

HENNEPIN COUNTY
MINNESOTA

Active Transportation Committee

Date: Monday, October 20, 2025

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

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

Ex-Officio Members:

- ✓ Julian Fernandez-Petersen, HC PW
- ✓ Tristan Trejo, MnDOT
- ✓ Raymond Eliot, Metro Transit

Guests:

- ✓ Kristine Stehly, HC Public Works
- ✓ Kelly Agosto, HC Public Works
- ✓ Nathan Ellingson, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Chris Bower, MnDOT
- ✓ Nick Turner, Alliant
- ✓ Cole Robinson
- ✓ Sylvie Hyman

Notes

- **Approval of the September 2025 minutes** **4:00 – 4:05**
 - Some changes are proposed to highlight the ATC's opposition to the proposed shared-use path as mentioned within the Lyndale Avenue Reconstruction resolution passed during the September meeting. Also corrected an error in the notes regarding a reference to Marshall/Lowry. Motions are made and seconded to approve the September 2025 minutes, which pass via voice with no objections and 1 abstention.

- **MnDOT Highway 280 and East Hennepin Project** 4:05 – 4:41
 - Nathan Ellingson, Hennepin County and Chris Bower, MnDOT join us for a project introduction. Currently this is a 0% design meeting, but the team will plan to come back to the committee as the project advances.
 - Project is being led by MnDOT with some Hennepin County coordination.
 - 2026 vs 2028 project:
 - 2026
 - Pavement and bridge repairs along 280 mainline and ramps
 - 280 will be closed for most of 2026 construction season
 - Goal is to reopen for the State Fair, and may close again afterwards
 - 2028
 - Expect closures of E/W routes across 280 on an alternating basis
 - Plan to avoid closing key State Fair routes during the fair
 - Possible short duration 280 closure, and possibly also I35W construction.
 - Project started due to safety issues at Broadway
 - Median opening for northbound left turn at Broadway has seen a lot of close call crashes that could have been fatal or severe.
 - Proposed solution is to remove the median opening entirely
 - Why not just traffic calming?
 - 98% of 280 users already speed above the 50-mph speed limit. Traffic calming would require a full reconstruction which isn't in the budget in the foreseeable future.
 - Some issues to consider with the detoured traffic, especially for trucks, at the Hennepin Ave & Industrial Blvd intersection.
 - Two railroad crossings here at extreme skew
 - Steep grades
 - Limited right of way
 - Planned MPRB Grand Rounds alignment also to go through this intersection.
 - Ramsey county has no short-term plans for corridor improvements at Larpenteur but plans to do so at some point in the future and has money set aside for those improvements. Without a vision on that side, it makes it hard to plan what to match into for this project.
 - A key priority for MnDOT is ensuring bike facility continuity from Hennepin Avenue over 280 onto Larpenteur.
 - Interim improvement would allow for a painted on-street facility for the bridge over 280.
 - The big question is the segment between the bridge and the Industrial Boulevard intersection.

- Plan:
 - November 2025- concepts ready share with advisory groups for feedback
 - December-February 2026- present concepts to the public
 - 2026-2027- refine designs, prepare construction plans
 - 2028- construction
- Questions or Comments?
 - Seth Stattmiller: Shared-use paths aren't ideal in an urban setting, even if this is less dense. The priority should be a dedicated bike facility, and paint is not protection. I'd like to push for separated protected facilities as much as possible.
 - Ethan Kleinbaum: A lot of design choices on shared-use paths vs bike lanes are depended on ped/bike counts in the area. Do you have any of those counts, or are there plans to gather these?
 - Chris Bower: If you look at 280 & 56, this is the only crossing for a good stretch around it. We probably have some counts here, and we'd have to reference those, but regardless of the counts we're looking to do the best we can. Ramsey doesn't have money
 - Henrik Kowalkowski: I appreciate your focus on the current situation and how that may not be reflective of the desire. If the two options are between a shared use path and a painted path, I'd still prefer a shared use. Given the proximity to the planned grand rounds path the physical separation is especially important.
 - Chris Bower: If we do a shared use path, cyclists traveling West will be moving pretty quickly due to the steep hill here, so that's another thing to keep in mind as to what facility is preferred.
 - Nathan Ellingson: Hennepin County West of Industrial Blvd has just finished its 4 to 3 conversion, so keep in mind that what's there now will be there for a while. HC built buffered painted bike lanes here already.
 - Dave Carlson has a quick question about the MPRB concept and where the bike lane is located on the WB direction, especially W of Industrial blvd, and asks for clarification about the bike lane extent going to 27th.
 - Dave Carlson: I'm ultimately not a fan of changing up facility types too much over just a couple blocks. Has there ever been any consideration into putting in an interchange on Broadway?
 - Chris Bower: Yes there's been consideration, but it's expensive, so that would end up being a longer-term item if it happens.
 - Dave Carlson: Are you looking for input on the construction planned for 2028 for streets/bridges over 280?
 - Chris Bower: In general, yes. If there's anything that comes to mind feel free to let me know.

