

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, June 27, 2022

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call meeting

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
- ✓ Sneha Arunkumar, HC Public Works
- ✓ Arman Rajaeian, Metro Transit

Guests:

- ✓ Cody Christianson, Hennepin County
- ✓ Josh Potter, Hennepin County
- ✓ Ross Tillman, Hennepin County
- ✓ Jason Staebell, Hennepin County
- ✓ Aaron E, MNDoT
- ✓ Kelsey Fogt, City of Minneapolis
- ✓ Emily Buell, Hennepin County
- ✓ James Weatherly, Hennepin County
- ✓ Elissa Schufman, Minneapolis BAC

Notes

- **Approval of the May 2022 minutes** **4:00 – 4:03**
 - Billy Binder moved to approve May 2022 minutes; Lou Dzierzak seconded. Voting was unanimous for approving minutes.

- **Hennepin and First roadway improvements** **4:03 – 4:35**
 - Josh Potter and Ross Tillman shared roadway improvements on a project with Hennepin Ave and 1st Ave in downtown.
 - The first meeting with the ATC was in Oct 2020 introducing project, second meeting with concept alternative, now returning with recommended concepts for feedback.
 - Project background
 - Received 5.5 mill funding in 2018 for FY 2023
 - More mobility options, accessibility ADA improvements
 - Traffic signal updates
 - Retrofitting is the goal, not a whole reconstruction



- Touch the areas they must for efficiency
- Project schedule
 - Taken to city council for approvals starting in July
 - Planning throughout 2020-2022
 - Design throughout 2022-2023
 - One year of construction
- Existing Design
 - 3 travel lanes
 - 2 parking lanes
 - Corridor is block to block
 - No bike facility
- Recommended concept
 - 2 general purpose travel lanes
 - 1 transit priority lane
 - 1 parking lane
 - 1 protected biking lane
 - Improved transit stops
 - Curb extensions
 - Free right removals
 - Ada improvements
 - Two e line stops in this corridor, but many local stops being enhances
 - Prevalent curb extensions
 - Renderings showed these concepts visually
- Triangle concept: at 5th central and Hennepin, render of that shown as well
 - Cutting 5th St off for vehicle access
 - Bikes and peds can still cross in a separate lane, setting aside space for greening
- Cody Christianson walked through layout of both corridors, starting from the left side, highlighting design changes
 - Transit priority lane highlighted on aerial map, NPRBC, north and south bike connection along Main St, taking advantage of excess width created previously
 - Minimize curb radii to slow down turning vehicles
 - Protected intersection corner for bikes- creating
 - Adding 5ft sidewalk btw main and 2nd, using space while retaining trees on side
 - Coordinating bikeway and bus stops, as well as fitting in BRT stations
 - Trying to keep the bikeway as consistent as possible, along the sidewalk
 - The design conclusion will work on delineating these lanes
 - 4th St to 5th St: working with Hencen development to fit in bus stops and maintain bikeway design
 - Triangle: protected intersection corner, after central the transit only lane drops, and there becomes limited space to work with
 - Extending pedestrian intersection corners at each street,
 - Turning a striped median into hardened concrete to keep vehicle directions separated
 - Continuing into 1st, still doing protected intersection corners, so that bikes and pedestrians can cross

- Green storm water infrastructure- GSI opportunities with passive, greening, infiltration symbols
- Jenny Ackerson raised hand to point out Hennepin Ave where it curves, saw there was new connections to the next street, noticed new places to cross, wondering if those were going to be made clear and legible. Josh answered that the county does not currently mark stop-controlled crossings.
- Haley raised hand to follow up on the crosswalks, asking about accessibility and making people aware of people crossing, specifically with painted crosswalks- why is it not a practice currently. Josh said we only identified this corridor recently, historically the practice has been done for a long time, not sure of the reasons behind that.
- Contentions to removing parking mentioned, Ross answered that they are meeting with local business on the area, making people are aware of the options at the time, 17% loss in parking from looking at Hennepin and 1st, noting their transparency. Greg pointing out possible signing to parking elsewhere as a solution.
- Jay Eidsness referred to the triangle diagram wondering about a traffic light there to signal vehicles for peds to cross, to alert them to go, or some sort of stop light at that triangle crosswalk. Ross replies that it will be signalized with a signal pole in the corner, there were no poles on the rendering.
- Billy raised to compliment the team, and to approve moving forward with the project.
- Jordan brought up that this is the last time the project comes to the committee if ATC wanted to pass a resolution at this time. Talk in person about a draft resolution to come about in July.

