

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, September 19, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting and HC Government Center

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- ✓ Billy Binder, Dist. 2
- ✓ Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Courtney Costigan, Dist. 5
- ✓ Bob Byers, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Lee Newman, Dist. 7

Ex-Officio Members:

- ✓ Jordan Kocak, HC Public Works
- ✓ Dan Patterson, HC Public Works
- ✓ Michael Samuelson, MnDOT
- ✓ Eric Bauer, U of M

Guests:

- ✓ Trey Joiner, Minneapolis
- ✓ Forrest Hardy, Minneapolis
- ✓ Julie Jones
- ✓ KC Atkins, HC Public Works
- ✓ Andrew Schmitz

Notes

- **Approval of the August 2022 minutes** **4:02 – 4:04**
 - Laura Mitchell moved to approve August 2022 minutes; Jay Eidsness seconded. The minutes were adopted by voice vote.

- **Phillips Traffic Safety** **4:05 – 4:25**
 - Trey Joiner from Minneapolis introduced himself, Forrest Hardy and Andrew Schmitz. Joiner is leaving the city after this week. Stantec working with them and Soren Jensen from the Midtown Greenway Coalition.
 - The project web site is <https://www.minneapolismn.gov/government/projects/phillips/>
 - Three high injury streets, 24th, 26th 28th. The city got regional solicitation funding to improve them, along with other city funds.
 - Improve up to five intersections and linear improvements along 24th St. There will be safe routes to schools improvements to Anderson United School and improvements on 28th and 26th as they are identified.



- The project started in 2021; first phase 24th St. E. and second on 26th and 28th. We have 15 percent concepts for 24th and are working on 26th and 28th. Detailed engineering in 2023; Construction in 2024.
- Considering medians, curb-protected bike lanes; bumpouts, flashing beacons, chicanes.
- Engagement over the past year, starting summer 2021. Reached out to a lot of communities in Phillips, perhaps the most diverse neighborhood in the city. Worked with many communities speaking many languages, including by contracting with the Midtown Greenway Coalition for community liaisons.
- They're high injury streets with high speeds.
- Comments on 26th and 28th had comments about speed and wrong-way driving. 24th included comments on parking and parking in the bike lane.
- Other safety improvements in the area include Bloomington and 28th, Park and Portland at 28th. Included traffic circle on 25th this year.
- Been to community events for 24th, including block parties, violence prevention event, pop-ups.
- 24th Crashes: 23 ped crashes and 8 bike between Cedar and 35 2011-2020; 24th to 11 4 ped or bike.
- 24th existing conditions; estimated 460 peds/day and 230 bikes/day
- 24th speed limit is 25; 31 percent were measured speeding. 85th percentile is 28.5 miles per hour.
- 24th speeding is more likely near Park and Portland and near Cedar.
- 24th has complaints about cars parking in bike lane, at Village Marketplace.
- Bike lanes on 24th do not meet state or local All Ages and Abilities guidance for bikeway design.
- Lots of pedestrian crossings of 24th between Elliot and 11th.
- Would need to remove motor vehicle parking on 24th, but there's room on side streets.
- Not yet ready to share concepts but will return before an open house later this fall.
- Phase IIB conceptual work will start later this fall.
- Laura Mitchell: How often is Bike Lane Uprising is used for data on projects. Trey Joiner: We knew it was an issue, so we knew it was out there on this project.
- Jordan Kocak: Can you say anything specifically about Park, Portland or Cedar? Trey Joiner: We got a lot of comments on Cedar, especially around speeding and crossing. It would be difficult to get an All Ages and Abilities facilities without major changes. Something like an off-street trail that would require some changes. For Park and Portland, in our 15 percent concept, we're pretty consistent with the county's application for regional solicitation funding, with bumpouts.
- Tammy McLemore: The volume is about 5,000 or 5,600 cars and with speeding near Park and Portland. Is there discussion around a speed bump or something else to bring speeds down? Trey Joiner: Throughout our concept on 24th we're periodically doing chicanes with the bikeways and with protected intersections along with removing parking. That shift should help. Near Park and Portland we don't have space for chicanes, just to narrow the road and crossing distance. It'll appear more tight and difficult to speed on.
- Tammy McLemore: There will be the fall open house, other than presenting a concept, what other types of activities will you have? Trey Joiner: We're contracting with the Midtown Greenway Coalition plus community specialists with the Hispanic, Native

American and Somali communities. The plan is to have a main open house with design options and some focus groups.

