

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, February 23, 2026

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
- ✓ Samantha Gallagher, Dist. 4
- ✓ Ryan McKee, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Scott Zerby, 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
- ✓ Tom Musick, HC Public Works
- ✓ Emily Buell, HC Public Works
- ✓ Drew McGovern, HC Public Works
- ✓ Mitch Hatcher, City of Minnetonka
- ✓ Matt Blazer, Bolton & Menk
- ✓ Michael Waltman, Bolton & Menk

Notes

- **Active Transportation Committee Co-Chair Elections** **4:00 – 4:15**

Luke Van Santen and Scott Zerby were elected as Co-chairs by acclamation.

- **Approval of January 2026 minutes** **4:15 – 4:15**

Motion to approve minutes passes unanimously via voice vote.

- **CIP Scoring and Scoping Overview** **4:15 – 4:47**

- Emily Buell from Hennepin County joins us for an overview of the CIP process.
- When programming projects, the priority is to improve areas of greatest need.

- Hennepin County's roadway system is aging.
 - 58% of pavement is younger than 50 years
 - 42% of pavements is older than 50 years old
- Hennepin county bridges:
 - 71% of bridges are younger than 50 years old
 - 29% of bridges are older than 50 years old
- Luke Van Santen: "Is there an evident correlation between age & condition? Or do some older roads perform better than others?
 - Emily Buell: when we look at evaluating roadway candidates a number of factors come into play including age, pavement treatment history, surface ratings, and others.
 - Scott Zerby: Any use of AI Analysis now?
 - Emily Buell: Not that I'm aware of.
 - Ethan Kleinbaum: How is age of a roadway defined? Does it include surface improvements?
 - Emily Buell: there are several ways to preserve pavement, but pavement age specifically refers to the last construction or reconstruction date.
- Prioritization process every 2 years
 - Evaluate Roadway rehabilitation, roadway reconstruction, and Bridge projects.
 - First a primary screening (quantitative) looking at things like age, connectivity, and safety.
 - Secondary screening is more qualitative looking at things like coordination opportunities, history of investment, jurisdictional transfer opportunities, and other factors that narrow down projects even more.
- 2026 prioritization process to come about later this summer to inform the next CIP.
 - "Right fix, right location, right time" philosophy.
 - 3 general kinds of system investment:
 - Preservation (paid for by operating funds)
 - Rehabilitation
 - Additional opportunities for upscope.
 - Reconstruction (capital funds)
 - Greatest opportunity to advance county priorities
- Questions so far?
 - Luke Van Santen: "Given that Preservation looks at things including ADA improvements, do those types of projects look at restriping / adding bike infrastructure?"
 - Emily Buell: Yes absolutely.

- Given that not all roads are surveyed every year, what kind of cadence do those surveys have?
 - Emily Buell: Will follow up about this.
- Programming milestones:
 - Project prioritization
 - Department request version
 - Capital Budget Taskforce recommended version / Administrator's proposed version (run concurrently)
 - Hennepin County Board of Commissioners approval
 - Trying to get as close to final version in May
- New projects in 2026-2040 CIP across the county. Several reconstruction projects, one rehabilitation project, and one bridge rehabilitation project.
- Cost participation and partnerships process
 - Process in which cities can apply for funding for city projects.
 - Received 52 requests totaling \$30 million in 2025
 - Requests from 15 agencies and 1 small city
 - Only able to award \$9 million
 - Burial of overhead powerlines, multimodal crossing tunnel, and lighting upgrades as examples of this kind of project.
- Any last questions?
 - Greg Anderson: Does the balance of rehab/reconstruction change from cycle to cycle?
 - Emily Buell: Yes, it does change from cycle to cycle. For the 2027 CIP there may be fewer reconstruction projects. There is a 5-year rehabilitation project cycle and those candidate lists are updated more regularly than standalone projects in the CIP.
 - Lou Dzierzak: is this a complete list of projects? Penn avenue is scheduled for a few years from now.
 - Emily Buell: Just a list of only new projects. There are 60+ projects in the CIP as a whole.
 - Ethan Kleinbaum: Is there a fraction of spending that must be used for active transportation projects, or is it in general just a list of projects?
 - Emily Buell: The Transportation Advancement Account is a new funding source from the legislature which requires a specific percentage of funding to be allocated to active transportation. It is also rare that we do not consider active transportation during the process. Active Transportation specifics tend to be ironed out during the design process.
 - Luke Van Santen: Is there a similar prioritization process for active transportation and for pavement that involves trails or something?

