



Welcome:

Thanks for joining us today!

- As the meeting begins, please introduce yourself by entering your **name and organization** in the **chat**.
- What is your favorite way to keep active in spring? Share that too!



Keeping momentum for active living

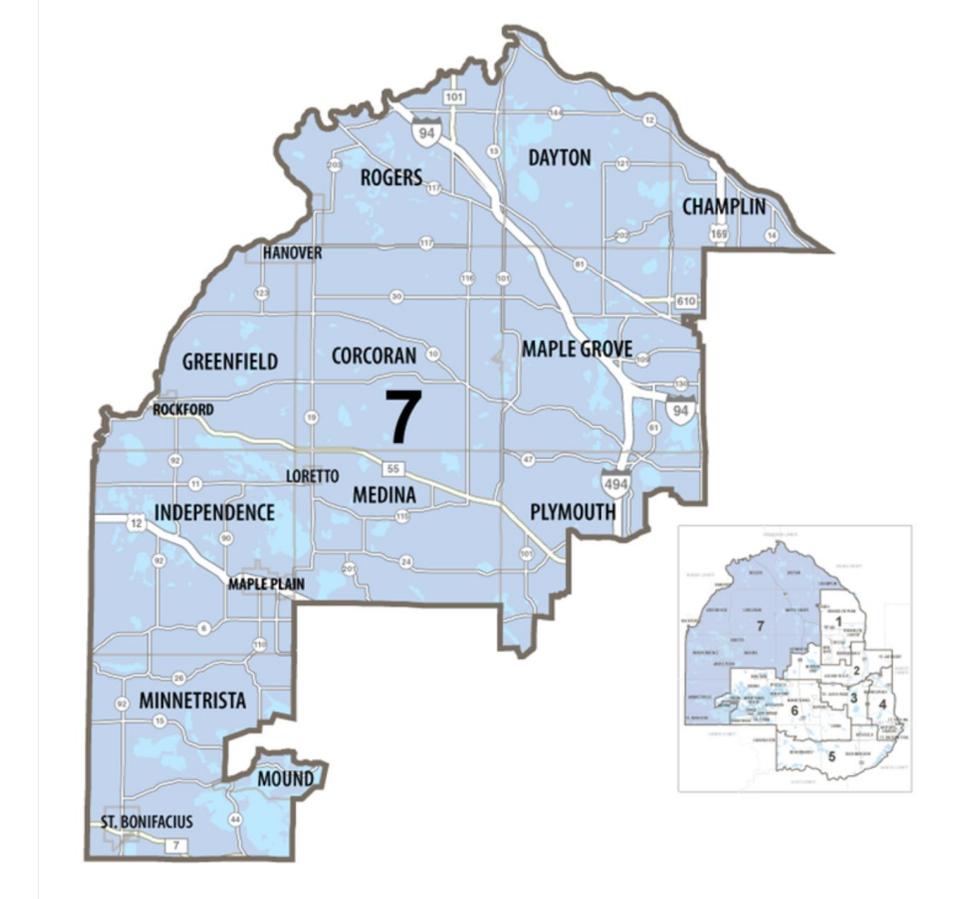
Advancing projects that make communities more appealing, more connected, and safer for active transportation

Active Living Hennepin Communities Partnership meeting, March 28, 2025





Kevin Anderson, Commissioner, District 7



Agenda

- 10:00 a.m. Welcome & Introductory Remarks:
- **Denise Engen**, Active Living Hennepin County
 - **Kevin Anderson**, Commissioner, District 7, Hennepin County
- 10:07 a.m. Presentations
- **Active living wins and lessons learned in Wabasha County**
Tina Moen, MS, ACSM EP-C, CHWC, LCI, Statewide Health Improvement Partnership (SHIP) Coordinator, Wabasha County
 - **Incremental changes advancing a community-defined vision for active living in Hopkins**
Kurt Howard, Planner, City of Hopkins
 - **Slowing Down for a Safer Brooklyn Center: Speed Tables and Traffic Calming Solutions**
Kory Andersen Wagner, AICP, Public Works Planner, City of Brooklyn Center
 - **Funding program information: Hennepin County Community Investment Programs MNDOT SRTS / Active Transportation**
Laura Fredrick, Hennepin County Housing and Economic Development Minnesota Department of Transportation, Safe Routes to Schools (invited)
- 11:05 a.m. Q & A, sharing local experiences, successes and challenges
- 11:30 a.m. Adjourn



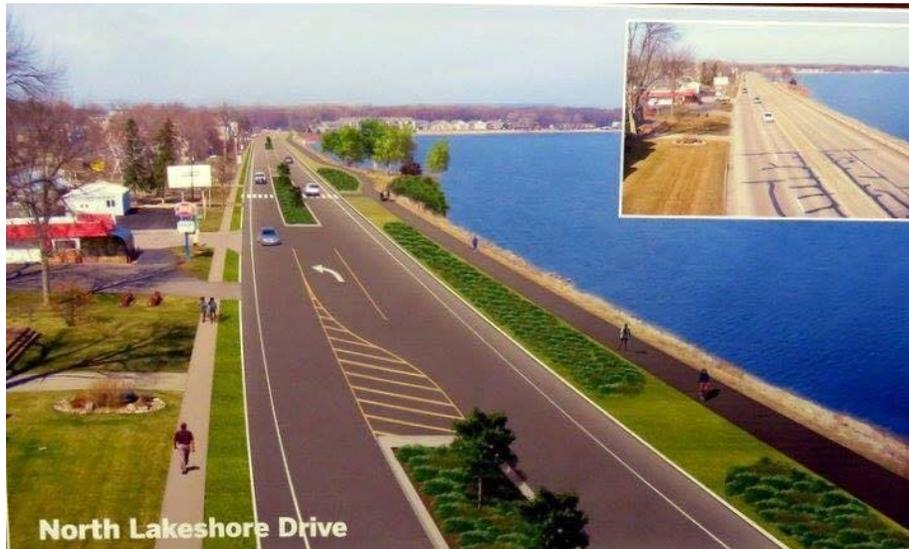
Active living wins and lessons learned

Wabasha County Statewide Health Improvement Partnership (SHIP)



City of Lake City

- ▶ 2014-Bike Repair Station
- ▶ 2015-[Lake City Community Bikes](#)
- ▶ 2017-Four-to-three-lane conversion or road diet
- ▶ 2018-[Bike Friendly Communities Resource Guide](#)



Lake City, Minnesota

Goodhue and Wabasha counties
Population Size: 4,980
Advocacy Group: Lake City Active Living Group

Situated near Lake Pepin, a widening of the Mississippi River, this town has always attracted water lovers, fishermen, and, more recently, bicyclists. Lake City hosts an annual bike ride, the Tour de Pepin, and boasts a significantly high percentage of people who bike to work.



