

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, March 16, 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
- ✓ Dan Patterson, HC Public Works
- ✓ Christina Neel, HC Public Works
- ✓ Nathan Ellingson, HC Public Works
- ✓ Hussein Hussein, HC Public Works
- ✓ Chris Bower, MnDOT
- ✓ Jay Erdman, MnDOT
- ✓ Kyle Hoegh, MnDOT
- ✓ Renee Raduenz, MnDOT
- ✓ Adam Arvidson, MPRB
- ✓ Andrew Montgomery, Damon Farber
- ✓ Steve Weser, Alliant Engineering
- ✓ Megan McDevitt, WSB
- ✓ Emily Ruiz

Notes

- **Approval of February 2026 minutes** **4:00 – 4:10**
 - Minutes approved unanimously via voice vote after amendment.

- **E Hennepin Ave (CSAH 52) Reconstruction Project** **4:10 – 4:35**
 - Chris Bower, MNDOT and Nathan Ellingson, Hennepin County
 - 30% design, requesting a resolution of support.

- 2 different projects on Hwy 280, one in 2026 and one in 2028
 - 2026: Pavement & bridge repairs along Hwy 280 mainline and ramps. Full closer of 280 as early as April 13.
 - 2028: Primarily working on streets along and across Hwy 280. Closure of northbound left turn from 280 to Broadway Ave (which will send more traffic to Hennepin/Industrial)
- Notes at Hennepin Ave & Industrial Blvd
 - Recent 4 to 3 conversion on E Hennepin to West, included buffered bike lanes.
 - MPRB Grand Rounds Missing Link planned at Industrial
 - Closure of turn to Broadway more traffic is making the turn at Industrial Blvd
 - Ramsey County corridor study 2026-27 & construction in 2030s on E side of 280
 - In Ramsey County plan to add only painted bike lanes as an intermediate fix before Ramsey County project in 2030
- On Hennepin Ave side, planning a full reconstruction with the goal of building a shared use path on both sides of the road
 - Why shared use path?
 - Maximum flexibility for tie into future projects
 - Low pedestrian volumes – potential for two-way bike traffic
 - Separated bikeways, detectible tactile strip, and sidewalk would result in loss of buffer space and room for a bus stop.
 - Shared use path is consistent with the GRML design, provides a contiguous facility type in coordination with MPRB led work.
- Proposed Layout:
 - Matches into MPRB GRML design
 - Shared use path on both sides
 - Shared use path widens at RR crossing
 - WB right turn lane at Industrial Blvd
- One remaining spot that needs to be worked out. A bus stop at Industrial Boulevard & Hennepin Ave
 - Challenging to provide an ADA accessible ramp here
- Questions?
 - Billy Binder: are the shared use paths above or below the curb?
 - Chris Bower: Above the curb.
 - Billy Binder: Any thoughts to getting the shared use path behind the bus stop to minimize conflicts.
 - Chris Bower: Some severe ROW constrains here. Still working with Metro Transit to figure out details about bus stop placement
 - Billy Binder: How wide are the shared use paths here?
 - Chris Bower: 10 feet.

- Billy Binder: That's what I like to hear.
 - Raymond Eliot: Have you started coordinating with Metro Transit yet? Can connect you with the correct person. Also thinking that at this bus stop the decision may be most sensible to move to the farside. Operations will have final say on this but that's my guess.
 - Luke Van Santen: I notice there's a striped median in the middle of the proposed layout. Any way that this space can be moved out to the sides?
 - Chris Bower: Space is very precious here. The issue is lane continuity in both directions. We don't want to send WB traffic directly into the EB turn lane. The median is designed to shift the lanes to line them out. As we move into final design this is something to take a closer look at to see if any space can be shifted towards the sides.
 - Luke Van Santen: Are the through lanes planned to be 11 feet here?
 - Chris Bower: Can't speak with certainty, as it will depend on what needs to be matched into, but 11 feet would be the goal if possible.
 - Greg Anderson: Is there any sunset on those spur lines on the railroad?
 - Chris Bower: Great question! It was tried to see if the railroad could get rid of this segment. They use the smaller segment once a year but were not willing to remove it.
 - Billy Binder: We're speaking fondly of the 4 to 3 lane conversion on Hennepin Ave, but there's a gap on Broadway between Johnson and Stinson. Unrelated to this project but wanted to get this into the ears of Hennepin County engineers on the call here.
 - Nathan Ellingson: Not familiar if anything is planned here but can bring it up with Capital Programming and Planning to see what's on the horizon.
- **Grand Rounds Missing Link, E Hennepin Trail Segment Project** **4:35 – 5:00**
 - Adam Arvidson, MPRB and Andrew Montgomery, Damon Farber
 - Requesting a resolution of support for this segment
 - Grand Rounds Missing Link has come to the ATC several times over the last few years.
 - At about 30-35% design currently.
 - Entire corridor will be a 10 ft minimum off-street trail.
 - Trail gap is 140 years old. Originally envisioned in 1880 when the city was first founded.
 - Industrial Boulevard part of the phase 1 plan.
 - Crossing at signalized intersection over E Hennepin, then over to 27th Ave and south.