- **Hi/ Lake intersection improvements**

4:36 – 4:51

- Jason Staebell, Hennepin County – project update
- Jason Staebell came to introduce project update for Hi-Lake interchange, with Aaron E from MNDOT and Kelsey Fogt from City of Minneapolis.
- Hiawatha and Lake St- MNDOT leading design, the City of Minneapolis is giving input on design, metro transit has future light rail to run on Lake St.
- Project history
 - Based on studies done in 2016 and 2019 respectively
 - Understanding how the intersection can be improved for peds, turning the interchange into a tight diamond, two intersections on sides of the bridge,
 - Partnering to figure out what projects could come about
 - Getting fed funding for the project in 2020, metro transit b-line planned for hi lake
- Project goals
 - Increased safety
 - Improve connectivity for access for people across neighborhoods
 - Support climate friendly transportations
- Start of design work was in late 2020, planning for layout in August 2022, final plans in October 2023, Letting in Feb 2024, and construction set for 2024.
- Existing design: Big sweeping turns for vehicles, lots of crossing for peds not safe

- 22nd Ave to Snelling Ave: Planning for new signal for southbound ramps and northbound ramps, and

Trying to keep south line curve as is, pulling the road in and narrowing lanes south, adding space on the northside for a BRT station, proposing to put a trail connection on the west side, to continue onto the target on the Snelling side, hope in the future for further extensions, north south connection with Hiawatha trails

- Trying to get green medians, and green Blvd., that have sun exposure, trying to find places despite being under the bridge
- Last time coming to the committee for review, next in august
- Questions:
 - Jenny asked about the crossing with concrete median, is there time for refuge there, Jason responded there isn't time for refuge, but showed areas where that could happen.
 - Greg Anderson asked about lighting improvements, Jason said they are looking for lighting and what that should look like with a landscape architect.
 - Jordan mentioned connecting with District 4 members for discussion.
 - Lou questions about where east and west of the bridge with turn lanes, could there be any opportunity for green space at all-- Jason responded showing the curb line, the image doesn't show too much potential for green.

Federal funding programs and county capital program

4:52 – 5:13

- Emily Buell, Hennepin County – Overview of county funding programs and process – Regional Solicitation, Highway Safety Improvement Program, Capital Program
- Emily Buell is on the Capital programming team with James Weatherly, and they are here to answer questions of why we see the projects that we do.
- Capital Improvement Program (CIP)
 - Schedule
 - County adopts a 5-year CIP, but we are looking at the first year of that budget
 - Approves the 2021-2026 CIP
 - Working through 2023-2027 CIP and 2024-2028 CIP
 - Key Activities
 - Collaboration- with city partners to understand needs and priorities, happens throughout the year to review projects a
 - Staff CIP requests- candidates are scored by their team, for 2022 they will be looking at developing requests that turn into road construction or bridge development projects, evaluation happens every two years, driven by asset condition and need for roads
 - Fed funding apps- great opportunity to apply for projects that need the funding
 - Staff project prioritization- process takes into considerations like safety, disparity reduction goals, asset management etc.
 - Admin CIP requests
 - CBTF CIP recommendations
 - County board approval

- Working a year in advance, putting in requests ahead of time
 - Regional solicitation candidates
 - Regional Solicitation background
 - Background
 - Program admin by med council, cities are eligible to apply, \$200 million available this year
 - Projects would move forward in 2026 and 2027- great opportunity for roadway constructions, in the process of scoring projects that came through in April 2022 and will know results in the next couple weeks
 - 150 applications submitted
 - Scenarios for each application,
 - Bringing up the CSAH 23, Marshall ST NE bikeway project for example of application received, and if successful with funding, the goals could be fulfilled in terms of design
 - Partner agencies- lot submitted applications for funding
 - Three rivers park district, apps for expanding regional trails
 - HSIP candidates
 - Approx. \$22 million, available, \$2 million maximum award per project
 - Deadline of June 1
 - Program Years 2026-2027, thinking several years ahead
 - Reactive and proactive categories for projects
 - We did 7 applications for projects, will hear back later this year
 - Bike way and safety project along Park and Portland
 - Resources
 - 2022-2026 CIP:
 - Regional Solicitation applications:
 - Questions
 - Spot mobility and safety category; thinking about updating signals and ADA, shortening distancing, add/remove turn lanes, making sure on one intersection focus and making it accessible for all modes
- **Minneapolis BAC prioritization process outcomes** **5:27 – 5:35**
 - Elissa Schufman, Minneapolis BAC Chair – discussion of BAC project prioritization approach and conclusions, and how we view efficacy in our roles.
 - The BAC is a large committee, with 29 members, 15 ward in Minneapolis, Minneapolis Park board, voting agency reps.
 - The committee is thinking about what their role is, and how they can act in other ways such as weighing in more on the budgeting process, proposed policy, pushing harder to create policy, etc.
 - How do we know that we are being effective- thinking about why we want to do this, we have desire to see whether completed projects are aligned to the standards we brought forward as a committee, job of the public works dept for evaluating theory vs in practice?