- Jordan Kocak: Is there a future point where this project would come back to the committee, particularly at the county road intersections? Trey Joiner: Yes, at some point.

- **Complete streets policy update**

4:25 – 4:56

- KC Atkins from Hennepin County Transportation Planning introduced herself and the Complete and Green Streets Policy.
- The effort refines the county's transportation vision; develop a modal hierarchy; incorporation green streets; align with climate action plan, disparity reduction, comprehensive plan.
- Met with cities, agencies, businesses and other parts of Hennepin County.
- Example of modal hierarchy from Minneapolis: Walking, rolling; biking, transit; driving, freight.
- MnDOT just released their new complete streets policy, which includes a hierarchy. They're going to launch it more publicly in October.
- MnDOT's includes a typology that acknowledges they need to work with the existing contexts.
- We're debating where to include green infrastructure in a modal hierarchy.
- We've heard from stakeholders the importance of engagement, crossing roads and context sensitivity.
- Ideas for transportation vision? Ideas around hierarchies for the county?
- Courtney Costigan: Everything you said makes sense, but you were moving pretty quickly, so I'm not tracking exactly. Can you go back to the question about the modal hierarchy, what you're proposing versus MnDOT? KC Atkins: When it comes to the hierarchy and the transportation vision, we don't have a draft yet. We're still figuring it out and wanted to come to you first and get ideas whether this makes sense and to react to what MnDOT's come up with. From KC's slides: MnDOT's considerations in creating the hierarchy, they considered: Jurisdiction; Functional class; safety and user priorities; freight, transit, maintenance and operations; project types; design guidance and state aid rules.
- Jenny Ackerson: Understanding that it's a policy document, a lot of policy documents lead to design guidance whether description or topological; is there an engagement aspect possible in this document? Working in transit, it'd be great to see how transit is addressed here. Every transit user is also a pedestrian or a bicycle rider. KC Atkins: I think we're open to that. We do have a policy on engagement on mill and overlays. Once a project is identified, we engage internally, with cities and residents on what the configuration will be. On reconstructs we go more in-depth.
- Jay Eidsness: The urban core, urban resident and so on typologies; what's the basis for those distinctions? KC Atkins: As far as I know MnDOT does not have a map. A lot of it is functional classification, speed. Michael Samuelson: MnDOT put out a memo a few years ago talking about these contexts. There's not a map that defines things by land use. It's more of a description of what these land uses look like and the complete streets policy refers to these as a starting point. The MnDOT guidance is meant to be a starting point and there's flexibility built in. It's not prescriptive and designers aren't necessarily bound to a specific course of action.

- Jay Eidsness: Does the county use these descriptors elsewhere in its work or is it just for this? KC Atkins: We're looking at MnDOT's descriptions just now. Michael Samuelson: It's used in other ways as well and predates the complete streets policy update. Jay Eidsness: It sounds like there's flexibility; these images show designations of high, medium, low priority, but that could change on individual characteristics. Is that right? Michael Samuelson: From MnDOT's perspective, yes, there is flexibility on individual projects.
- KC Atkins: We're hearing from stakeholders there is a desire for that flexibility. It allows the designer to work with community starting from the typology to design something that works for the context.
- Lou Miranda: Could you provide the slide deck so we can digest it more and not have to react on the spot? KC Atkins: Yes, we can do that. On the hierarchy, we're going to have tough conversations.
- Jordan Kocak: Ideas for the transportation vision, are people aware of other overlapping county policies, like accessibility, climate action, bicycling, pedestrian plan. KC Atkins: Yes, those and Toward Zero Deaths.
- Tammy McLemore: How is the process going to work and where is our input going to go? KC Atkins: We've had seven meetings and are going to update our commissioners. We're looking at whether we've had good engagement and we'll consider whether we need to go out for general public comment. We're working toward policy adoption early next year. Over the next two months we'll be working on the transportation vision and hierarchy. Tammy McLemore: Was there anything before that modeled a vision? KC Atkins: Yes, we have a complete streets policy from 2009. We also have a vision from our 2040 transportation plan.
- Greg Anderson volunteered to help draft a resolution for the complete streets policy. Tammy McLemore also volunteered.
- Tammy McLemore: Funding is a factor? KC Atkins: The policy sort of indirectly affects funding, it more comes from safety, asset management, pavement condition.

