

A Resolution Regarding the MnDOT University Avenue Northeast Reconstruction Project

Date: April 21, 2025

Motion: Moved by: Seth Stattmiller Seconded by: Nicole Armstrong

WHEREAS; MnDOT will be reconstructing University Avenue (TH 47) from Central Ave SE to 27th Ave NE in 2027; and,

WHEREAS; During the February 24, 2025 Hennepin ATC meeting a proposed corridor design was shown that includes 4-to 3-lane conversion, sidewalk level separated bike lanes between Central Ave and 1st Ave NE, boulevard and sidewalk space among other street elements; and,

WHEREAS; The project is proposing several options for major intersection redesign at Broadway St NE and Lowry Ave NE; and,

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,

NOW THEREFORE BE IT RESOLVED;

That the Hennepin Active Transportation Committee supports the following proposed elements of the MNDOT University Avenue project; 4-to 3-lane conversion, separated bike lanes between Central Ave and 1st Ave NE, expanded pedestrian space and boulevards and pedestrian refuge medians. The ATC supports the addition of a roundabout intersection design option at Broadway St, and the shifting to the south intersection design option at Lowry Ave. 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.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Larissa Lavrov – District 4	Absent
Nicole Armstrong – District 1	Aye	Henrik Kowalkowski – District 5	Aye
Seth Stattmiller – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Aye	Anne Vogel – District 6	Absent
Ethan Kleinbaum – District 3	Aye	Greg Anderson – District 7	Aye
Haley Foydel – District 4	Aye	Clara Sandberg – District 7	Aye



A Resolution Regarding the Hennepin County Lyndale Avenue Reconstruction Project

Date: April 21, 2025

Motion: Moved by: Dave Carlson Seconded by: Ethan Kleinbaum

WHEREAS; Hennepin County will be reconstructing Lyndale Avenue (CSAH 22) from 31st St to Franklin Ave (CSAH 5) in 2027; and,

WHEREAS; During the October 21, 2024 Hennepin ATC meeting three layout options were shown; Blue, Purple and Orange; and,

WHEREAS; The Hennepin ATC was supportive of the options that included a separated bike lane at sidewalk level in addition to sidewalks, transit only lanes, boulevards and parking; and,

WHEREAS; Hennepin County has a Complete and Green Streets policy that recognizes the importance of addressing the needs of all people walking, rolling, biking, and using transit, as well as those driving, when planning, designing and maintaining county roads; and,

WHEREAS; Corridor bike facilities have been shown to improve overall roadway safety for all users including people biking; and,

WHEREAS; The Hennepin County Active Transportation Committee (ATC) has reviewed the project and discussed its merits with County staff;

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee strongly supports the intent of the Lyndale Avenue Reconstruction Project layout options that include dedicated bike facilities for transportation. The Hennepin ATC feels that there is both a demand and need for bike facilities to be included on the corridor to enhance the safety and comfort of people biking as well as those walking and rolling.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Larissa Lavrov – District 4	Absent
Nicole Armstrong – District 1	Aye	Henrik Kowalkowski – District 5	Aye
Seth Stattmiller – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Aye	Anne Vogel – District 6	Absent
Ethan Kleinbaum – District 3	Aye	Greg Anderson – District 7	Aye
Haley Foydel – District 4	Aye	Clara Sandberg – District 7	Aye



A Resolution Regarding the MnDOT Central Avenue Northeast Reconstruction Project

Date: April 21, 2025

Motion: Moved by: Seth Stattmiller Seconded by: Billy Binder

WHEREAS; MnDOT will be reconstructing Central Avenue (TH 65) from University Ave SE and I-694 in 2028; and,

WHEREAS; During the March 17, 2025 Hennepin ATC meeting a concept layout option was shown that includes 4-to 3-lane conversion, northbound bus only lane, sidewalk level separated bike lanes, boulevard and sidewalk space among other street elements; and,

WHEREAS; The project will connect Northeast Minneapolis and Downtown Minneapolis with bike lanes for the first time in history along MN Highway 65; and,

WHEREAS; Former first Ward City Council Member Kevin Reich asked former MNDOT Commissioner Tom Sorel to add bike lanes to the MNDOT Central Avenue paving project between 29th and 18th Avenues in 2012, and;

WHEREAS; The bike lanes were added by former Commissioner Sorel (first on a state highway) and proved to be popular and safe enough to ride by bike riders and safer to walk by pedestrians, and;

WHEREAS; Studies show that improved infrastructure results in expanded usage, and;

WHEREAS; Bicycle ridership on University Ave is already hundreds per day, and;

WHEREAS; Significant numbers of riders already ride "against" the one way bicycle traffic on University Ave, and;

WHEREAS; The project as envisioned will connect extensive bike and pedestrian activity in many diverse communities in a north/south direction through the heart of Northeast Minneapolis and will be a game changer in these communities, if done properly, to encourage all that our Active Transportation Committee (ATC) stands for;

NOW THEREFORE BE IT RESOLVED;

