

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, May 15, 2023

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
- ✓ Dave Carlson, Dist. 3
- ✓ Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
Courtney Costigan, Dist. 5
- ✓ Luke Van Santen, 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

Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Julian Fernandez-Petersen, HC Public Works

Notes

- **Approval of the April 2023 minutes** **4:01 – 4:03**
 - Dave Carlson moved to approve the April 2023 minutes. Lee Newman seconded. The minutes were approved by voice vote.

- **42nd Street 2024 mill and overlay** **4:03 – 4:21**
 - Dan Patterson introduced the 42nd Street mill and overlay set for 2024. The project will go from Cedar Avenue to Minnehaha Avenue.
 - The road today has a bike lane, but it drops at Cedar Avenue and 28th Avenue to accommodate motor vehicle parking. People biking are expected to ride in the general lane and it is marked with sharrows.
 - There is a safety project finishing up soon that is addressing bike lane drops at 21st Avenue and 26th Avenue. Previously a striped median was installed to improve pedestrian



crossings there; this year the county installed concrete medians there and made continuous bike lanes.

- The 2023 safety project also installed curb-separated bikeway at Cedar Avenue but left a short gap just east of Cedar to 19th Avenue.
- The 2024 mill and overlay will come after the safety project, creating a fresh, smooth road surface. It also will need restriping, which creates an opportunity to revise the configuration.
- We are looking at removing parking from the north side of 42nd just east of Cedar to 19th Avenue, from the north side of 42nd from 26th to 30th and from 31st to 32nd.
- Comments from ATC members were supportive of parking removal and a continuous bike lane.

- **Park and Portland avenues 2024 mill and overlay**

4:21 – 4:40

- Jordan Kocak introduced the Park and Portland avenues 2024 overlay.
- Our goal in Transportation Planning is to finalize a striping concept by end of August. Internal staff, city staff, neighborhoods will all agree on it. Then we hand it off to designers who comes up with a plan, then our maintenance team puts it out to bid at the end of the year. They like to do that early because they get better rates.
- The project is from I-94 to Washington Avenue. It's a maintenance project to extend the roadway life.
- We are considering a couple of striping changes. Both roads have three general lanes, we would consider eliminating one general lane and put in a buffered bike lane, like what Park and Portland are to the south.
- Potential benefits of the project:
 - Extend pavement life
 - Ensure all curb ramps are accessible
 - Discourage speeding
 - Improve crossing safety for people walking and rolling. There are some city projects on the horizon to improve pedestrian crossings, but those are not part of this project.
 - Enhance experience for people walking, biking and rolling. Existing bike lane is in the door zone, maybe a five-foot bike lane. Buffer space will create more separation between parked motor vehicles and moving motor vehicles.
- Parking remains on both sides and a buffered bike lane. We're also buffering the parking lane from the general lanes. Usually we don't have enough space to work with, but here we have too much space.
- Lee Newman: When they do an overlay, how thick is it? Jordan: It can vary. Typically around 2 inches. Luke Van Santen: And that depends on how much they mill. Jordan: Right, and that depends on the condition of the road. If it's not too bad, it can be just a chipseal.
- Lee Newman: The bids go out to numerous contractors to get a favorable bid? Jordan: That's right, it goes out to multiple and they can choose to bid on it or not.
- Timeline is planning and design in 2023 with construction and completion in 2024.
- Luke Van Santen: 3-6-3 (six-foot bike lane with three-foot buffers)? 4-4-4? Jordan: Probably closer to 3-6-3, maybe a five-foot lane. General lanes would be 11 feet and parking would be 8 feet, which is pretty standard for us.

