

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: August 17, 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
- ✓ Sam 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
- ✓ Danny McCullough, Three Rivers Park District

Guests:

- ✓ Dan Patterson, HC Public Works
- ✓ Christina Neel, HC Public Works
- ✓ Brady Hommerding, HC Public Works
- ✓ Hussein Hussein, HC Public Works
- ✓ Emily Schulz, HC Public Works
- ✓ Joshua Colas, SRF
- ✓ Steve Weser, Alliant Engineering

Notes

- **Approval of July 2026 minutes** **4:05 – 4:11**
 - Lou Dzierzak moved to approve the July 2026 minutes. Ethan Kleinbaum seconded the motion. The minutes were approved by voice vote.
- **Washington Avenue (CSAH 152) Bikeway Project update** **4:11 – 4:52**
 - Hussein Hussein from Hennepin County Transportation Project Delivery Design introduced himself and consultant Steve Weser from Alliant Engineering.
 - The project Web page with comment map is at <https://beheardhennepin.org/washington-avenue>.

Hussein Hussein introduced the project to the ATC in March 2026 and is back with preliminary concepts. The extents are 5th to 11th in downtown Minneapolis. It's a partial-scope reconstruct. Last full reconstruction in 1988, so it still has a lot of life left and doesn't need a full reconstruction. We're adding separated bikeway to match full reconstruction in 2017 to the east.

- We're starting the second engagement phase. Final design will be in 2027 and construction in 2028 with federal funding.
- We're doing a lot of online and in-person meetings and one-on-ones with property owners.
- We've had nine meetings with 14 stakeholders — Building Owners and Managers Association, Downtown Improvement District, Downtown Minneapolis Neighborhood Association, Taste of Minnesota, Downtown Farmers Market — to introduce project and meet with residents. Used paid social media to push people to the Web site.
- Parking was brought up by pretty much by all property owners, including deliveries and how to maintain that.
- We're replacing all signals, reducing crossing distances with bumpouts. Improving visibility between peds and bikers. Connecting to 2nd Street and other city bikeway projects.
- There have been requests for better lighting.
- Our main question today is at intersections and whether the bikeways should be at street level there or at sidewalk level. Many have expressed support for on-street bikeways and for sidewalk level bikeways. There are challenges with each depending on user experience and comfort.
- Project goals
 - Safer crossing
 - Better accessibility
 - Safe, secure, comfortable bike facility
 - Replace aging infrastructure
 - Not a lot of push for planters; property owners didn't want to take on maintenance responsibilities.
- BRT H Line stations at Chicago and 11th, recently added just west of project at 5th.
- Sidewalk level between intersections would involve full reconstruction, and that is outside the project scope.
- Ethan Kleinbaum: Washington Avenue west of the project, that's a sidewalk level bike facility? Hussein Hussein: Correct, yes, that was a full reconstruction that allowed us to do that.
- Hussein Hussein: To have it all at sidewalk level, the impacts required full reconstruction. Based on project goals and budget, on-street is the option that meets our goals.
- Seth Stattmiller: When is this due for reconstruction and is sidewalk-level possible at that point? Hussein Hussein: Last reconstructed in 1988, so quite a ways.

- Luke Van Stanten: Is this a 50-year project? Hussein Hussein: Right. This will extend the service life as well.
- Steve Weser: This will be substantial safety improvement compared with what's out there today.
- Steve Weser: We did look at both on-street and off-street for entire corridor. It's leaning toward on-street protected, which is what the agencies see as the way to go given the constraints and partial reconstruction.
- Some of the givens:
 - Number of lanes remain two through in each direction.
 - Left turn lanes very needed through corridor.
 - Right turn lanes aren't necessarily needed. We may try to make use of that space for other purposes. If no bus stop, curb extensions might be an option.
 - West of 5th, may eliminate medians and allocate that to the outside.
 - Parking: All property owners said it's very important and they want to maintain it for their businesses.
 - Agency preference due to budget and partial reconstruction, simple construction and not a lot of impact to neighboring properties, lands on on-street between the intersections.
- Benefits of on-street bikeways: Most of the curb and pavement is in very good condition. Does not warrant full reconstruction.
- Hardscape is in really good shape and maintained by landowners.
- Would leave curb lines in place, and leave mature trees in place, mostly on the north side where they aren't as shaded by buildings.
- On-street bikeways generally are lower cost.
- All agencies prefer sidewalk-level at transit stops. Makes it easier for pedestrians to access transit.
- Signals are outdated. Need to replace the signal systems. Necessitates some sidewalk work to take out conduit, redo handholes. Will bring corners in ADA compliance.
- Looking for feedback especially on sidewalk level or street level at the corners.
 - Option A Street level at intersections
 - Advantages
 - Better separation between bikes and peds
 - More flex for grading and curb heights
 - Slightly lower construction cost
 - Not as much up-and-down for bikes
 - Grading and drainage advantages
 - Disadvantages
 - Lower bike visibility
 - Drivers might not realize they need to yield to bikes
 - Reduced comfort