- Emily Buell: No, nothing separate, but that new funding source would be used specifically for active transportation projects. There won't be a separate process for this, though.
- Clara Sandberg: Is it standard to look at bike/ped facilities every time that there's a rehabilitation or reconstruction project?
 - Emily Buell: Yes absolutely. Every project has subject matter experts that help identify needs early in the process.
 - Clara Sandberg: What about for preservations projects?
 - Emily Buell: restriping projects are smaller in scale, but there are opportunities to restripe more favorably for active transportation as well. Generally, a case-by-case basis for preservation projects.
 - Clara Sandberg: It is important to look at separated facilities, even in the preservation process.

- **TZD Action Plan**

4:47 – 5:15

- Tom Musick, Hennepin County – plan update for the Towards Zero Death plan
- What is Towards Zero Deaths?
 - A commitment to having zero deaths on our roadways.
- How do we get there?
 - Getting to zero deaths involves lots of coordination and many elements. Anything from engineering to education, engagement, emergency response, and enforcement. From the transportation planning and design perspective the engineering element is especially in focus.
- TZD Action Plan was approved unanimously by the Hennepin County board in December 2025.
 - Hennepin County has committed to a goal of zero deaths by 2045 with a goal of 50% reduction by 2035.
 - Involved a safety analysis and the creation of a High Injury Network
 - Ongoing engagement and in-person engagement
 - Henrik Kowalkowski in chat: "Hoboken New Jersey has reported 0 traffic fatalities 9 years running, so it's possible!"
- TZD Action Plan became a priority because of worrying trends on county roads. Hennepin County was seeing trends go in the wrong direction. Since then, we have seen a reduction.
 - 69% of crashes occurring in urban context
 - 24% in suburban context
 - 7% in rural contexts
- Question Ethan Kleinbaum: how do these trends compare to statewide and national trends?

- Project location from County Road 101 to Williston Road originally and then extended to Eden Prairie Road.
- City of Minnetonka Trail Improvement Plan identified 71 trail segments totaling 42 additional miles. Trail segment priority 7 and 8 are part of this project.
- Key destinations along the corridor include several schools and village centers. 2100 properties in close proximity. Trail is planned to connect to Purgatory Park.
- Existing corridor condition is an undivided 2 lane road with occasional shoulders. A thin overlay was put in a few years ago as a short-term fix. No bike facility.
 - Underlying aggregate base is inconsistent, aging pavement, curb and gutter insufficient and inconsistent, no sidewalk or trail, and needed safety improvements.
- Reconstruction ended up making far more sense than further rehab due to all the needs and desires and the existing condition. Reconstruction also allows for far more opportunities.
- Public engagement summary:
 - Online feedback tool with 183 comments.
 - Also held a traditional open house.
 - Heard strong support for separated facilities and for a trail. Concerns about speeding. Some desire for burying powerlines
- Proposed improvements:
 - Full pavement reconstruction with curb and gutter
 - 6-foot shoulder on each side intended for cyclists and mail delivery.
 - 6-foot boulevard, but variable depending on location.
 - 8-foot trail on both sides.
 - Watermain, gas main, and drainage improvements
 - Burying of powerlines.
- 3 roundabouts planned as intersection improvements
 - Scenic Heights Drive, Woodland Road, and Williston Road
 - Address speed and safety concerns at intersections that do not meet warrants for a signalized intersection
- Impacts:
 - Large retaining walls necessary
 - Variable boulevard width depending on retaining wall location
 - Stormwater management facilities will be necessary.
- Easements along the corridor
 - Almost 90 properties will see impacts, some temporary and some permanent.
 - Goal is to minimize these as much as possible. Coordination with property owners is underway.
- Trail Improvements:
 - Hennepin County standard practice is to implement pedestrian facilities on both sides of full county reconstruction projects.

