

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 21, 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
Dave Carlson, Dist. 3
- ✓ Laura Mitchell, Dist. 3
- ✓ Jay Eidsness, Dist. 4
- ✓ Hokan, 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
- ✓ Arman Rajaeian, Metro Transit
- ✓ Michael Samuelson, MnDOT

Guests:

- ✓ Danny McCullough, Three Rivers Park Dist.
- ✓ Tom Musick, HC Public Works
- ✓ Anna Schmiel, D1 commissioner's office
- ✓ David Gepner, former BAC member

Notes

- **Approval of the February 2022 minutes** **4:01 – 4:02**
 - Billy Binder moved to approve the minutes. Lou Dzierzak seconded. The motion carried on voice vote.
- **Welcome new members and committee introductions** **4:02 – 4:13**
 - ATC members welcomed their newest addition, Jenny Ackerson, representing District 2. Jenny works at Metro Transit on its facilities team and enjoys biking and walking in Hennepin County.
- **Hennepin County Toward Zero Deaths (TZD) Program** **4:13 – 4:47**
 - Tom Musick introduced himself and the county's Toward Zero Death program. Tom joined the county from Illinois and the National Safety Council on national transportation safety programs.



- Tom: At the national level it was important to talk about transportation, but it was hard to feel like you were contributing to a specific place, so I jumped at the Hennepin County opportunity. You can see the improvements you're part of, see the before and after.
- We're looking to make Toward Zero Deaths more noticeable in Hennepin County. It has a decent presence at the state level.
- We have a major problem with traffic fatalities, more than 100 a day across the U.S. Much of it due to speeding, distracted driving, not buckling up, not stopping for pedestrians. All these deaths are preventable. Human error is responsible for 94 percent of crashes.
- We want to pursue public support of traffic safety as an urgent issue. We want to strengthen Toward Zero Deaths as priority for all units of government and create traffic safety partnerships.
- We want to promote implement effective traffic safety initiatives.
- There was a plane crash in China today, it killed 132 people. It's being reported around the world, they're investigating the aircraft. First commercial crash in China since 2010. This is terrible, tragic, very sad. If you relate this to traffic safety, and the more than 100 deaths every day, there isn't that urgency. We just kind of accept it as a cost of mobility; there's no sense of urgency. If a plane crashed every single day in the U.S., we'd shut down the airlines, investigate aircraft, have Congressional hearings. But we don't have that. We need to challenge that and change the mindset. How do we push back against that collectively and in a positive way when we know they're completely preventable.
- Hennepin County is going the wrong direction in traffic deaths. 77 in 2021, from 46 in 2020, 38 in 2019, 57 in 2018, 45 each in 2017 and 2016. It's similar to trends across the metro, state and country. 22 people died walking in 2021 out of the 77 traffic deaths. Contributing factors included 40 speed related, 27 alcohol related, 13 unbelted, 2 known distraction related (this is notoriously underreported).
- Fatal crashes with speed as a contributing factor were at 40 in 2021, up from 25 in 2020, 12 in 2019, 22 in 2018, 14 in 2017 and 16 in 2016. We're trying to figure out why speeding has increased; the pandemic may have contributed by reducing congestion allowing people to speed.
- When there's a speed related or alcohol fatality, where was the last drink? How did they get behind the wheel? We've talked about coordinating with the sheriff's office, getting high-visibility speed signs.
- The five Es: Engineering. Enforcement. Education. Emergency services. Engagement. We've talked about a sixth E, Exposure, meaning if you aren't driving you aren't crashing.
- Pedestrian fatalities. 22 in 2021, 7 in 2020, 9 in 2019, 14 in 2018, 11 in 2017. It's the highest we've ever seen
- No reported bike fatalities last year. The previous five years each had at least one.
- Opportunities to collaborate: How can we help get message to schools, advocacy groups, emergency medical services, work sites? I'd love to hear if you have ideas on how we can collaborate. The goal is to become externally focused. We're preaching to the choir within the county, we need everybody else. Schools are really important to instill lifelong habits in young people, and maybe they can help their parents be safer behind the wheel.
- The past few years in this country we've had this feeling of tension. I hope we can come together around safety. Especially in Hennepin County where we have more people walking and biking. We want to get to zero deaths.