- Example: 10th Ave SE and 4th Street SE: Bikeway is street level at intersection. Buffered from motor vehicles. Peds and bikes separated by elevation and curb.
- Option B Sidewalk level at intersections
 - Advantages
 - Better flex of uses at corner, particularly with large pedestrian crowds associated with events (e.g. US Bank Stadium)
 - Improve bike visibility at crossings
 - Better yielding from drivers
 - Disadvantages
 - More up-and-down for biking
 - Closer interaction for bikes and peds
 - More complex drainage design
 - Slightly higher construction costs
 - Example: Hennepin Ave and 2th St. North. Bikes and peds both raised above street level.
- Remaining decisions
 - Working with city on lighting options.
 - Street-level or sidewalk-level at intersections
 - Street lighting
 - Greening and streetscape elements — Property owners not interested in anything they'd have to maintain or be assessed for. South side western three blocks in Downtown Improvement District special service district. The plantings have trouble with shading and salt, they've sort of given up on those. Not interested in maintaining median plantings and county/city don't have capacity to maintain it.
 - Eastbound BRT station location at 5th; leaning toward near-side station.
- Hussein Hussein: Next steps: Engagement phase 2 to present Options A and B. Basically the only differences are at intersections.
- Open House 9/15 at Open Book.
- Engineering of drainage, always challenging with a partial reconstruction.
- Goal is to have a preferred layout in November 2026.
- Ethan Kleinbaum: Interesting to see. In terms of on-street or raised at intersections in general, it depends on the context and it's hard to give one specific answer. The issues of visibility and separated bikes and peds I was going to raise is that at a lot of intersections with raised crossings, cars turning right creep creep creep into the intersection, blocking the crosswalk and bikeway. One-way bike lanes aren't wide enough and it pushes you into the intersection. Is there a way to cut down on creeping into intersection, especially at 11th with bikeways in both directions? Steve Weser: We'll be looking at protected intersections and design to prevent that.

- Seth Stattmiller: I agree that each intersection and situation can call for different treatment, but in general I think the raised corners are the best option here, especially with the way bike riders will be hidden from drivers by parked cars.
- Ethan Kleinbaum: Would you want a resolution on this? Should we put one together? Steve Weser: An informal vote wouldn't be bad. There are benefits and drawbacks to both. If a resolution makes sense, we'd certainly take that as well.
- Julian Fernandez-Petersen: As ATC members, you are at liberty to pass a resolution whenever you'd like. I can help facilitate that and get that to project managers. Hussein Hussein: Originally looking to provide an update, but a resolution would be helpful.
- Luke Van Santen: These options are named indicating the bikeway will be at street level everywhere but intersections, is that right? Hussein Hussein: Correct.
- Luke Van Santen: Any thoughts of tabling the intersections? Is that something that could happen? Steve Weser: Three intersections today have local flooding issues. We haven't progressed design to a point to look at whether that's feasible. Luke: So you're definitely looking at it? Steve: On the side streets, we did hear that. I'm not aware of any tables on county legs anywhere. Luke: Drainage issues on bikeways in winter become ice issues, which is doubly not good.
- Seth Stattmiller: Raised crosswalks would help a lot in the car creep situation.
- Billy Binder: Any thought to extend it over 35W bridge connection downtown to the University, both huge generators of bike and ped traffic? This could link those areas. Why are we stopping at 11th? Hussein Hussein: We aren't necessarily stopping at 11th, we're segmenting. We'll find out later this year for the next segment of this. Project limits are dictated by age of infrastructure and funding. Billy: If there's a vision to go 35W to Cedar-Riverside, we'll be creating a gap at 35W. What's special about 11th? Why not to the bridge? Hussein: We're basically tying into Metro Transit H Line midblock station and the 11th Street bikeway. It is a good point. The county is approaching that segment. This came up multiple times in our engagement. Billy: If pursuing Cedar-Riverside to the bridge, why wouldn't you add the distance to the bridge to close the gap? Hussein: If we get awarded that funding, we'll look at it again.
- Luke Van Santen: I'm a fan of Option A. It seems to work just fine on Hennepin.
- Nicole Armstrong: With the increase in scooter rentals and electric bike use downtown, I prefer Option A.