- **Olson Memorial Highway demonstration project**

4:56 – 5:34

- Michael Samuelson: I was here in August talking about Olson, but didn't have a formal presentation on it. I've come back this month with a more formal presentation. Some will be repeating what we talked about last month, but with figures and photos.
- The project is in north Minneapolis between Bryant and Thomas avenues.
- 20,000 vehicles a day. Parallels I-394.
- Corridor was slated for light rail transit and we did lots of engagement seven or eight years ago on what community members wanted, what needs and concerns were. Based on that, we planned on a bike trail on the north side, sidewalks, signal improvements and crossing improvements. But due to railroad issues LRT got rerouted.
- The needs are still there without the LRT project, so we're looking to address them.
- Basset Creek tunnel project going on now between Bryant and Van White. Because Olson was slated for closure for this project this fall, we got to looking at how we can address pedestrian and bike issues.
- Added bollards, paint and restriped from three lanes to two lanes in each direction. Fewer vehicle lanes leads to lower speeds, bollards improve sightlines and makes pedestrians more visible while also slowing turning traffic.

- There have been questions on why bike lanes weren't provided. Working with the city and Metro Transit, we knew we needed a bus pullout along three locations. That would require motor vehicle/bikes mixing. Average speed for motor vehicles is about 45 miles an hour, while bikes are moving 5 to 15 miles an hour. The likelihood for someone biking getting hit at that speed dying is quite a bit higher. MnDOT is still committed to providing a bike facility on this corridor; we just didn't do it as part of this project.
- Michael Samuelson showed photos of the project with bollards narrowing each direction to two lanes from three.
- Anecdotally, I've been out there and typically you see bollards getting beaten up. Fortunately I haven't seen that. The bollards are intact and people seem to understand where they need to be.
- We restriped all MnDOT-maintained crosswalks on the corridor.
- Next for Olson: Accessibility improvements with sidewalk replacement and ramps in 2023; planning studies kicking off this year with a community advisory group, whose details I will share with Jordan; study with Metro Transit on transit service on 55 going out to Plymouth or Medina; 2027 planned roadway project.
- This year's project will be removed before winter due to maintenance and drainage difficulties.
- Billy Binder: I do think when we went from six to four and you left turns on Penn and Van White, you didn't improve crossings for pedestrians. That's a missed opportunity. I suggested putting bike lanes in the unused lane. When you have a free right, vehicles use it and make that turn as if they're entitled and they don't care about looking for pedestrians. I still think you should have bike lanes in the full section all the way west and east. Michael Samuelson: The reason for those turn lanes is transit service, to get buses to the stops. It's not because of modeling. You're right, vehicles can use them, but they're there because of transit. Billy Binder: I question that. I think the buses should stop on the right lane and load the transit in-lane as a two-lane street and not a three-lane street. The three lanes make it much more difficult to cross and does nothing to slow traffic.
- Haley Foydel: Is there anything you can share about the 2027 plans. Is there talk about bike lanes or dedicated bus lanes or any pedestrian improvements like lighting or painted crosswalks? Michael Samuelson: The committee that's coming later this year will help scope that project. We've identified some high-level needs and looked at asset condition. We know this street is very old and a lot of the assets need to be replaced. But in terms of bus lane or bike lane or how many lanes, that's going to be worked through in this study. Haley Foydel: Do you anticipate beyond the ADA improvements next year, do you anticipate any other work between now and 2027? Michael Samuelson: Between now and 2027 we're continuing to engage the community and collect data to inform decisions in the interim period and feed into the larger planning study.
- Jenny Ackerson: I sit on this committee as a resident, but I also work at Metro Transit, so I wanted to talk about the Metro Transit facility angle. We stop in the turn lane rather than the other lane. We really want people to access buses at the curb height and not get out into the street in a temporary condition. The current layout is not desirable, but we expect we'll build out the bus rapid transit stations. Was speed reduction for pedestrian safety considered here for 2023 or 2027? Michael: Speed reduction definitely is a huge priority for us on this project and more generally on our urban arterials. The decision to go three lanes to two lanes in each direction was part of that and we're still collecting that data.