- They want to be consistent with their works- realized in conversation as committee about the importance of our vision and core values as a committee.
- There are a number of things that people are not on the same page on in terms of values- different experiences and opinions on things such as police enforcement. After doing a literature review, they feel like they are going from a place from shared education rather than different experiences to gain common understanding, helps clarify what we are advocating for, what are we pushing for, etc.
- Billy inquired about when the Minneapolis Police Department going to start enforcing traffic laws and being on the roads? Afraid that many will be killed if not for enforcement. Elissa replied, saying that was important to bring up, but we saw from the uprising in 2020 that policing is about upholding status quo, and she doesn't know that we can ever say that they can fulfill that (proper road enforcement), because there is high risk for disproportionate outcomes for not only POC, but people biking and walking in terms of policing, the BAC has shown that policing is not a solution, instead focusing on quick build projects and retrofits, the best tool we have to stop rampant speeding is to change the streets and their function.
- Billy would like to connect about the problem; 25 percent of accidents occur on two percent of roadways. We should focus on this two percent of streets with 25 percent of crashes, combining education, engineering and enforcement.

- **Project evaluation process**

5:15 – 5:27/ 5:44- 5:55

- Bob Byers, District 6 ATC member – discussion of future project evaluation methods
- Continuation of discussion from a couple months ago at the ATC
 - Missing the non-measurable considerations, the eval process seems like it should consider the feelings of those in the neighborhood, and the understanding they have towards the transportation
 - Understanding what the extent of the ATC's responsibilities and how to understand project trade-offs, what comes at the cost of projects
 - ATC taking a more active role, by looking at evaluation assistance, and innovations
 - Is there enough interest in eval to sit down in a subcommittee to come up with some guidelines, maybe to give to staff in advance for better preparations?
 - Lee Newman: interested in looking at future projects before they become projects- ex of trail developed in west metro, other projects like that being considered, developing them in concept stage
 - Seeing from Emily how things are prioritized, perhaps we could be involved early on, identifying projects to prioritize- bob
 - Greg- how would we get engaged in that, maybe something that has less routine, like on the u campus, looking at perceived challenges and where we can help
 - Lou Dzierzak- sometimes when presentations come, it feels like they are listening out of courtesy, but we don't have much input, getting into stuff earlier would make the approval processes better
 - Questions- is our role really to be advocates? It implies a narrow focus, if anything we have been talking about going on a broader focus, maybe worrying

about peds, transit passengers, the community, and their feelings, all should be part of the process, but puts us into an empathy role rather than an advocacy role

- Back to question of sub-committee for eval process? Who is interested?
 - Lee Newman
 - Tammy McLemore
 - Lou Miranda
 - Jenny Ackerson
 - Haley Foydel
 - Billy Binder
 - Greg Anderson
 - Laura Mitchell
 - Lou Dzierzak
- Assistance: we could help by getting county staff to put out their cameras and looking through footage to aid with projects that we are interested in, volunteer opportunity
- Innovation- offering encouragement for ideas where needed

- **Future meeting locations**

5:55 – 6:00

- Jordan Kocak, Hennepin County – discussion in-person vs. virtual future meetings
- Future meetings- the past 2+ years has been meeting virtually with a couple field visits, but virtual due to COVID and county policy
- The beginning of June, HC transitions to hybrid workplace, going in person at your discretion, opportunity to meet in person once again, told that some of the conference rooms are being set up to be truly hybrid, having ppl join in person and online, in downtown meeting rooms
- Open the floor for thoughts:
 - Lou- More is achieved in person than online
 - Billy- tech is difficult agree with in person
 - Bob- bike rides maybe? Coordinate before or after with a meeting
- Will send out poll for people to be more open about thoughts and concerns
- Maybe reserving a space for the July meeting downtown, for in person

- **Member Announcements**

- Billy asked to share about France Ave, to suggest a possible resolution to the committee for that project, have received both positive and opposing comments, the opposition highlighting that the bike lanes come at the expense of parking space.
- resolution to support, in District 3

- **Motion to adjourn unanimous**

6:00

Next meeting:

July 18 | 4 – 6 p.m.

TBD