- **Cedar Avenue (CSAH 152) Reconstruction Project update**

4:53 – 5:12

- Joshua Colas from SRF introduced himself and Emily Schulz, Hennepin County project manager.
- The project Web page is at <https://beheardhennepin.org/cedar-avenue>.
- Project goes from Lake Street to 42nd Street in south Minneapolis.

- Cedar Avenue today has two general lanes and two parking lanes (one lane of each in each direction). The context includes intersecting bikeways, multifamily housing, single-family housing.
- Minneapolis All Ages and Abilities network intersections include 31st and 40th.
- Metro Transit routes 14, 22, 27, 38 and 46 on the corridor or intersecting as well as a feasibility study for B Line.
- Project goals
 - Improve safety to all, priority on people walking and rolling
 - Improve road surface (last reconstructed more than 60 years ago)
 - Reduce speeding through roadway design
 - Improve drainage and climate resiliency. One identified low point with poor drainage.
 - Integrate Cedar into Hennepin and Minneapolis multimodal transportation infrastructure.
- Four phases of engagement. In second phase, asked where people would like traffic calming, including several intersections, especially north of 37th.
 - At 34th and 40th, prefer traditional signal or pedestrian flashing beacon? Signals are not warranted for side traffic. Most prefer traditional signals. Created designs for both options based on that feedback.
- Proposed treatments
 - Left turn lanes
 - Curb extensions
 - Wider boulevards
 - Intersection medians, creating right-in, right-out intersections.
 - Flashing beacons
 - Parking modifications for bumpouts and turn lanes.
- 34th Street
 - Joshua showed two renderings, one with a signal and one with RRFB and overhead mast arm.
- 40th Street
 - Joshua showed two renderings, one with a signal and squared up intersection, one with an RRFB and one-way on both sides of the intersection.
- Ethan Kleinbaum: What's going on with the left image? 40th is currently a bike boulevard, this would be a two-way bikeway for a couple of hundred feet? Joshua Colas: Yes, then it ramps back down. Ethan: The bikeway facilities connected to signal and beacon, or you could do two-way with a beacon or vice versa? Joshua: Bikeway is interconnected into signal system, also with RRFB. Option on the left, the bikeway is separated from sidewalk. Flashing beacon on the right, they're separated but on the same plane.
- Joshua Colas: We're in concept level phase. Will transition to preferred alternative in the fall and final design next year. For 2028/2029 construction.

- Scott Zerby: On right rendering, it looks like sidewalk has a flare to it? Those will store and hold a lot of heat where there's some grass with the signal option.
Joshua Colas: It is a maintenance item for plowing, we have to maintain 8 feet. 15 feet back from the vantage point of this rendering, the boulevard returns.
- Ethan Kleinbaum: on 40th Street, very familiar with it. My experience with RRFBs is drivers often ignore them. I feel strongly that traffic signals are the better option. But, given that 40th is a bikeway and you're on the right side of the road, having to cross the street to get to the intersection, is not preferable. Emily Schulz: This intersection is a bit odd, cars can't turn in, so you aren't necessarily crossing oncoming traffic. It's a bike boulevard mixed with a signal. Ethan Kleinbaum: But there is traffic from behind. Joshua: Yes, but it is a lower speed bike boulevard and I'd like to think people would feel more comfortable taking the lane.
- Sam Gallagher: For 40th street, a separated bike lane on both sides (right image) makes more sense to me than a 2-way bike lane.
- Ethan Kleinbaum: Last time there were bus rapid transit-ready parking lanes.
Joshua Colas: Coordinating with Metro Transit and their feasibility study. Their study is expected to be completed late this year or early next year with guidance on if or where BRT would be along the corridor.
- Joshua Colas: We'll be back at 30 percent design of preferred alternative.

- **Member announcements**

5:13-5:15

- Tammy McLemore: This week will be Black Bike Week, learning about historical events such as Major Taylor and other things in our community. It'll be at Venture Bikes on the Greenway starting Wednesday. Through the years I would go and take part. Link is at: [Black Bike Week MN 2026 — Eight Days of Movement, Memory & Freedom Tickets, Multiple dates | Eventbrite](#)
- Julian Fernandez-Petersen: Reminder for districts 5 and 7, your terms are up at the end of the year and we'll be starting the process of reaching out and getting the appointment cycle going. Don't need to do it immediately, we're in the early stages of the process and it's on the horizon.
- Scott Zerby: I appreciate the shorter meeting on a summer evening.

- **Adjournment**

5:16

- Scott Zerby moved to adjourn the meeting, Tammy McLemore seconded. The meeting adjourned at 5:16 p.m.

Next meeting: September 21 | 4 – 6 p.m. Microsoft Teams