- Jenny Ackerson: Any consideration to swap the parking and the bike lane, you could never put in temporary planters or bollards? Jordan: We did investigate doing a parking protected bike lane. There were two reasons to not go that direction. If anyone's familiar with the corridor today, the parking lane adjacent the bike lane is in many areas a wide concrete parking lane with integral curb, so maybe 7 feet of concrete. In some blocks its in very poor shape. We weren't comfortable doing a parking protected bike lane without repairing that. That would be \$100,000s to \$1 million and we don't have that. Our capital improvement program is evaluating corridors for the next 10-year capital improvement program. They scored well and are up for extensive reconstruction in the early 2030s. County leadership didn't think it made sense to repair it now for only a 10-year service life. If there weren't a reconstruction on the horizon, we likely would have made different decisions. We want to be good stewards of taxpayer dollars, and the more transformative change will come in the 2030s.
- Lou Miranda: Can I give you a hallelujah and an amen for reducing car lanes? I don't think there's been enough of that, with the county's goal to reduce vehicle miles traveled. Jordan: We did traffic modeling, utilization study, worked with Minneapolis, and there wasn't a lot of need there. This actually was a pretty easy one, the volumes just aren't there. There are other places with 4-3 conversions where we are pushing it, like Lyndale in Uptown. Minneapolis did a pedestrian crash study and found a three-lane one-way road has almost the same crash risk as 4-lane undivideds. It's good for multimodal and for safety to have fewer lanes.

- **Member Announcements**

4:40 – 4:55

- Jordan Kocak: This is National Bike Week and Friday is National Bike to Work Day. HC has been working with Move Minneapolis and Minneapolis for an event at Government Plaza North. Pre-Covid this was a regular thing in the morning. This year the event will begin at 3 p.m. <https://moveminneapolis.org/event/bike-to-work-day-2023/>. Multiple agencies will be tabling. At 4 p.m. there will be short speaking engagement. City Council Member Elliot Payne and District 7 County Commissioner and Public Works Committee Chair Kevin Anderson will be there. At about 4:45 a group ride will ride to Northeast and head to some Art-a-Whirl events. It's still being called Bike to Work Day, but we're trying to recognize work looks different now. Maybe you're not biking to work, but you can bike to the event. There will be bike commuter pit stops in the morning. I'll be at the St. Louis Park stop from 7 to 9 a.m.
- Jordan Kocak: The third Monday of June is a county holiday, so we'll have our June meeting on the fourth Monday.
- Jordan Kocak: Attendance for in-person meeting's has not been great. I'm thinking of rather than having regular in-person meetings, have them less often but paired with a ride or site visit. So in the summer maybe we do an in-person meeting with a ride to a project or a happy hour. That might give more incentive to attend in person without the pressure to attend in person. I'm just planting the seed for now, maybe we'll send out a poll to see what everyone thinks and when might work. Laura Mitchell: I'd love that. Greg Anderson: Work pressures are something. I'm at work right now. It's very convenient to

have the remote option. I also like the in-person option and ride, especially in the summer.

- Lee Newman: In July I'm going to for the first time in my life participate in RAGBRAI. I understand it's a 500-mile ride and 7 days. Does anyone know whether it's possible to do it without the expectation of riding 70 miles a day every day. Greg Anderson: You'll love it. Usually it's a pretty doable ride. You'd be surprised. There're lots of stops and food stops. You'll gain weight on the ride. Lee Newman: I'll be sleeping in a tent with a sleeping pad and bag. Where can I plug in my phone? Dave Carlson: I'm sure they'll have some things set up for charging. This is the 50th anniversary and people are expecting a huge amount of people, like 50,000 people. I did it in the 1990s. It's a lot of fun. It can be hot. Greg Anderson: On any given day you can get double the number of registered riders. It still sounds like fun.
- Jordan Kocak introduced Julian Fernandez-Petersen at the beginning of the meeting. He will be evaluating our four-to-three-lane conversions for how they went

- **Adjournment**

4:55

- The meeting adjourned at 4:55 p.m.

Next meeting:

June 26 (fourth Monday of June due to Juneteenth holiday) | 4 – 6 p.m.

Remote via Microsoft Teams