- How might this overlap with the Active Transportation Committee and what overlaps with your districts?
- Lou Miranda: Those statistics are so helpful to know.
- Courtney Costigan: I love this presentation. It was powerful, the analogy of the plane crash was great, the statistics. I love your enthusiasm to continue to tackle this issue that isn't in front of us every day. I'm glad you're here.
- Billy Binder: You might be interested in knowing: In the 1990s there was a program called the Top Accident Control Targets under Tom Becker, city engineer in Minneapolis. They found that 25 percent of crashes occur on 2 percent of streets. They put together a highly effective program. They would target these 2 percent of streets and ticket for expired tabs and other infractions. When Ethan Fawley started the Vision Zero program, I suggested they do that. Fawley said they were just doing education. I sent him an email saying you're fooling yourself if you think you can do it without enforcement. We need fair enforcement. Billboards with pictures of crashes. I suggest you talk with Ethan Fawley and Tom Becker, who's retired. Tom Musick: I have connected with Ethan Fawley a few times. This gives me another reason to. Thanks. Where is the data leading us in these high-crash corridors. We want to be preventive, identify the trends and get ahead of crashes rather than respond after crashes. Billy Binder: We need to get past it being politically incorrect to tag people. Tom Musick: How can we do this positively in a fair and equitable way?
- Lou Dzierzak: This is excellent information. It's not just Minnesota, it's all over the country. The relationship between cyclist and drivers is antagonistic. And a biker is always going to lose that battle. Anything we can do to help educate drivers, for example the successful "Start Seeing Motorcycles" program.
- Jay Eidsness: I was struck that all the fatalities involved motor vehicles, there weren't any bicycle-bicycle crashes, right? We need to reduce our dependency on motor vehicles. Focus on vehicle miles traveled. If that's by education or access, any effort to encourage people to not drive is time well spent. Tom Musick: Yes, totally.

- **Three Rivers Park District update**

4:47 – 5:12

- Danny McCullough introduced himself as the Regional Trail System Manager for Three Rivers Park District: I was here at your last meeting with updates and this month I'm sharing our regional solicitation application projects. We're applying for 10 or 12 projects because the need is so great. We're seeking a resolution of support for our application.
- The regional solicitation is federal transportation funding administered by the Metropolitan Council. The money is spent on surface transportation like roads, transit, bikeways, pedestrian infrastructure and Safe Routes to School. Agencies that want this funding go through an application that gets weighted and scored against other applications, and then some get funded. In the bikeways category there's about \$26 million available. That pot of money usually gets about 40 applications, they usually award about eight to 10 applications. So it's very competitive. It's helped us build a lot of great regional trails and helped the county build great bike lanes and cycle tracks. We're applying now, it comes around every two years. This round is for construction in 2026 and 2027. It's a lot of long-range planning. The applications include:
- Rush Creek Regional Trail Winnetka Grade Separated Crossing (tunnel under the road)

- Shingle Creek Regional Trail Noble Avenue reconstruction. Three segments need reconstruction, two flood so we want them raised or turned into a boardwalk.
- Shingle Creek Regional Trail Brooklyn Center reconstruction/realignment. Reconstruct trails at end of life that are literally falling apart.
- Bassett Creek Regional Trail: Golden Valley Reconstruction and expansion. Looking to fill gaps in Golden Valley around TH 100 and Golden Valley Road, as well as near Theodore Wirth Park.
- Eagle Lake Regional Trail: Luce Line Regional Trail to Lake Minnetonka Regional Trail construction
- Nine Mile Creek Regional Trail: 11th Avenue resurfacing and construction.
- CP Rail Regional Trail: Bloomington-Edina construction. Some already is built but needs resurfacing or reconstruction, but the northern part is new.
- Medicine Lake Regional Trail Plymouth reconstruction on Schmidt Lake Road around the lake
- Bryant Lake Regional Trail construction. I presented this about a year ago for the master plan, now just a year later we're applying for funding to build 8 or 9 miles.
- Crow River in Rockford
- Champlin Mississippi River Trail
- In Wayzata a trail to connect the Luce Line Trail to downtown Wayzata.
- Courtney Costigan: The projects look great. On the Bloomington CP Rail trail, you said it needs resurfacing, how old is that? Danny: New construction is from Highland Park north to 9-mile-creek. A few places south need some resurfacing, and we're putting in some wayfinding. It's not major trail construction, we it's more like a microsurface that needs to be done every seven years or so. We're including it because it's adjacent the major work to the north.
- Jenny Ackerson: You mentioned wayfinding in your last answer, are there other programs like wayfinding, benches, furniture? Danny: When I say construct a trail, I typically mean everything. With new construction we would include benches, trash cans, wayfinding, signs, bike repair stations. That's all included.
- Tammy McLemore: Are there other competitors for these grants? Danny: Oh yes, many. Jordan is one of them. The county often puts in for these projects. Cities do. They're very competitive. Each project has a max of about \$5.5 million and then a 20 percent match from the applicant. Jordan Kocak: Cities, counties, park districts all are eligible. There are scoring factors like demographics, density, expected use. We often can score quite well on these, especially if we choose them right. Other county's are more rural and it's more of a challenge for them to get funding. Danny: There are about 10 sections in each application: Crash data, affordable housing, Regional Bicycle Transportation Network, equity. We have maybe two or three applications that are pretty competitive. The rest we know we have a need so we're going to try to meet that need. Every transportation dollar we can get helps us go further.
- Tammy McLemore: You said you have to match 20 percent of awarded projects? Danny: Yes, if they award projects.
- Jordan Kocak: These applications are the regional solicitation, Three Rivers is also interested in a resolution for another program, RAISE (Rebuilding American Infrastructure with Sustainability and Equity)? Are you applying for both sources for some projects? Danny: In addition to the regional solicitation, we're applying for everything except