- Henrik Kowalkowski in chat: "if we go with the shared use path do we lose the on-street lane?"

Chris Bower: Yes. We're struggling to find space for both due to it being a constrained area.

• **Minnetonka Boulevard Phase 2 Reconstruction Project** 4:41 – 5:15

- Jason Staebell, Hennepin County and Nick Turner, Alliant join us for a project introduction on Minnetonka Boulevard Phase 2 from West of Hwy 100 to Xylon Ave S.
 - Phase 1 was East of HWY 100 and should be fully completed by the end of this week or early next week weather permitting.
 - Next phase is all in St. Louis Park.
- Existing Conditions:
 - Corridor is generally a 2-lane road with some left and right turn lanes at major intersections
 - On-street bike lanes
 - Green boulevard with trees between road and sidewalk
 - Sidewalks
- Scope is a full reconstruction of Minnetonka Boulevard, including:
 - Improvements to bike and pedestrian facilities
 - Intersection revisions (Texas, Louisiana, Hampshire, Dakota, and Vernon Aves)
 - Drainage updates
 - Watermain and sanitary sewer updates
- Project is currently in preliminary design with some public engagement planned for this year. Final design will be from 2026-2027 and construction will be from 2028-2029.
- Already have done a lot of engagement from May to July of this year, including community led events, door knocks, in-person events, and more.
 - Hired an artist to work on a rendering for the corridor
- Project Goals are as follows:
 - Improve comfort and ability to travel
 - Improve access to regional multimodal networks
 - Design a welcoming and slower people-friendly street
 - Design the street to complement business shopping and dining for people biking and walking
 - Improve transit access and comfort
 - Create a greener streetscape
- People during engagement sessions were especially interested in the corridor being Transit and multimodal oriented. Also wanted a business-supportive streetscape. These priorities and engagement results were used to inform 3 concepts for the corridor.

- Concept A:



- Features a directional bike lane behind the curb, boulevard between sidewalk and bikeway to preserve mature trees.
- Ethan Kleinbaum in chat: "I'm a fan of separating sidewalk and bikeway with green space - prevents people walking from drifting into bikeway, prevents dogs walkers from crossing bikeway to curb dogs, prevents people doing yard work from blocking the path"
 - Seth Stattmiller adds: "...and makes riders more visible to drivers by putting riders closer to the driving lane."

- Concept B



- Shared use path on both sides.

- Concept C:



- One sidewalk and one shared-use path.
- Looking at treatments for intersections as well. Roundabouts are one consideration but have some tradeoffs and benefits
 - Benefits are:
 - Fewer severe crashes
 - Slower vehicle speeds
 - Less off-peak delays
 - Lower vehicle emissions
 - Improved walkability
 - Tradeoffs
 - More space needed
 - May require property impacts
 - Higher upfront costs
 - Less familiar for some drivers
 - Can be challenging for bigger vehicles.
 - Luke Van Santen: Would it be fair to say that another benefit replacing a signalized intersection with a roundabout is lower maintenance/replacement costs long term? Also, more resilient.
 - Roundabouts will be designed to be 'compact'
 - Henrik Kowalkowski in Chat: can visual barriers be added to the flat concrete island? Or are they required to be flat for emergency vehicles?
 - Jason Staebell: Vehicles larger than a school bus would be those that have to mount the curb, but yes, we would not be able add too much to the middle if anything.