We want to be driven by technical data and what we hear back from residents. What exactly goes in in the interim period, it's too soon to say. If what went in is well received and achieved goals around pedestrian safety and speed reduction, we can repeat it or make adjustments.

- Gilbert Odonkor: Looking at 2027, my concern is the safety and speed on 55. As someone who drives it, bringing speeds down is not a desirable thing. There might be a little bit of give to get bikes here. Michael Samuelson: There are multiple considerations as always. On speeds, the average is about 45 miles per hour while posted speed limit is 40 miles per hour. There have been several severe and fatal crashes, and there's a correlation between high speed and bad safety outcomes.
- Billy Binder: Cars are moving too fast at 45, not slowing them down to get bikes onto 55 is abdicating responsibility; it's like you're giving up so traffic can continue going 45 miles per hour. I want to see more. I'm not satisfied.
- Greg Anderson: Why 2027, why so far off? Is it a funding thing? Michael Samuelson: MnDOT has a 10-year process where we put projects into a funding program, then four years out where projects get much better defined. In the 10-year process we identify corridors but don't quite say what's going to happen. Four years out we better define what's going into those projects. Now is really the time we're moving projects from the 10-year list to the four-year list and Olson is part of that. For a while Olson wasn't on the project list because the transit project was coming. Once we had clarification transit wasn't coming, we moved it toward the four-year process.
- Haley Foydel: With potentially another demonstration project next year, where or how will you soliciting community feedback from the current project going into that? Michael Samuelson: We have an online survey, I think we've gotten 150 comments as of a week ago. We've been attending community events and meetings. Last week we started on-bus surveys and surveys at stations. There's going to be door-knocking, either already started or starting soon. We also have decals placed on the corridor on sidewalks that direct people to complete a survey. A combination of trying to meet people where they are and word of mouth. Tammy McLemore: What about footwork, reaching people who don't use technology so much. Michael Samuelson: Hopefully door-knocking will help with that, but I'll take that back to our community engagement lead.
- Tammy McLemore: Is there a way to have temporary lights to flash for people trying to cross between now and 2027? Michael Samuelson: I can take that back and talk with our partners about that. Some of these things require city agreement as well. As we go through the process and consider options, it may allow us to start implementing things in a quicker fashion that gets us toward our goals.

- **Member Announcements**

5:34 – 5:43

- Jordan Kocak: I've been working with John Mark Lucas from the University on a meeting next month and a bike ride afterward. He led a tour during a recent conference, so it would repeat that and look at some infrastructure that helped the U get Platinum level Bicycle Friendly University status. I will still try to have a hybrid option, but try to attend if you can for the ride. It's October 17.
- Jordan Kocak: There was an evaluation process subcommittee meeting scheduled for this Thursday, but Bob Byers would like to cancel it. So no subcommittee meeting this week.

- Haley Foydel: I work with an organization that puts on Open Streets. Minnehaha Open Streets Lake to 46h on Oct. 1. We're always looking for volunteers, especially to close it in the morning and open it in the evening. Go to openstreetsmpls.org/volunteer. Or stop by; I'll be there, Metro Transit will be there, people from the county will be there.

- **Adjournment**

5:43

- Jay Eidsness moved to adjourn the meeting and Lee Newman seconded. The meeting adjourned at 5:43 p.m.

Next meeting:

October 17 | 4 – 6 p.m.

TSB-3-331 Executive Meeting Room Parking & Transportation Services 511 Washington Ave. SE, 300
Transportation & Safety Bldg., Minneapolis