Small, but mighty, bike share

Lake City is home to one of Minnesota's smallest bike shares. Public Health-sponsored Lake City Bike Share is a project of the local active living group who champions biking and walking in Lake City. Between April and October, you can rent the bikes for free from the local marina. This is a perfect example of creating projects that work well in your community. A small bike share is a perfect size for this city, and it's well used by tourists and residents alike.



Tip: Stay engaged with local transportation policy and meetings! Call your city council and advocate for a more livable community.

Advocacy in action: "3 for Me!"

Road rebuilding is an ideal time to make communities more livable and bikeable through lane conversions, like the four-to-three-lane conversion, often called a "road diet." This is an excellent infrastructure technique that increases safety for all bike users without impacting traffic flow.

In Spring 2017, Lake City's City Council was set to vote on a road diet for Highway 61, which cuts through the middle of downtown. The community mobilized both for and against the road diet. Community members in support of it crafted the "3 for Me!" campaign. BikeMN extended assistance with a letter of support and briefing paper, and provided testimony at the City Council meeting. After hearing from so many engaged community members, city staff, and BikeMN, the Council voted 5-2 to support road diet.



ship
statewide health
improvement partnership
WABASHA COUNTY

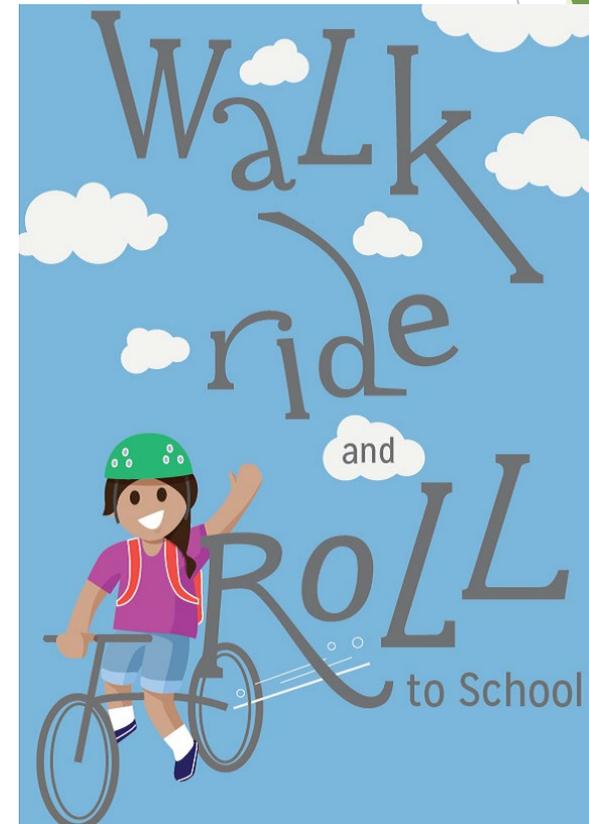
Great River Ridge Trail Committee

- ▶ 2015-Bike Repair station
- ▶ 2017-Trail Safety Signage



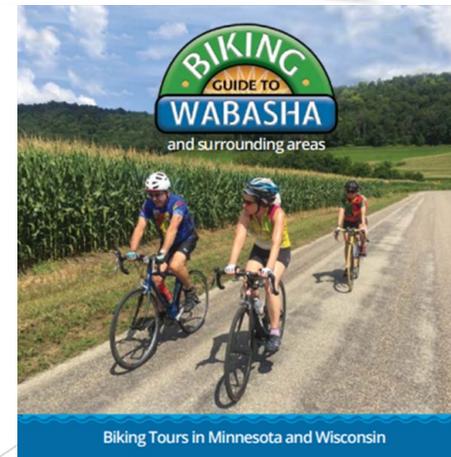
Zumbrota-Mazeppa School District

- ▶ 2017
 - ▶ Bike Alliance of Minnesota (BikeMN) SRTS Community Training
 - ▶ Walk! Bike! Fun! curriculum training
- ▶ 2018
 - ▶ SRTS Planning Assistance Grant
 - ▶ [SRTS Summary for Zumbrota](#)
 - ▶ [SRTS Summary for Mazeppa](#)
 - ▶ SHIP Collaboration with Goodhue County
 - ▶ Walk, Ride and Roll to School [maps for Zumbrota](#)
 - ▶ Walk, Ride and Roll to School [maps for Mazeppa](#)



Wabasha-Kellogg Area Walk/Bike Advocates

- ▶ 2018-Rapid Planning Workshop
- ▶ 2019-[Wabasha Public Bike Share](#)
- ▶ 2020-
 - ▶ [Biking Guide](#)
 - ▶ [Wabasha Active Living Interactive GIS Map](#)
 - ▶ [1, 3 and 5 mile bike/walk routes](#)
- ▶ 2022-
 - ▶ [Parks and Trails Plan](#)
 - ▶ [Kellogg-Wabasha Trail Feasibility Study](#)
- ▶ 2023-[Rural Community Transit Strategies: Building on, Expanding, and Enhancing Existing Assets and Programs](#)
- ▶ 2024-
 - ▶ River Trail Joint Power Agreement Drafted
 - ▶ River Trail Engineering Study Completed



Lake City Public Schools SRTS Team

- ▶ 2018-SRTS Academy Workshop
- ▶ 2020-SRTS Planning Assistance Grant
- ▶ 2021-SRTS Demonstration Project



Plainview-Elgin-Millville SRTS Team

► 2020-2024 Timeline



TIMELINE

Plainview-Elgin-Millville (PEM)
Safe Routes to School (SRTS)

2020

- **January**-City of Elgin SHIP contract 1 for engineering of a proposed sidewalk project (\$7,500).
- **June**-City of Elgin SHIP contract 2 for engineering of a proposed sidewalk project (\$5,500).
- **June**-City of Elgin applies for a Safe Routes Academy Workshop as part of the SHIP grant agreement.

2022

- SHIP hosts five PEM SRTS Team meetings.
- Worked with SHIP on a story for our [Fall News](#) and our [Wabasha County SHIP website](#).

Thank you for your efforts team.

2024

- **January**-SRTS small group meeting; planning for SRTS PA workshop #2.
- **February**-Receive SRTS draft plan from Alta and provided two weeks to share feedback.
- **May**-SRTS Demonstration Projects installed.
- **July**-Final PEM SRTS Plan submitted to the team



2021

- **March**-First SRTS Team meeting facilitated by SHIP Coordinator. 4 meetings in 2021. Agenda-SRT Workshop Academy is on hold due to COVID-19. What are next steps we can take?
- **May**-City of Plainview SHIP contracts for a Pedestrian Plan (\$16,500).
- **October**-Plainview Pedestrian Plan completed.
- **August**-Learn SRTS Workshop Academy is discontinued.

2023

- **January**-City of Plainview submits a SRTS Planning Assistance (PA) grant application.
- **February**-Receive award letter for SRTS PA Grant.
- **May**-SHIP facilitates final SRTS Team meeting before SRTS PA launches.
- **May**-City of Plainview submits SRTS Boost grant.
- **July**-Notification SRTS Boost grant was not awarded.
- **September**-SRTS PA launches with small group meetings and data collection.
- **October**-SRTS small group meetings and SRTS PA site visit.
- **December**-SRTS PA Rapid Planning Workshop.