Delano and Champlin that you just saw for a RAISE grant from the feds. We're applying as one giant project. We'll also request a resolution of support for the RAISE grant. We've never done a RAISE-type grant. They do give money to trail projects, usually huge ones like putting a Midtown Greenway in a large city's industrial area. We're going for \$25 million.

- Tammy McLemore: So all but two projects are applying for both. Can both pots of money be used for all the projects? If we got the RAISE grant we would turn back the regional solicitation funds. Could you use the funds to cover something the Metropolitan Council wouldn't cover? Danny: If we get RAISE and maybe one regional solicitation grant... we're not sure what we'd do yet.

- **Three Rivers Park District 2022 regional solicitation resolution discussion** 5:12 – 5:28

- Jordan Kocak pulled up a draft resolution
- Jordan: Most applications for these Metropolitan Council funds include letters of support from different entities like cities, park districts, advisory groups. The point is demonstrating that people are aware of a project and support it. It gives reviewers a base level of confidence that there is some support.
- Courtney Costigan moved to adopt. Greg Anderson seconded.
- Greg Anderson: We're talking about two resolutions, right? One for the regional solicitation, then another for RAISE? Tammy: Correct. Danny: The second one for RAISE will not include downtown Wayzata, Champlin or Rockford, mainly because they don't make it as competitive being in an area with a lower population.
- Lou Dzierzak: I understand the value of combining these in one statement, but is there any more value or weight if each were a separate resolution? Danny: Not really. It shows the Metropolitan Council that we're communicating, it's all they're really looking at.
- Lou Miranda: You mentioned the Met Council has desired areas they want to have bicycle connections in (Regional Bicycle Transportation Network), are most of these part of those corridors. Danny: Most are in some way on the RBTN or close to it. Some aren't as much, maybe part of it is and you'll get partial points. This is transportation money, it's meant to be used for transportation. We're fortunate this region gets a large amount for trails, I don't think there's anything in federal law that says you have to. Of all the money to the metro, part goes to bridge, transit, pedestrian, roads, sidewalks, out of that pot of money, about 15 percent goes to multiuse trail, pedestrian and safe routes to school, and that's quite a bit of money. Of course there's always room for more.
- 10 yeas zero nays. Motion carried on a voice vote.

- **Three Rivers Park District RAISE application resolution discussion** 5:28 – 5:32

- Lou Miranda moved. Gilbert seconded.
- Lou Miranda offered a correction in the third whereas (from "reconstruct 10 miles of reconstructed trail" corrected to "reconstruct 10 miles of regional trail").
- 10 yeas zero nays. Motion carried on voice vote.

- **Spring bike ride / meetup** 5:32 – 5:41

- With the weather warming, it might be time to organize a bike ride or a more stationary meetup. We have a fair amount of new members since Covid, so many of you have never

met in real life. I thought it would be a good opportunity to get to know one another a little better. We have a couple of projects in the past year, a high profile one in my eye would be Portland Avenue over TH 62.

- Courtney Costigan: I love the idea and would like to meet people in person, and seeing a project in person. I'm up for biking, walking or just meeting. Or a library.
- Greg Anderson is on board.
- Laura Mitchell would love to, and is comfortable with all options; weekends are better.
- Jenny Ackerson is comfortable with all options.
- Danny McCullough also would like to join
- Lou Miranda is interested.
- Jordan will put together a Doodle poll for what works best for everyone. [Outside the meeting days later, the group landed on 5 to 7 p.m. April 25, meeting at the 66th Street Orange Line Station in Richfield.]

- **Member announcements**

5:41 – 5:40

- Billy Binder: Would like to put on our agenda the orphan bike trail on TH 55 that disappeared. Jordan: We did get that on our agenda, Michael Samuelson said later on this spring, Michael Samuelson: We should have something in May. We know it's important to this group and others.

Adjournment

Billy Binder moved to adjourn. Jay Eidsness seconded. The meeting adjourned at 5:43.

Next meeting:

April 18, 2022

4 – 6 p.m.

Microsoft Teams Meeting