design and project development

- **Nicollet Ave - Bloomington Reconstruction Project**

**4:57 – 5:23**

- Emily Goodell joins us from Hennepin County project delivery for a project update on the Bloomington Reconstruction project.
- Corridor Context:
  - Urban 3 lane road with center left turn lane and on street buffered bike lanes
  - 66 feet ROW for majority of corridor
  - AADT ranges from 5,00 vpd to 10,200 vpd with 3% truck traffic
  - Served by Metro Transit route 18 bus

- Connects to local parks, businesses, schools and other important destinations
- Project Timeline
  - Kickoff started in July 2024 and have worked through 3 phases of public engagement since.
  - Third time presenting to the ATC
- Public Engagement summary:
  - Phases 1 and 2 took place over the last year. Key Themes:
    - Safer crossings near Kennedy High School and busy intersections
    - Concerns about speeding and unsafe merges near American Boulevard and Old Shakopee Road
    - Support for improved walking and biking connections to key destinations
    - Accessible sidewalks for all users
    - Support for providing off-street bike facilities
    - Support for adding green boulevard space with opportunities for trees and native plantings
    - Some support for reconstructing Nicollet using the current typical section
    - Concerns about losing yard space and parking due to right-of-way acquisition
- Phase 3 engagement overview:
  - Shared 2 corridor alternatives with the public. First of which was a shared use path and sidewalk on different parts of the road, second was separated one-way bikeways on both sides of the road.
  - 48 participants at open house 3
  - 49 participants via online survey and in-person comments
  - Business owner meetings
  - 6 community pop up events
  - Key Themes:
    - The shared use path was most favored by Bloomington residents, nearby property owners, and frequent drivers
    - Most noted property impacts and costs as reasons for their preference
    - Concerns about potential speeds of cyclists and e-bike users on the shared-use path
    - Other comments involved clarifying maintenance responsibilities, a need for lighting and support for additional tree plantings
- Recommended alternative: Shared use path on one side. Considerations include:

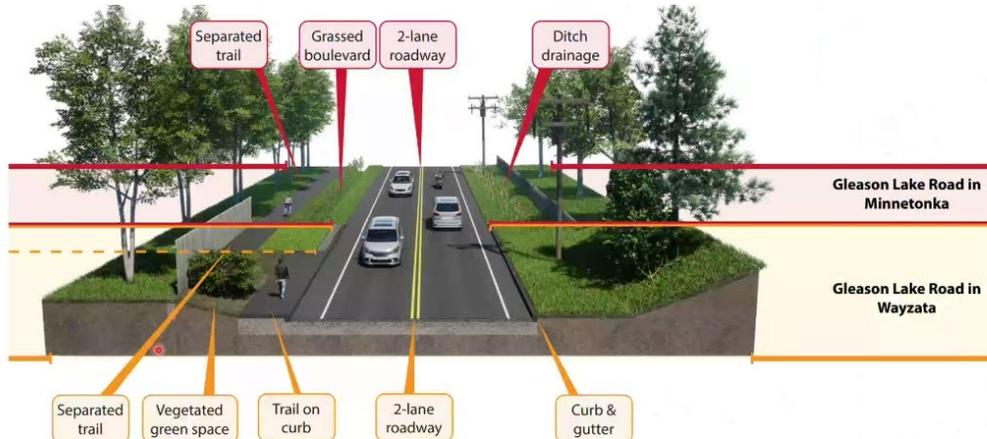


- Pedestrians and bicycles share space
- Less permanent property acquisition anticipated compared to other options considered
- More opportunities for boulevard space and trees
- Lower construction costs than other options considered
- Intersection treatments:
  - Recommending traffic signals at existing signalized intersections, except for at 84<sup>th</sup> street.
  - Closed medians & pedestrian medians.
    - Evaluation of RRFB at certain locations.
  - Removal of slip/right turn lane at 95<sup>th</sup>, 90<sup>th</sup>, and 86<sup>th</sup> streets.
  - Transit stop pairs.
- Next Steps:
  - Final design
  - ROW acquisition
  - Cooperative agreement
  - Construction in 2027
- Any questions? Also links to Be Heard Hennepin page at: [beheardhennepin.org/nicollet-bloomington](https://beheardhennepin.org/nicollet-bloomington)
  - Ethan Kleinbaum in chat: "Does the likely future Nicollet BRT line extend to this corridor at all?"
    - Emily Goodell: As I understand it does not.
  - Henrik Kowalkowski: "The shared use path is disappointing considering how Nicollet is being reconstructed in Richfield to the north to use the cycle tracks. A missed opportunity to have consistent infrastructure and we will not have this opportunity for another 50+ years"
    - Dave Carlson in chat: I agree, mixing bikes and pedestrians has great safety concerns, especially with the growing speedy e-bike use.
    - Emily Goodell: Different community with different constituents so that is being considered. One consideration is that this ROW is narrower than it is to the North and properties are closer to the corridor than to the North.
  - Luke Van Santen: Thanks for presenting this. It's a difficult position to be in to balance these competing concerns. Can't help but notice though that once of the concerns cited here are those 'scary ebikes'. The solution being arrived at puts ebikers closest to walkers. I wanted to go on record and express disappointment with this. It would be nice to have one-way tracks here.
    - Emily Goodell: Looked at traffic operations of this and it was generally maintaining enough capacity for existing pedestrians and cyclists. As more people use this infrastructure, we're confident that it will operate well.
  - Dave Carlson: How wide is this shared use path?
    - Emily Goodell: looking at 10 feet
      - Dave Carlson: Generally, that's the standard width for a two way bikeway, so it'd need to be bigger to actually accommodate

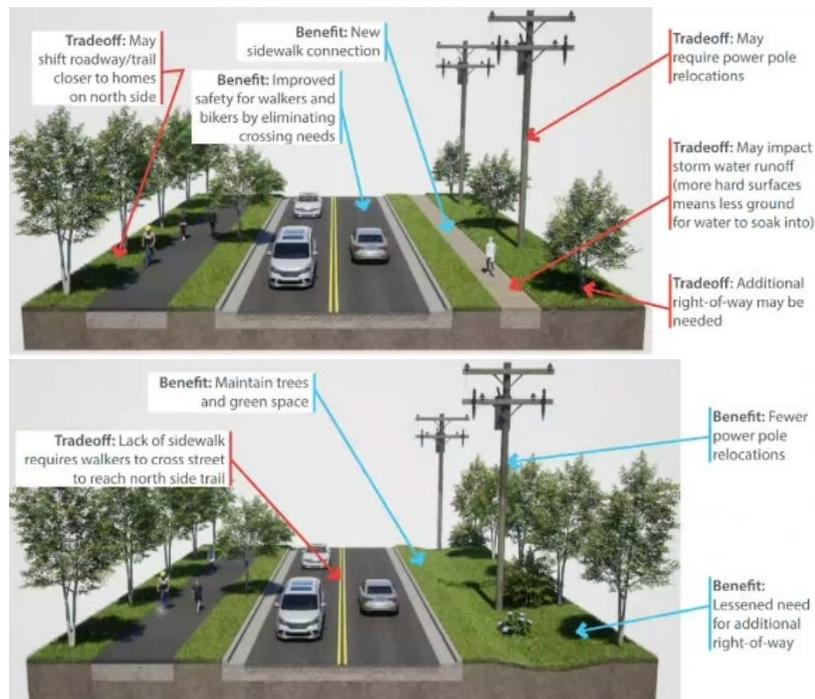
pedestrians. Seems like the buffered bike lanes here were working fine.