SHIP is a state-based program that works at the local level to support healthier communities by expanding opportunities for active living, healthy eating, well-being and commercial tobacco-free living, thereby helping to reduce the leading causes of chronic disease.

Visit our [Wabasha County SHIP Website](#).



SAIL Level 4 Behavioral Program

- ▶ 2021
 - ▶ Walk! Bike! Fun! Training #1; three staff trained
- ▶ 2024
 - ▶ SRTS Boost Grant awarded for bike fleet
 - ▶ Walk! Bike! Fun! Training #2
 - ▶ Winter Olympics Implemented
- ▶ 2025
 - ▶ Submitted SRTS Boost Grant and was awarded!

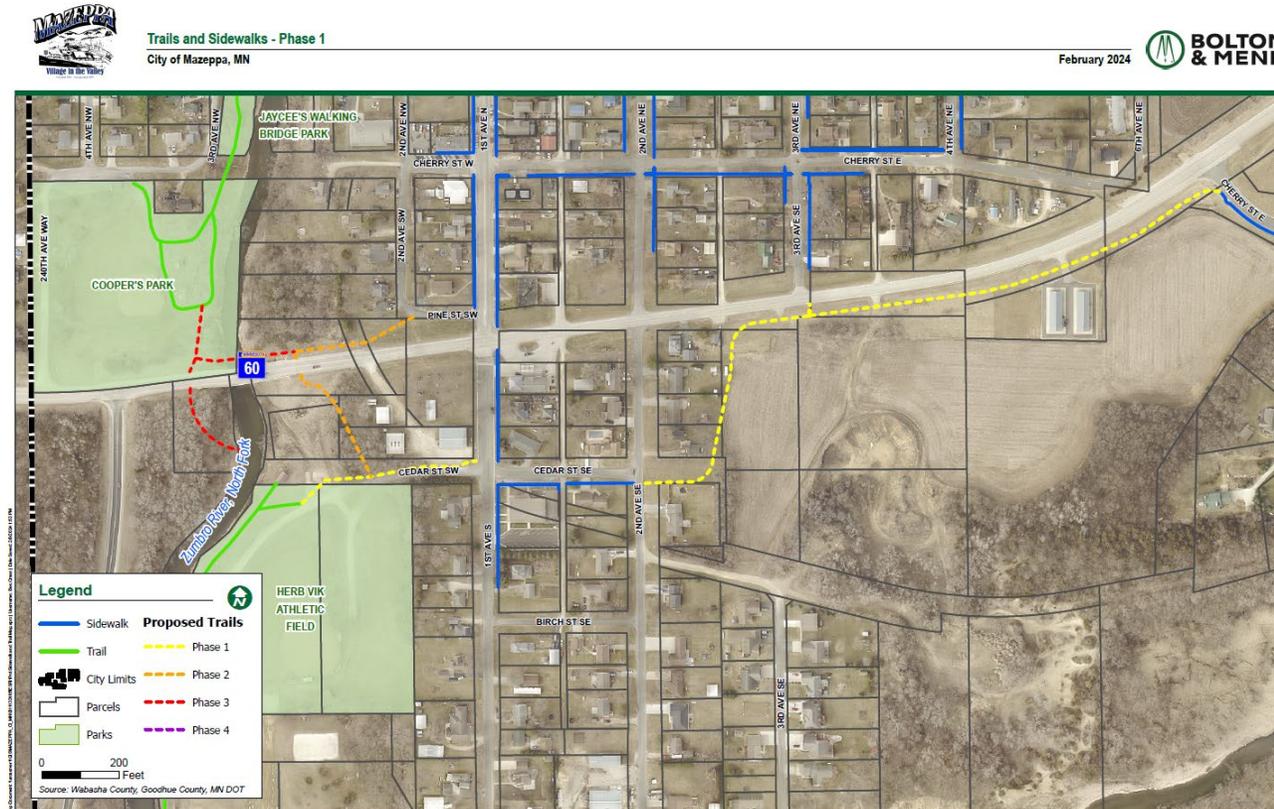


“SAIL is excited to share the 2025 SRTS BOOST Grant wealth with the other HVED programs as we anticipate combining in Winona, MN in December 2025. With our 2025 BOOST grant we will focus on purchasing a “mini-fleet” of adaptive bikes and trikes to better serve our students on the autism spectrum. Spring is fast approaching, and our students are ready to get riding again!” said special education teacher Wendy Haake

Mazeppa Trail Committee

► 2025-

- Future Trail Networking Plan
- Safe Route to School Infrastructure and Active Transportation grant applications submitted



Reach out your local SHIP contact

Thank you

Tina Moen, MS, ACSM EP-C, CHWC, LCI

Statewide Health Improvement Partnership Coordinator

Wabasha County Public Health Department

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<https://wabashacountyship.org/>