- Tunnel under BNSF rail line
- Separate study for the rail yard crossing between SE Como and Stadium Village/Prospect Park.
- Roundabout at Franklin Ave
 - Henrik Kowalkowski in Chat: “that intersection is such an improvement over what exists now! 5 way signalized to a roundabout.”
- Industrial Blvd Segment
 - Full trail and park-ification
 - 4 lane down to 2 lanes
 - Huge boulevard space
 - 12 foot trail
 - Raised crossings
- Construction Schedule
 - Following MnDOT schedule to minimize disruptions
 - Draft concept plan development July '24 to January '25.
 - Community engagement public comment period for draft concept plan from Jan '25 to March '25
 - MPRB concept plan approval November '25
 - Consultant contract amendment for first phase implementation, City of Mpls concept plan approval Jan/Feb '26
 - Design & construction documentation for phase 1 of project January '26 to February '28
 - Bidding and contract for first phase implementation project in March '28
 - Construction start in June '28
 - Substantial completion of phase 1 in June '29
- Questions?
 - Henrik Kowalkowski: Any improvements on reducing the Impact of roots on the trail system, so that the trail is less prone to breakage?
 - Andrew Montgomery: there is some technology (plastic liners) that can prevent this, but this is something we will keep in mind for final design.
 - Henrik Kowalkowski: I know it's difficult and expensive when railroads get into the mix, would be very excited to hear updates whenever available about the rail yard crossing, whenever there is information available there.
 - Andrew Montgomery: I know Kimley-Horn is working on several layouts here. Further East the crossing gets easier, but I know this is a 50+ year vision for how to create a crossing here.
 - Adam Arvidson: Just a quick comment. MPRB regional park dollars and state bonding are constantly building up funds for Grand Rounds Missing Link until connectivity is completed. We're focused on Phase 1 for now, but we aren't forgetting about Phase 2. Working on advanced strategic

acquisition where possible, and we won't be in a situation where the funding will be expended after Phase 1.

- Dave Carlson: At the large railroad crossing, in the interim could the project be connected at energy drive and over the transitway as a temporary detour?
 - Chris Bower: Watch this space and stay tuned. Ideas like these are something we're working on to figure out a solution here.
- Luke Van Santen: Happy to see raised crossings, trees / green space, and other elements. Looks good!

- **Washington Avenue Bikeway Project**

5:00 – 5:18

- Hussein Hussein, Hennepin County and Steve Weser
- Project Overview
 - Preliminary design through early 2026
 - Final design through early 2028
 - Construction to begin spring 2028
- Currently in preliminary design and starting with engagement soon
- Project Goals:
 - Safe, secure, and comfortable places for everyone to travel regardless of age or ability
 - Support reliable transit (planned BRT routes here)
 - Provide safer crossing opportunities
 - Support needs of nearby neighborhoods, local businesses, and institutions.
 - Continue existing off-street bikeway that begins west from 5th Ave S
 - Enhance character of Washington Avenue
- Existing Conditions:
 - 4 lanes divided with left-turn lanes
 - Parking on both sides of the street
 - Pavement needs replacement in several sections
 - On-road bicycle lanes
 - Primary corridor to access downtown from I-35W and SE Mpls
 - Mixed-use corridor with commercial, office, and residential uses
 - Traffic dividing medians but no pedestrian refuge
 - Sidewalk needs replacement and widening in several sections. Substandard PAR and ADA issues
 - Currently parking on both sides, but potentially removing some of that.
 - H line planned at Chicago & 1st Ave intersections
 - Bike facilities on 10th and 11th Aves** to tie into this project
- Engagement Scope:
 - Digital-first approach to engagement
 - A few in-person events as well, including farmers markets.

- Virtual engagement with project website, online surveys, virtual presentations, and geotargeted digital advertising.
- Meeting with local groups, including the Downtown Neighborhood Association, BOMA, DID, and Downtown Council.
- Questions?
 - Billy Binder: Delighted that you're working on this project. If this would be pushed over 35W, this would be one of the most important pedestrian and bike corridors in the state. Good luck, and 100% supportive.
 - Hussein Hussein: ideas in the pipeline for the segment past 35W and to Cedar Riverside.
 - Henrik Kowalkowski: there's been some pretty good work done to create some barriers from the high-speed corridors. I would like to see pedestrian barriers continue here to increase the safety feel.
 - Steve Weser: Not 100% on the grade separation yet, but if not grade separated it will be curb protected.
 - Luke Van Santen: Glad to hear that this will be protected one way or another.
 - Billy Binder: Hennepin to 5th right now is decidedly above the curb. I would like to see the project go with this direction.
 - Luke Van Santen: Hennepin and 4th, biking on curb separated street level trails makes you much more visible to cars. Vertical separation is much more comfortable.

- **Member announcements**

5:18 – 5:21

- Bike to Work Day May 15th at the Government Center Plaza. More information to come here.

Next meeting: April 20 | 4 – 6 p.m. Microsoft Teams