- Nicole M Armstrong: How many property / ROW impacts can be expected when putting in a roundabout, especially if trying to avoid ROW acquisition needs?
 - Jason Staebell: It would really depend on the intersection and how close the buildings are to the roundabout.
- Luke Van Santen: What percentage of traffic on the corridor are those large trucks? Also, can the roadway be signed so that bigger trucks aren't given access to the corridor?
 - Jason Staebell: Truck traffic of all types is expected to be at around 3 to 5%. By state statute the county cannot exclude any kind of truck from a road.
- Dave Carlson: Are you looking at replacing all the intersections? Some have more or less ROW constraints so some may be tough.
 - Jason Staebell: Yes, considering all signalized intersections at the moment. Some locations where it may not be possible would still likely receive other enhanced crossing treatments.
- Project Team is also exploring closed medians on the corridor
 - Henrik Kowalkowski in chat: "closed medians +roundabouts are a nice combo"
- Questions/Discussion?
 - Seth Stattmiller: Maybe early for this question but wanted to ask about the trail connection with the Cedar Lake Trail.
 - Jason Staebell: We're working with the city. It's right near the project area and there are some sightline issues, so we'll see what can be done.
 - Luke Van Santen: Would be great to have a connection on the N side of Cedar Lake trail. It would be great to not have to cross Minnetonka Boulevard to get to the trail connection, as the bike infrastructure for that crossing isn't great as of now. Do you know as of now what the impact to trees might have during construction? I drove along this corridor recently and noticed that there are some new trees. It seems that a full reconstruction would have a large impact.
 - Jason Staebell: Concept B has the most tree impacts, but all will have some kind of impact. A county forester went out to survey the corridor to rate trees according to priority, so we're prioritizing what to avoid.
 - Silvie Hyman: Aside from roundabouts, what are plans to slow cars down on the corridor?
 - Jason Staebell: Aside from roundabouts, the road will be narrower, and lanes will also be narrower. Closed medians will also tighten the road. Designing road to be at 25-30 MPH speed range.

Currently Posted at 35MPH and we would hope to drop that to 30 MPH pending a speed study.

- Dave Carlson: When you get to the Hwy 100 bridge there are bike lanes on both sides of the bridge. What is the best way to get people from the South side of the road heading Westbound to the proper cycle tracks?
 - Jason Staebell: We wouldn't touch the bridge all that much but depending on what facility is chosen for the design we'd work on making the connection between the East shared use paths on Minnetonka and the directional cycle tracks or shared use path(s) West on this Phase 2 project.
- Dave Carlson plans to attend the next public meeting on Wednesday. Encourages people to attend if interested.
 - Project team also plans to return to the ATC sometime in the winter.
- General project dimensions for this corridor: 66 ft ROW, 11 ft lanes with a 2-foot curb reaction. Shared use path would be 10 feet.
- Silvie Hyman: the shared use path from phase 1 has a permanent looking post right in the middle of the shared use path. Will that be relocated to the boulevard?
 - Jason Staebell: No immediate answer to that but thanks for sharing. Plan to reach out to the construction manager to ask about this.
 - Jordan Kocak shares construction manager email in chat and plans to reach out as well.

- **Member announcements** 5:15-5:29
- Dave Carlson: Southwest LRT trails are close to being open soon!
- Jordan Kocak: You can sign up for any project updates you're interested in through GovDelivery from the project website, including any open houses or other public engagement sessions.
 - Luke Van Santen: A pet peeve of mine has been that there isn't a way to sign up for a topic area such as 'bike infrastructure topic' specifically. Desire to get information on every bike project without having to sign up for projects individually.
 - Jordan mentions the Hennepin County bike-focused gov delivery, which can be found at: <https://www.hennepin.us/bike>.
- Seth Stattmiller: Small update on the NE Artwalk. We're proceeding with the first art piece installation! I've been connecting with the City and people like Mayor Frey and CM president Payne. Barrel Boy will be installed on the side of Recovery bikeshop:



- Jordan Kocak reminds folks that member terms for District 3, 4 and 6 expire at the end of 2025. Asks for people please reapply if interested in remaining on the committee for the 2026 – 2028 term.
 - [Active Transportation Committee application](#)
- Jordan Kocak: Nothing planned for the December agenda. Suggesting we do an in-person infrastructure walk or other activity for this month.
- Luke Van Santen: next month is November. The saturday before Thanksgiving is the 'Cranksgiving' in Minnetonka which is a community bike ride to grocery stores for the purpose of buying and then dropping off food at food shelves. Suggests that folks look into similar activities in their communities as well.
- Meeting adjourned at 5:28.

Next meeting: November 17 | 4 – 6 p.m. Microsoft Teams