City of Hopkins

Incremental Changes Advancing a Community Vision for Active Living

March 28, 2025

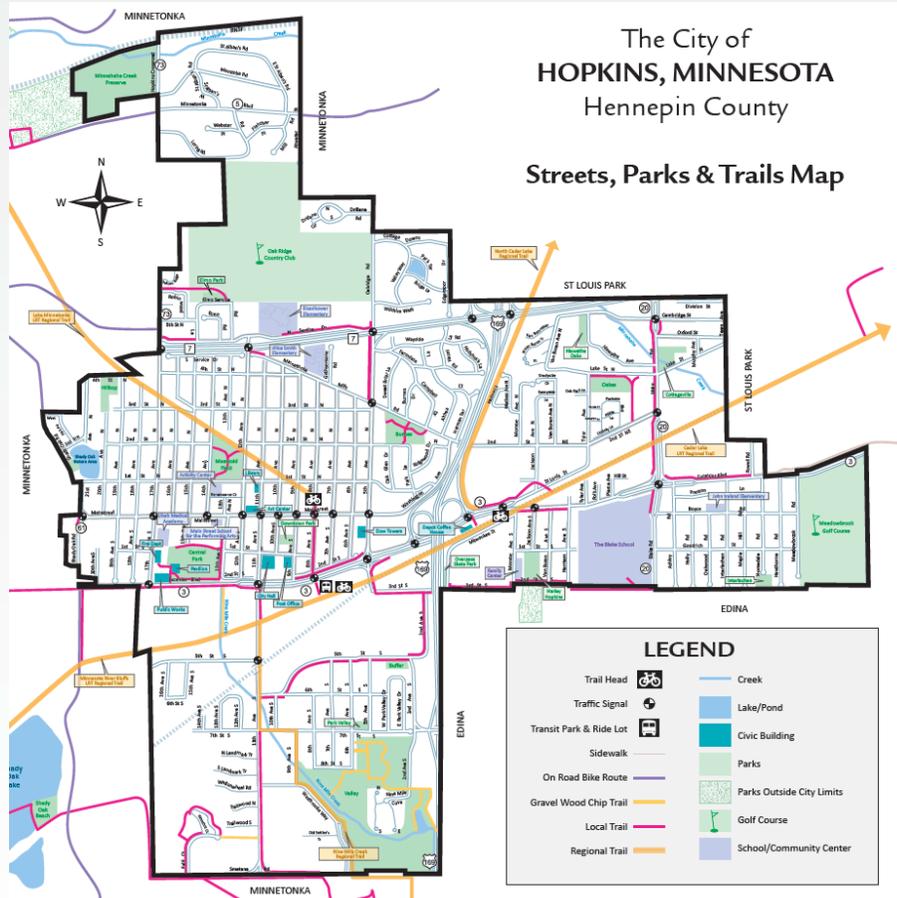
Kurt Howard, Planner

Presentation Overview

- Hopkins at a Glance
- Previous Progress on Bike Parking
- The Hopkins End-of-Trip Facilities Plan
 - Places to Lock Up
 - Places to Clean Up
 - Places to Tune Up
 - Branding and Wayfinding
- Broader recommendations



Hopkins at a Glance



- 4 square miles
- Fully developed
- Historic, compact, walkable street grid
- Located at the nexus of five regional trails





The Artery



- Completed in 2018
- Partnership with Hennepin County and Three Rivers Park District
- Filled a trail gap between MN River Bluffs Trail and Lake Minnetonka Trail
- Off-street cycle track and wide sidewalks
- Art installations



Previous Progress on Bike Parking





Emerging Diversity of Micromobility Devices





Hopkins End-of-Trip Facilities Plan

- \$15,000 grant award from Hennepin County's Active Living Technical Assistance Program
- Selected Toole Design through RFP process
- Scope of Work:
 - Inventory and evaluation of existing facilities
 - Community Engagement
 - Two pop-up events
 - Online and paper surveys for residents and businesses

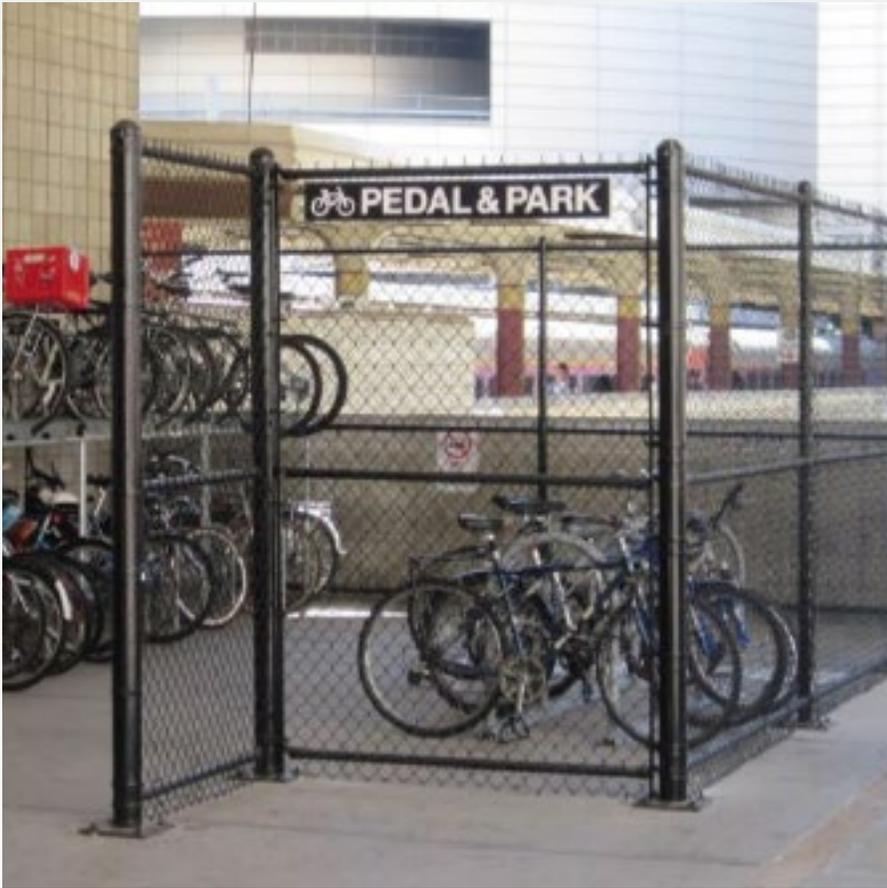


Places to Lock Up: Short-term

- Best for 2-6 hour visits
- Visibility is key
 - Delineation
 - Signage
- Eyes on the street as a security measure
- Racks mounted on rails preferred over surface mounted racks



Places to Lock Up: Long-term



- Best for visits of 2+ hours
- Physical security more important than visibility
- Access controlled with keys, smart cards etc.
- Protection from elements is key



Places to Lock Up: Additional Considerations

- Accessibility
- Electric Vehicles
 - Long-term facilities are well-suited for charging infrastructure
- Shared Mobility
 - Dedicated parking locations
- Special Events
 - High visibility
 - Distance from walking traffic and crowds





Places to Clean Up

Personal Lockers



Changing Rooms / Showers



Places to Tune Up

- Helpful to accommodate basic repairs
 - Bike pumps
 - Tire repair
 - Hanger arms
- Lighting is key
- Durable materials to withstand wear & tear
- Protection from elements important for users



Branding and Wayfinding

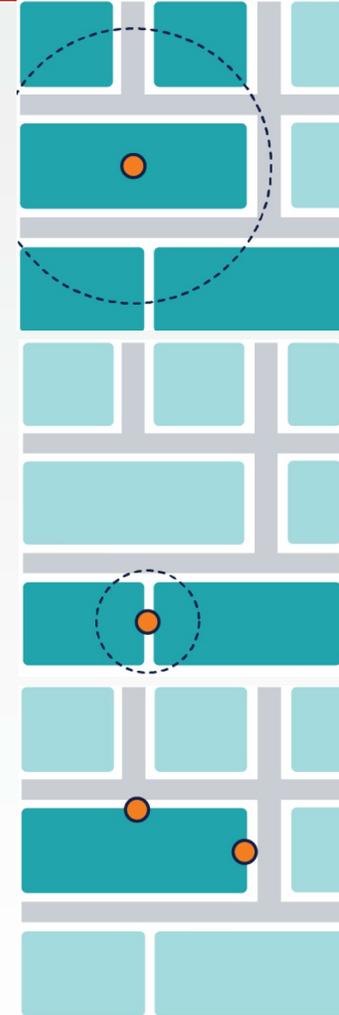


- Consistency
- Legibility from distance and in motion
- Simplicity
- Strategically located
- Instructional
 - Design for inexperience
 - Attract new and returning users alike



Broader Recommendations

- Diversity of facility types
 - E.g. active commuter hubs, mobility rooms, mobility nodes, visitor spaces
- Leveraging zoning and new development
- Cost opinions to inform implementation