That the Hennepin Active Transportation Committee is excited about the MNDOT Central Avenue project, strongly supports what we have seen from MNDOT to date and stands ready to work closely to fine tune the layout, lane widths, turning radii, connections to other east/west bike and



pedestrian routes, etc, as the design progresses beyond 15% completion. The ATC asks that MNDOT increase the width of the planned seven-foot eastbound bike lane on University Ave to ten feet to provide for maximum future flexibility.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Aye	Larissa Lavrov – District 4	Absent
Nicole Armstrong – District 1	Aye	Henrik Kowalkowski – District 5	Aye
Seth Stattmiller – District 2	Aye	Lou Dzierzak – District 5	Aye
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Abstain	Anne Vogel – District 6	Absent
Ethan Kleinbaum – District 3	Aye	Greg Anderson – District 7	Aye
Haley Foydel – District 4	Aye	Clara Sandberg – District 7	Aye

A Resolution Regarding the Hennepin County Marshall St Reconstruction Project

Date: May 19, 2025

Motion: Moved by: Seth Stattmiller Seconded by: Billy Binder

WHEREAS; Hennepin County will be reconstructing Marshall Street NE (CSAH 23) from Lowry Avenue (CSAH 153) to 3rd Avenue NE in 2027; and,

WHEREAS; Northeast Minneapolis does not have continuous parkways along the Mississippi River; and,

WHEREAS; The Minneapolis Board of Park Commissioners along with residents of Northeast and North Minneapolis established the "River First" initiative for a shared vision to add greenspace and an uninterrupted loop with a two-way bikeway and separated pedestrian walkways along both sides of the Mississippi River between Plymouth Avenue/8th Street NE and Lowry Avenue; and

WHEREAS; Hennepin County is working in partnership with the Minneapolis Board of Park Commissioners and residents of Northeast Minneapolis to make the reconstruction of Marshall Street Northeast compatible with the river first vision; and,

WHEREAS; The best layout to make this vision possible for Northeast Minneapolis residents and the Park Board is to maintain on-street parking on only one side of Marshall Street and to create a roadway experience that is Minneapolis Parkway-like in nature;

WHEREAS; The Hennepin County Active Transportation Committee (ATC) has reviewed the project and discussed its merits with County staff;

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports the Marshall Street NE roadway reconstruction project concept alternatives that include a dedicated two-way bike facility at sidewalk level on the west side (river side) of the roadway next to a sidewalk facility. The ATC asks that roadway crossing distance be reduced to match Minneapolis Park Board river parkway standards of no more than two lanes at all



intersections by adding bumpouts or refuge medians. The ATC supports the concept alternatives that have on-street parking on only one side of the roadway.

Hennepin County Active Transportation Committee:

Tammy McLemore – District 1	Absent	Larissa Lavrov – District 4	Absent
Nicole Armstrong – District 1	Absent	Henrik Kowalkowski – Dist. 5	Aye
Seth Stattmiller – District 2	Aye	Lou Dzierzak – District 5	Absent
Billy Binder – District 2	Aye	Luke Van Santen – District 6	Aye
Dave Carlson – District 3	Aye	Anne Vogel – District 6	Aye
Ethan Kleinbaum – District 3	Aye	Greg Anderson – District 7	Absent
Haley Foydel – District 4	Absent	Clara Sandberg – District 7	Absent

A Resolution Regarding the Hennepin County Nicollet Avenue Reconstruction Project

Date: August 18, 2025

Motion: Moved by: Henrik Kowalkowski Seconded by: Lou Dzierzak

WHEREAS; Hennepin County will be reconstructing Nicollet Avenue (CSAH 52) in Bloomington from Old Shakopee Road (CSAH 1) to American Boulevard beginning in 2027; and,

WHEREAS; The project is evaluating three corridor design alternatives including 1. On-street buffered bike lanes 2. Sidepath and sidewalk 3. One-way cycle tracks; and,

WHEREAS; The project goals include; provide dedicated safe and comfortable facilities for all travel modes and their respective ages and abilities, provide safer crossings at intersections for people walking, rolling, and biking and improve mobility to enhance community connections; and,

WHEREAS; The one-way cycle tracks design alternative is consistent with the preferred alternative selected for the Nicollet Ave reconstruction project in the City of Richfield; and,

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports the Nicollet Avenue roadway reconstruction project one-way cycle tracks design alternative.