- 8-foot paved multi use trail planned for both sides.
- Some pedestrian crossing improvements planned as well at:
 - County Road 101
 - Purgatory Park underpass
 - Westmill Rd.
 - Scenic Heights Dr.
 - Woodland Rd.
 - Highland Rd.
 - Williston Rd.
 - Eden Prairie Rd.
- One segment without trail between spring lane and clear spring road.
 - Limit impacts to natural resources
 - Utilize existing underpass at purgatory park for connection to north side trail.
- Proposed improvements feedback:
 - General support for roundabouts
 - Support for sightline improvements
 - Preservation of trees is a priority
 - Support for pedestrian refuge islands
 - Desire to maintain safe corridor lighting while minimizing light pollution
 - Mixed opinions on benefit of trail vs impacts of trail. Important for project team to minimize impacts
 - Desire for native plantings where possible on the corridor.
- Stakeholder coordination:
 - Businesses, churches, property owners
 - Scenic Heights elementary
 - Hennepin County Library
 - Adjacent Hennepin County Mill & Overlay Projects.
- Schedule:
 - Informational meeting in August
 - Feasibility report presented to council in December
 - Final design March through early 2027
 - Final (get from slides)
- Questions:
 - Dave Carlson: I use Excelsior Boulevard a lot. I'm happy to see you improve the shoulders here. I hope this remains in the final design.
 - Scott Zerby: would the City of Minnetonka take care of plowing on trails?
 - Mitch Hatcher: Yes.
 - Scott Zerby: Buckthorn is a big thing out here, is that considered for landscaping?

- Mitch Hatcher: within construction limits the plan is to remove buckthorn here, yes. We are chasing it around the city as best as we can.
 - Luke Van Santen: How is buckthorn removed? Are roots removed as well?
 - Mitch Hatcher: lots of earthwork here, so hopefully yes.
- Henrik Kowalkowski: in the section without a trail in each direction it does seem like a high traffic area. Does 8 feet feel wide enough given the destinations and the high traffic area? Is 10 ft possible there?
 - Mike Waltman: There is already a lot of sensitivity around impacts that will already happen with this project. 8-foot trail matches up with a system continuity perspective for what it matches into here.
- Billy Binder: Thank you for this beautiful project!
- Luke Van Santen: I would like to see a 10-foot width but understand the sensitivity to impacts. By not having the trail on the south side it kind of forces students getting to the elementary school to cross the road twice. I recognize that there are lots of impacts here, but it does seem problematic.
 - Mike Waltman: Noted, thank you for your comment here.
- Luke Van Santen: Is the 6-foot shoulder inclusive of the gutter?
 - Mike Waltman: It is to back of curb, so it includes the gutter pan.
- Luke Van Santen: What do the crossings look like and what do the tapers look like at those crossings?
 - Mike Waltman: Not sure of final details, but plan to match width of facility.
- Luke Van Santen: East of Spring Lane, what is the possibility of a raised median instead of a painted median?
 - Mike Waltman: We may be able to get a raised median here, but we may not want to encourage crossings here due to the nearby controlled crossings. Not sure if the city or county will be supportive of raised median due to plowing concerns.
- Luke Van Santen: There is a bit of an offset above the tunnel, can that be looked at?
 - Existing conditions here are a bit of a constraint, but this will be looked at in final design.
- Luke Van Santen: Will there be trail crossing indicators on minor leg like green paint?
 - Mitch Hatcher: We haven't done the green hatching on local streets, may depend on if we're doing the crosswalks. Usually doing that in school zones. We can certainly look at it.

- Luke Van Santen: It might be kind of nice to have 'fix it' stations at the library.
 - Mitch Hatcher: Yes, this is something that is on our radar.

- **Member announcements**

5:58 – 6:00

- There is a gathering planned to thank Jordan Kocak for his years of service to the ATC. The plan is for an informal gathering starting at 4:30 this Thursday Feb. 26 at Utepils Brewery in Minneapolis. Please drop by when you can.

Next meeting: March 16 | 4 – 6 p.m. Microsoft Teams