Contact Info

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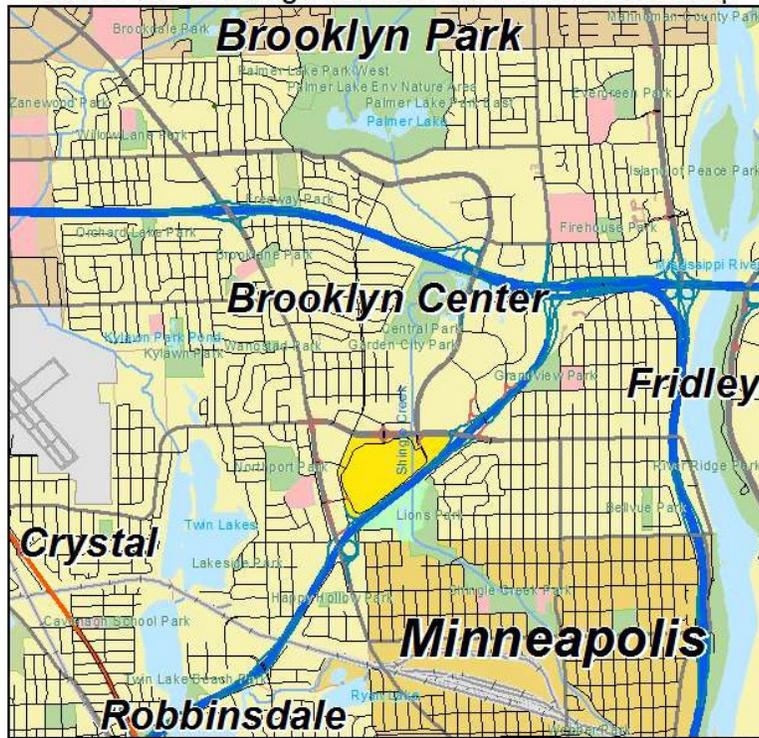




Slowing Down for a Safer Brooklyn Center: Speed Tables and Traffic Calming Solutions

Presented by Kory Andersen Wagner, AICP
Brooklyn Center Public Works Planner

Brooklyn Center, MN



What Is Traffic Calming?

- Reduces speeds and improves safety for pedestrians, cyclists, and drivers
- Enhance neighborhood livability and reduce cut-through traffic
- Common measures include speed bumps, speed tables, curb extensions, and roundabouts



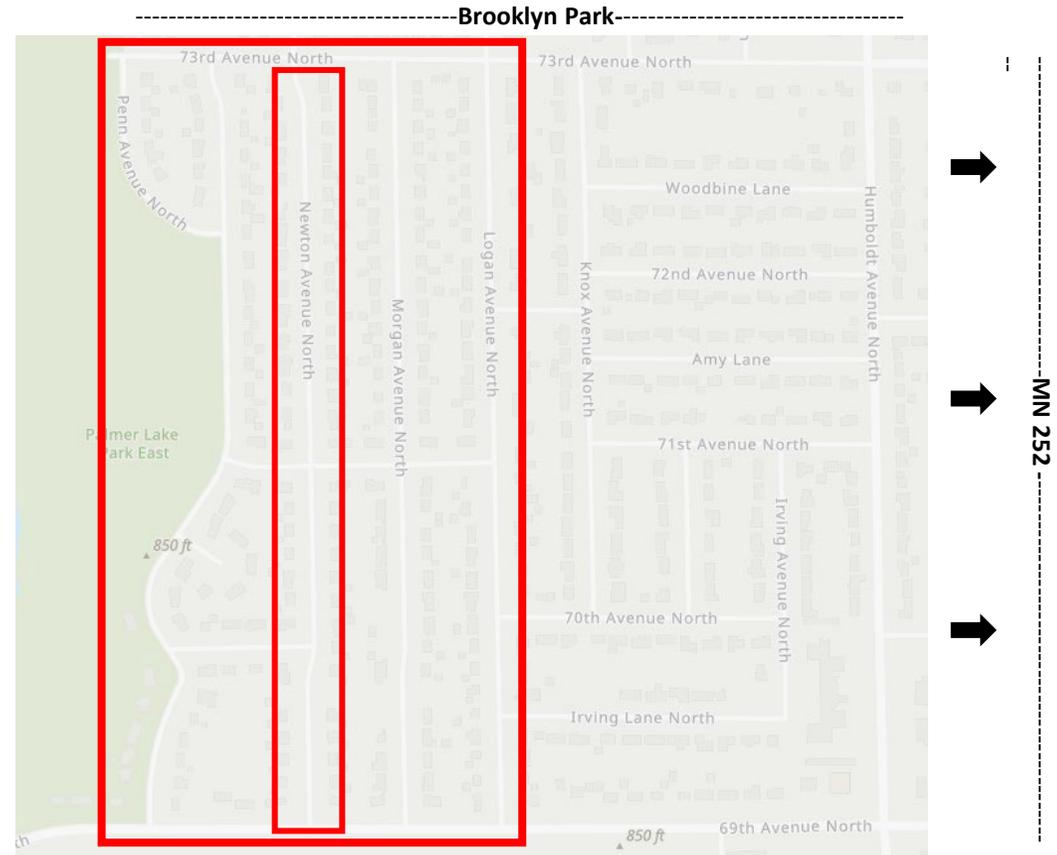
Delineated Posts

East Palmer Lake Neighborhood

Approached by East
Palmer Lake Neighbors
United in 2023

Concerns

- Speeding primarily on Newton Ave
- Pedestrian safety
- Cut-through traffic
- Pushing drivers onto parallel streets



East Palmer Lake Neighborhood

Pre-Intervention Results

- 85 percent of drivers were at or below 44 MPH
 - If working currently, this should be 85% at or below 30 MPH
- Nearly 1400 vehicles a day versus 500 or less on adjacent streets
- An average of 50 vehicles per day traveled 20 MPH over the speed limit
 - Minnesota Office of Traffic Safety “Aggressive Driving”
- Parallel streets had some speeding but not enough to warrant intervention



Active Living Grant & Vision

- In 2023, the City applied for an Active Living Grant to fund four temporary speed tables
- Building on our initial study, we aimed to test their effectiveness and develop a future Speed Table Strategy



2024 Traffic Calming Intervention

- Baseline Analysis:
 - Data collected on Newton, Morgan, Logan, and Oliver (Network Analysis)
- Treatments:
 - Delineated posts
 - Speed tables
- Concern:
 - Shifting traffic to parallel streets
- Public Engagement:
 - Postcards, sandwich board signs
 - East Palmer Lake Neighborhood Meeting



Devices Used



Results

From May to October 2024



Treatment Impacts

Delineated Posts:

- Daily Volume **-224 Vehicles**
 - (1362 to 1138)
- Speed **-7 MPH**
 - 85 percent of drivers at or below
 - (44 to 37 MPH)
- Drivers under 30 MPH **+5%**
 - (55% to 60%)
- Five Highest Vehicle Speeds **-9 MPH**
 - (90 MPH to 81 MPH)
- Reckless Driving **-53%**
 - (622 to 291 vehicles over two weeks)



Treatment Impacts

Speed Tables:

- Daily Volume **-570 Vehicles**
 - (1362 to 792)
- Speed **-14 MPH**
 - 85 percent of drivers at or below
 - (44 to 30 MPH)
- Drivers under 30 MPH **+36%**
 - (55% to 91%)
- Five Highest Vehicle Speeds **-40 MPH**
 - (90 MPH to 50 MPH)
- Reckless Driving **-98%**
 - (622 to 15) over two weeks



Summary



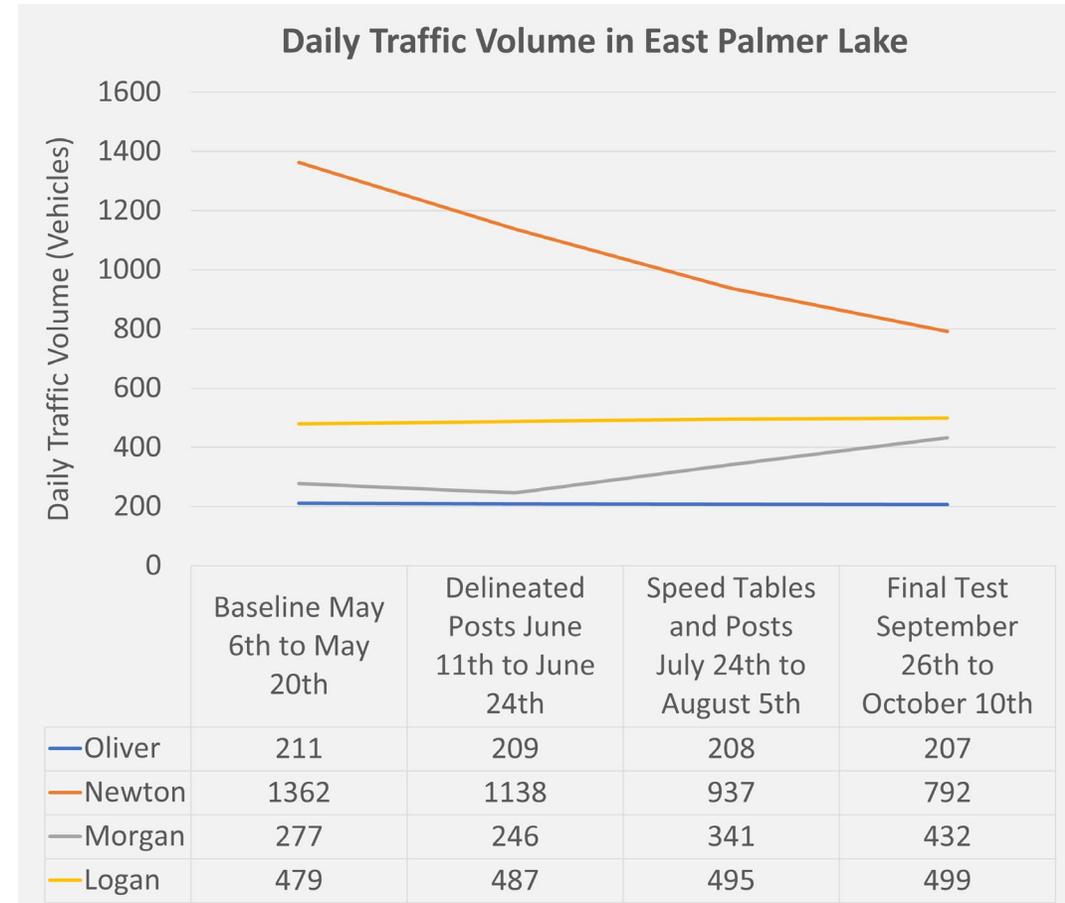
Traffic Volume

Change in Daily Volume (vehicles):

- Newton Ave **-570**
- Logan Ave **+20**
- Morgan Ave **+155**
- Oliver Ave **-4**

Total: -399 Vehicles

Nearly 400 vehicles left the neighborhood-----



Speeds

Change in Daily Speeds
(MPH):

- Newton Ave **-14**
- Logan Ave **-5 ***
- Morgan Ave **-3 ***
- Oliver Ave **-5 ***

** No traffic calming deployed*



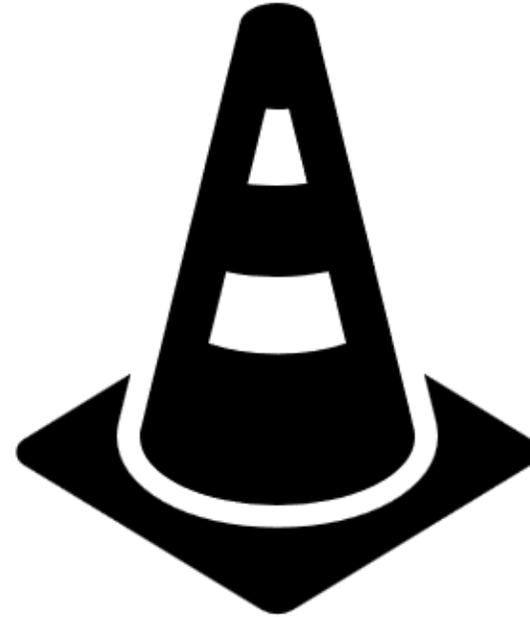
Reckless Driving

Change in Daily Reckless Drivers

- Newton Ave **30 to 1**
- Logan Ave **3 to 0**
- Morgan Ave **0 to 2**
- Oliver Ave **No change**

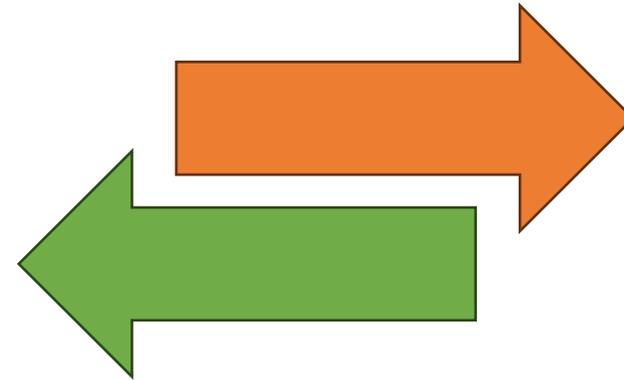
Total: -30 Drivers

Reminder, these are drivers going 50 MPH or more (The posted speed limit is 30 MPH)



Takeaways

- Speed Tables are effective at curbing traffic
- Staff need to be strategic using speed tables because they come with tradeoffs (plowing, unpredictable traffic shifts)
- Roadway narrowing can be effective, but more testing is necessary to prove the effectiveness
- More cost effective than policing