A Resolution Regarding the Hennepin County Lyndale Avenue Reconstruction Project

Date: September 15, 2025

Motion: Moved by: Ethan Kleinbaum Seconded by: Dave Carlson

WHEREAS; Hennepin County will be reconstructing Lyndale Avenue (CSAH 22) in Minneapolis from Franklin Avenue (CSAH 5) to 31st Street beginning in 2027; and,

WHEREAS; The project has moved forward with a draft plan; and,

WHEREAS; Notable changes from prior iterations in the draft plan include combining pedestrian and bicyclist space into a multi-use path on the east side of the roadway immediately adjacent to building fronts and entrances along with 12' wide "transit ready" parking lanes; and,

WHEREAS; Lyndale Avenue is an urban corridor within one of the densest and most walkable and bikable neighborhoods in the county and state; and,

WHEREAS; Given the expected high volumes of people walking and biking on the corridor separated bicycle and pedestrian facilities are warranted to ensure safety of all modes of transportation, efficient movement, and user comfort; and,

WHEREAS; The utility of 12' wide "transit ready" parking lanes is speculative and minimizing curb to curb distances will improve the comfort and safety of crossing and traveling along Lyndale Avenue for people walking, biking and driving; and,

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports most elements of the recently proposed draft plan with the exception of the multi-use path and 12' wide parking lanes. The ATC feels strongly that a multi-use path is a significant safety concern that will lead to conflicts and crashes between pedestrians and bicyclists and a general feeling of uncomfortableness for people using the space. The ATC feels strongly that the 12' wide "transit ready" parking lane is too wide for the corridor and it is premature to plan for an ongoing transit lane need. Reducing the width of these parking lanes will improve safety for all modes of transportation. The ATC continues to support the prior blue and orange options that were identified in a resolution passed on April 21, 2025.



A Resolution Regarding Central Avenue Art Walk Initiative

Date: December 15, 2025

Motion: Moved by: Seth Stattmiller Seconded by: Luke Van Santen

WHEREAS; MnDOT will be reconstructing Central Avenue NE (TH 65) from Broadway Street (CSAH 66) to 26th Avenue in 2028; and,

WHEREAS; The area of concern is the border of America's best Arts District¹, The Northeast Minneapolis Arts District; and,

WHEREAS; No other city in the United States can create such a distinct and impactful art space; and,

WHEREAS; According to the Northeast Minneapolis Arts Action Plan (NEMAAP), Northeast lacks large-scale gathering spaces, "specifically Central Avenue, affords no reason for people to be out and about in the evenings, after most businesses have closed," spaces that "bring people together for conviviality and shared experience,"; and,

WHEREAS; The NEMAAP goes on to say, "There is also a need for a gathering space for artists' use." Of such places, surveyed artists spoke "in glowing terms, discussing how the gathering place provides them with opportunities for sociability and collaboration that had been missing." "The ideal way to have a central gathering space – for artists and residents and visitors – is to build one."; and,

WHEREAS; The "Making Central Avenue Great" plan expounds on this idea. It acknowledges that "every community needs a center for its public life: a place we go to see people and to be seen." To meet this need, the plan proposes: "Central Avenue be enhanced for walking from activity node to activity node."; and,

WHEREAS; one of the objectives of the NEMAAP is to "Establish series of cultural events involving the performing and visual arts on streets within the Northeast Arts District,"; and,

WHEREAS; the goals of the NEMAAP are to "Create a cluster of attractions within walkable distance that encourage pedestrian traffic," and "Encourage the development of a vibrant business district in Northeast Minneapolis,"; and,

WHEREAS; the NEMAAP finds that Central Ave does not have "a critical mass of attractions within walking distance," and "Northeast is not a walkable, pedestrian-oriented community,"; and,

WHEREAS; city planning documents designate that commercial corridors, "must be either pedestrian-oriented now or progressing towards it,"; and,

¹ USA Today, Best Arts District, (2015, 2021, 2022, 2023, 2024),
<https://10best.usatoday.com/awards/northeast-minneapolis-arts-district-minneapolis-minnesota/>

WHEREAS; The Art Walk would create a significant draw for a Minneapolis Cultural Corridor; and,

WHEREAS; This would increase the economic impact on the Central Ave business district and the greater Minneapolis Arts community; and,

WHEREAS; The Art Walk would make Central Ave significantly more pedestrian friendly; and,

WHEREAS; Public art has been shown to reduce crime; and,

WHEREAS; Engaging streets create driver awareness and calm traffic; and,

WHEREAS; There is significant local support for the Art Walk in this location; and,

WHEREAS; Creating space for the Art Walk could be accomplished without sacrificing any other major elements of the current MnDOT plans (drive lanes, turn lane, bus lane, bike lanes, parking); and,

WHEREAS; The Northeast Minneapolis Arts District organization will manage the Art Walk; and,

WHEREAS; The intended lifespan of the MnDOT project is 50 years or more. Due to the nature of this 50 year improvement the proposed changes to incorporate the Art Walk vision represent a once in a generation opportunity; and,

NOW THEREFORE BE IT RESOLVED;

The Hennepin County Active Transportation Committee supports the creation of the Central Avenue Art Walk through the inclusion of an 8' wide sidewalk to be combined with a 9' wide "boulevard" area or amenity zone along the entire Central Ave border of the Arts District (Broadway St to 26th Ave) on the west side of the street for the placement of public art, the preservation of existing trees, and to accommodate regular street markets. Furthermore, the Committee supports the inclusion of 15' x 15' art pads at each of the four corners of both Central and Lowry as well as Central and Broadway for the future addition of large-scale gateways to the Arts District.