- Henrik in chat: "that's a good point Dave, 10ft is quite tight and this will need to support peds and cyclists for many decades"
- Greg Anderson: Any conversations about making this a bike boulevard?
  - Emily Goodell: Doesn't fit requirements for a bike boulevard but cyclists are nonetheless allowed to use the roadway
- Luke Van Santen: Any consideration given to a two-way bikeway on this corridor?
  - Emily: some consideration given to this in the beginning. There was no appetite from the city or county due to maintenance/snow clearance concerns.
    - Luke Van Santen: Are we ever going to get to a point where public works departments won't throw out safer bike designs purely based on maintenance concerns? It only snows for 5-6 months a year. Most of the year we don't have to worry about those things. Frustrating to have maintenance always be the excuse.
      - Jordan Kocak: This is a good idea for a future agenda item, just to note.
    - Seth Stattmiller in chat: "On average Mpls has 7 plowable snow events each year."
    - Clara Sandberg in chat: "Hear, hear! Clearing snow shouldn't be the deciding challenge in MN"
  - Luke Van Santen: Do we really need a center left turn lane going down the full street? If we really want to calm traffic, make it a two-way road and stripe a bike lane on the street, with the shared use path being for less comfortable cyclists.
    - Emily Goodell: heavily residential part of Bloomington with about 200 properties on this stretch. Unfortunately, not able to reduce left turn access due to driveway access needs.
- **Gleason Lake Rd Reconstruction Project** **5:23 – 5:57**
  - Eric Vogel with Hennepin County Project Deliver joins us for a project introduction on the Gleason Lake Road reconstruction project.
  - Gleason Lake reconstruction project from Vicksburg to MnDOT Hwy 12 ramps.
    - Multimodal safety improvements and usability improvements
    - Roadway and trail reconstruction
    - Storm sewer improvements
  - Project Schedule:
    - Summer-Fall 2025: Public Engagement
    - Summer 2025-Summer 2026: Concept development
    - Construction in 2028

- Corridor today:



- Traffic counts at around 6,000 ADT.
- MnDOT has plans to do some rehabilitation of TH 12.
- No receiving facilities at N or S side of corridor for a potential facility on the East side.
  - Luke Van Santen: If memory serves there is an actual trail on the East side, and it would be nice to connect to that.
- Existing conditions include several pinch points that narrow the roadway
  - Private and larger retaining walls
  - Mature trees
  - Sanitary lift stations
  - Visibility challenges with grade and utilities in the ROW
    - Overhead powerlines on East side are present through entirety of the corridor. Currently no budget for undergrounding these.
  - Existing trail jumps around a bit and varies in width and location.
- Public engagement:
  - Summer 2025 with neighborhood conversations at 5 locations along the corridor
  - Online engagement
  - Open house.
  - Main feedback themes:
    - Sidewalk and trail improvements
    - Safety and speeding concerns. Feels unsafe to cross
    - Vegetation, with confusion about maintenance responsibility
    - Appreciative of existing trees and green space and a desire to preserve and enhance these
    - Drainage issues
- Main question for concept design so far is should a sidewalk be added on the south/east side?



- Not a lot of ROW and would like to minimize ROW acquisition.
- Still waiting to hear back from online survey. A decent showing at recent open house but expecting more feedback soon.
  - A lot of feedback expressed hoping for safer ways to cross the roadway
  - Enhanced crossing facilities expected
- Next Steps:
  - Awaiting completion of online survey
  - Discussions with stakeholders
  - Larger commencement of preliminary design.
- Questions?
  - Luke Van Santen: Looks like there's 66 feet of ROW through this whole corridor, is that accurate?
    - Eric Vogel: varies quite a bit.
    - Luke Van Santen: if it is 66 feet, it seems there's a surplus of space available to do a lot of neat things. You mentioned that Gleason Lake Road to the NE of this segment is a city road. What is the configuration there?
      - Brady Rutman (SRF): On this corridor the ROW is pretty variable, and we don't always have full use of it due to the trees on the corridor. To the east, not sure about the ROW but they've put in something similar to what we've proposed here.
  - Luke Van Santen: making a nice trail through here is a bit of 'gilding the lily' because that crossing to the SW is just brutal. Recognize that this is out of the project limits, but if MnDOT is doing any kind of work on those offramps if there's any way to make that crossing just a tiny bit safer that would be great. Any way for this project to incorporate something here?
    - Eric Vogel: No, as of right now it's pretty firm that we won't be able to get anything done there.