Speed Tables and Snow Plowing

----- One Day After Plow -----



Without Speed Table

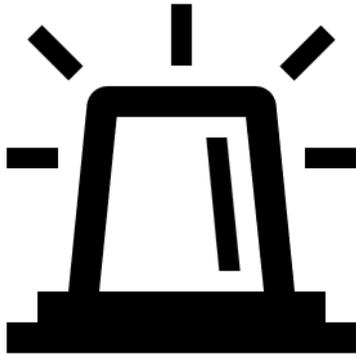


With Speed Table

Policing versus Traffic Calming

Policing

- 14 days of targeted enforcement cost
 - \$1,000 to \$5,000



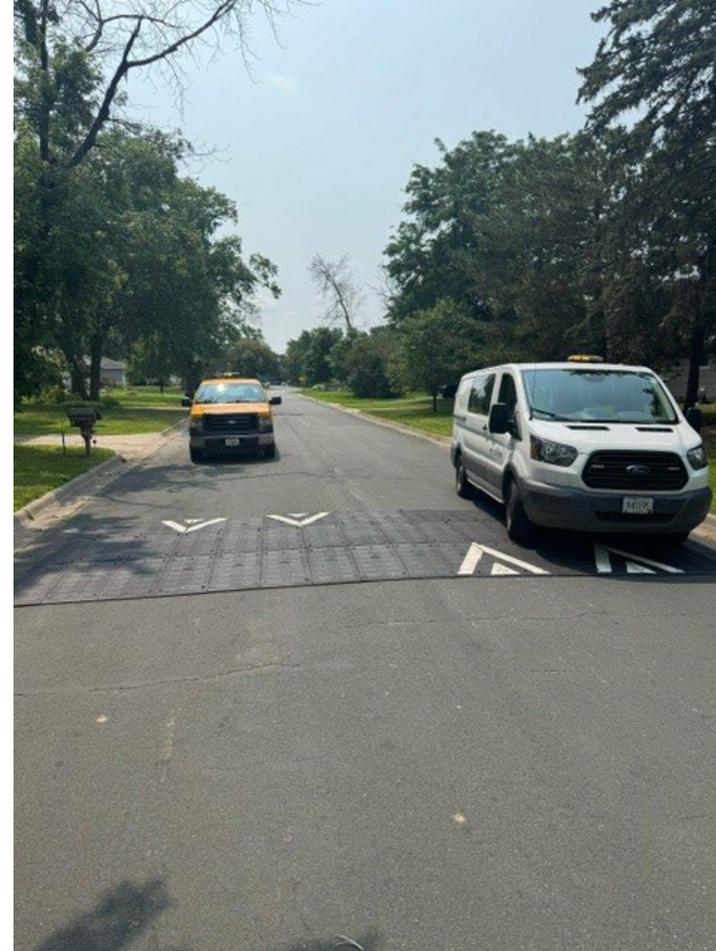
Infrastructure

- A single speed table costs
 - \$2,000 (in-house)
- A single pinch point costs
 - \$20,000



Recommendation

- Public Works staff will install permanent speed tables on Newton Ave in 2025
- Staff will continue to monitor if traffic patterns shift on parallel streets
 - Currently parallel streets do not meet the crash or speed standards to warrant speed tables



Draft Speed Table Strategy

- As part of the 2024 Summer work, staff developed a speed table strategy that aligns with peer cities
- Guidelines Require Speed Tables:
 - Uniform Traffic Control Devices (MUTCD) compliance
 - Local residential street, posted speed limit ≤ 30 mph, AADT $\leq 4,000$ vehicles
 - 85th percentile speed ≥ 10 mph over posted limit or Average of 3+ crashes per year
 - Not on a public transit route, not a Municipal State Aid (MSA) road, not on an emergency route (unless Fire/Police approve), other measures deemed unfeasible, approved by Public Works Director, and financially feasible



Draft Speed Table Strategy

- ***Exception to Speeding and Crash History Criteria***

- Location is in a school zone or next to a park
 - The Location must follow the same criteria of:
 - Not on a public transit route, not a Municipal State Aid (MSA), not on an emergency route (unless Fire/Police approve), other measures deemed unfeasible, approved by Public Works Director, and financially feasible
- Additional requirements:
 - 51% of property owners within 500 ft must support accepting reduced snowplowing quality in exchange for speed tables
 - **Petition must be approved by City Council**
 - In this scenario, we are going against best practice to install speed tables. We ask that Council makes the final decision on whether we carry this out



Next Steps

- Use the draft strategy for 2025
 - Evaluate effectiveness
- Adopt an official city speed table policy in 2026
- Another pilot project will be tested this Spring to Fall in the Grandview Neighborhood
 - Pilot neighborhood traffic circles



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Public Works Planner

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Community Investment Funding Opportunities

Laura Fredrick, Community and Economic Development, Hennepin County

March 28, 2025 Active Living Hennepin County



Available funds for Hennepin County Cities

Hennepin Planning Grants and Business District Initiative

- Spring funding round closed March 27
- Possible second round in fall if funds available
- \$200,000 available per year across both programs

Transit Oriented Communities

- Request for Applications (RFA) closed for 2025; next RFA anticipated in early 2026
- \$2.2 million available across TOC and TOC predevelopment assistance

Active Living Technical Assistance Program

- Funding information will be available later this year



Hennepin Planning Grants

Supporting planning efforts that shape land use and guide future development

- Compact, multi-use developments that support walking and biking
- Economic growth, increased prosperity and economic inclusion
- Climate change mitigation and climate resilience
- Improve access to housing, transportation, and destinations

Eligible applicants

- Cities, housing authorities, economic development authorities, port authorities, park districts, and watershed districts in Hennepin County

Hennepin Planning Grants

Types of projects

- Small area, master, or station area plan
- Area redevelopment and market feasibility studies
- Public realm concept plans
- District energy or storm water management plans

Available funding

- \$50,000 per project
 - City match required, depending on population
- Work with consulting firm from Hennepin Planning Grant consulting roster to develop innovative solutions for project

Business District Initiative

Investing in business districts & commercial nodes

- Promote compact, walkable environments
- Create a vibrant sense of place
- Highlight local community assets
- Support economic vitality
- Build connections to the locally-owned, independent small business ecosystem

Who can apply?

- Suburban Hennepin County cities and development authorities



Business District Initiative

Types of projects

- District-wide marketing
- Branding or wayfinding
- Streetscape improvements
- Business recruitment strategies
- Technical assistance across the district

Available funding

- Up to \$50,000
- Match not required



Recent Completed Projects

Business District Initiative

City of Osseo

- Downtown Marketing Campaign, 2021

City of Bloomington

- Small Business Development Center, 2022

Hennepin Planning Grant

City of Excelsior

- South Water Street Small Area Plan, 2023

City of Golden Valley

- Downtown Public Realm Framework, 2023

City of Medina

- Uptown Hamel Redevelopment Study, 2021



Transit Oriented Communities

- Invests in projects that foster **walkable, mixed-use, human-centered** communities that leverage transit service
- Supports **hard construction costs** of transit-oriented development real estate projects and public infrastructure soon to get underway
- Approximately \$2.2M available annually, pending board approval
- 2025 Request for Applications (RFA) has closed for the year

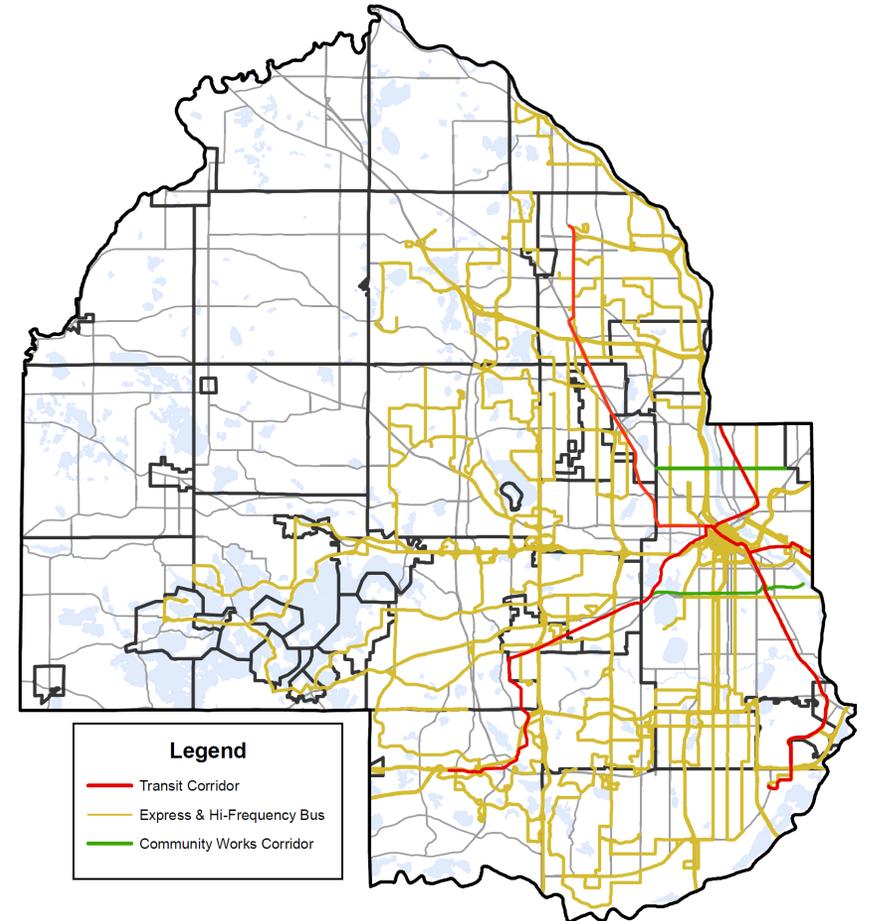


The Artery, Hopkins

TOC – Eligibility Requirements

- Local government, developer, community-based organization doing development
- Within a municipally-designated redevelopment area
- Funded activities must be completed within 30 months of award
- Within the:
 - 10 min walkshed of LRT & BRT
 - 10 min walkshed of express bus
 - 5 min walkshed of high-frequency local bus

See *Eligible Areas Map* at www.hennepin.us/tod



TOC – Eligible Projects

- **Real estate development/redevelopment**, including new construction and substantial renovation of housing, mixed-use, and/or commercial projects
 - Only hard construction costs are eligible
- **Comprehensive public infrastructure** by local government agencies independent of individual development projects
 - *Ex. new streets increasing connectivity, district stormwater or energy systems, streetscaping*
- **Strategic site acquisition** by local government agencies to preserve land for future transit-oriented development



Opportunity Site Phase I, Brooklyn Center

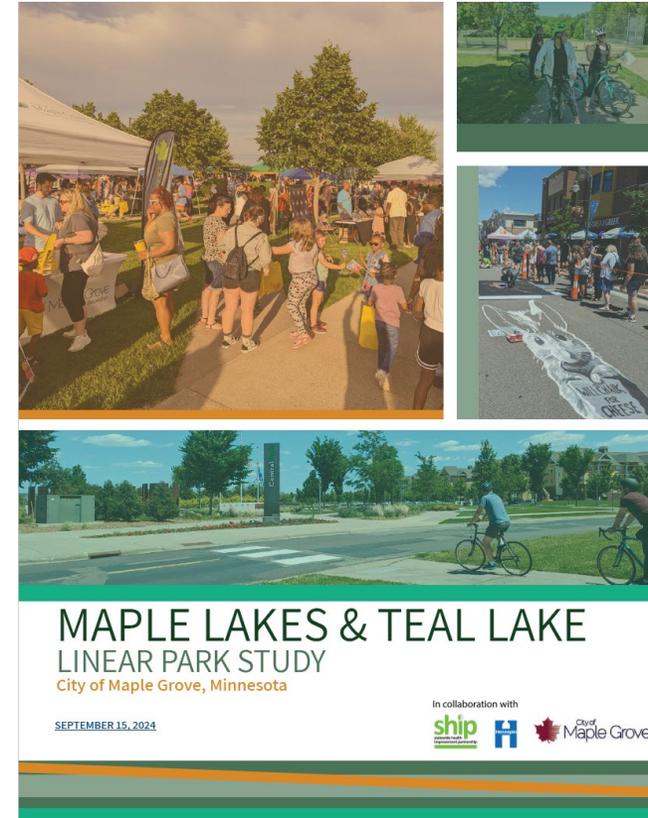
Active Living Technical Assistance Program

Assists municipalities and other local agencies within the Hennepin County's Public Health jurisdiction with activities that improve accessibility, quality of life, and health outcomes in Hennepin County.

Eligible activities must support walkable and bikeable community destinations, focusing on the **routes** to the destinations or the **destinations** themselves.

Projects should prioritize the needs of residents most likely to experience health disparities, including low-income residents, communities of color and indigenous people, seniors, young people, and people with disabilities.

Stay tuned for information about opportunities in 2025-2026, pending new SHIP 6.0 guidance



Linear Park Study, Maple Grove 2024

Questions:

HPG and BDI: Laura Fredrick
Laura.Fredrick@Hennepin.us

Transit Oriented Communities: Zack Avre
Zack.Avre@Hennepin.us

Active Living / Healthy Communities: Denise Engen
Denise.Engen@Hennepin.us



Q&A

What are your questions for the presenters?



Sharing success stories, challenges, and concerns

- Does your city /organization have challenges with different parties being at different levels of readiness and knowledge with this work? How are you addressing this gap and building buy-in?
- Has this work changed public and other stakeholder awareness or support for active living (activities, policies or facilities)?
- What is working well? Where can you use help?





Hennepin County Active Living

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Robb Luckow, Robert.Luckow@hennepin.us



**Hennepin County
Active Living**
A collaboration of

