

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, July 20, 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
- ✓ Tom Musick, HC Public Works
- ✓ Matt Huggins, HC Public Works
- ✓ Brady Hommerding, HC Public Works

Notes

- **Approval of May 2026 minutes** **4:03 – 4:04**
 - Ethan Kleinbaum moved to approve the May 2026 minutes. Tammy McLemore seconded the motion. The minutes were approved by voice vote.
- **Penn Avenue (CSAH 32) reconstruction project introduction** **4:04 – 4:49**
 - Matt Huggins from Public Works introduced himself, Tyler McLeete from Stantec and the upcoming Penn Avenue reconstruction in Richfield.
 - The project Web page is <https://beheardhennepin.org/penn-avenue>.
 - Matt was last at the ATC in June 2025 for an initial introduction to the project.

- We're here to present several options as we work toward a preferred concept and layout.
- Over the past year we've had deliberate conversations with the city, stakeholders, residents, parks, businesses and others.
- We'll be back late this summer or early fall with an update and hopefully a preferred option. We're hoping to present a preferred option to the city council this fall.
- We've been learning about people's experiences, what a vision for the corridor would look like and what tools would help move us toward that vision.
- Shooting for reconstruction in 2028.
- We started with a clean slate and asked residents about their experiences with Penn Avenue:
 - There's a lot of concrete
 - Not much for walking, nothing for biking
 - We hear people want to really redo Penn Avenue
 - It's wide open and straight; not much for traffic calming
- Phase 2 was to develop that vision with community members, the transportation commission and created a vision statement and took it out for feedback.
- We took out some bikeway configurations, median options, not necessarily specific to Penn, but to give people an idea of the tools available.
- Penn Avenue study in 2021 developed a problem statement:
 - Penn dangerous to walk
 - Biking on Penn is not safe
 - There isn't enough green space
 - Doesn't fully support the needs of a vibrant business district
- We heard comments consistent with this problem statement.
- Last constructed in early 1960s; it's well beyond its design life.
- Penn Central is an important business district in Richfield. How do we better mesh Penn Avenue with the district and make it more walkable rather than a county highway running through the center of a business district?
- Phase 3 engagement happening now. We've presented some alternatives that look feasible.
 - 64th, 66th, 65th, 67th all signalized. Strong desire from residents to convert to roundabouts for safety and traffic calming capabilities.
 - Improving biking and walking experience
 - Improving parking, perhaps on-street parking
 - Bikeway perspective: Strong preference for one-way cycle track like 66th Street. Was not support for an on-street bike facility, which does not cater to the confident rider comfortable riding on the street.
 - Looking to minimize crossing distance
 - Pedestrian-scale lighting on whole corridor
 - Desire for refuge at almost every single pedestrian crossing.

- We have pared it down to three options
 - One-way cycle track (strongly preferred by residents)
 - Dual shared-use paths (maybe 2 percent to 3 percent of people preferred)
 - Two-way cycle track on one side of the street with sidewalks on both sides (some support from residents)
- Henrik Kowalkowski: This looks really good. I appreciate all the public outreach. What the community wants aligns with what I think makes sense, along with the city council and city's transportation commission.
- Ethan Kleinbaum: Not my district, but I find myself biking here quite a bit. I understand the bridge over 62 is out of scope, but I would hope whatever is done is done with updates to that bridge in the future. Curious if one of these approaches makes updates to the bridge — including a bikeway on the bridge — does one work better than another? Matt Huggins: County jurisdiction stops at the midpoint of the bridge and north of there it's the city of Minneapolis. We've been working with MnDOT and Minneapolis. A fitting bikeway for the footprint today probably is a single two-way bikeway, but there are ways to transition from a two-way to one-ways. Best opportunity if other partners were to get involved, it would be two-way on the east side. Today it does meet width standards at 10 feet. It comes up a lot and we're looking to align with our other partners.
- Henrik Kowalkowski: Even though the bridge is out of scope, it would be a pedestrian only crossing, but the northbound to eastbound slip lane will be removed, is that right? Matt Huggins: Yes. Henrik: So that will be an improvement.
- Luke Van Santen: Curious what the configuration on the street is. Matt Huggins: We heard a desire to move the bikeway off the street. Priority on shortening crossing distance. It would be separated off street with no dedicated on-street biking facility. Luke: When interactions with stakeholders was going on, was there a specific configuration for an on-street option? Matt: Yes, buffered was an option we looked at. It wasn't a preference for the community. We also looked at an on-street separated with a barrier, but that was not favored mostly because of maintenance challenges.
- Scott Zerby: St. Paul has strong desire for tree preservation; is Hennepin County doing anything similar around tree canopy? Matt Huggins: For better or worse, there aren't a lot of trees in existing right of way. We are looking to preserve any healthier trees that are there. Working with Hennepin County Forestry at which should remain and which trees to use. On Nicollet we calculated out the tree caliper. It's certainly not a goal to take out trees, but it's mostly pavement and not like a Cleveland Avenue in St. Paul. We're looking at an 8-foot boulevard to support trees.
- Billy Binder: What was the discussion around removal of parking like? Matt Huggins: We did parking counts up and down the corridor. Most of it is Sunday-only parking and it's minimally used and primarily in the residential area. We've

not gotten pushback on removing that. With businesses from 66th to 68th, strong desire to retain parking. With city council member priorities, we've arrived at keeping parking on the west side. This likely will be in the recommended layout in the coming months.

- Project stops at the south end of the bridge over 62. Safety improvements with the eastbound ramp improve the biking and walking experience. Only crossing of Penn on north side, with channelized turn. Very vehicle-centric. Want to make the intersection as small as possible. Existing trail on south side behind sound barriers. Want to move the crossing to the south side to connect with the trail.
- From a vehicle perspective, southbound two through today with a lot of merging and conflicts with the Lunds just south of here.
- Looking at truck pillows to allow bigger trucks to navigate the intersection but slow down smaller vehicles. Would lower vehicle speeds and improve visibility. Because of the large trucks, we couldn't do a median here. Trucks need that space to oversteer. Henrik Kowalkowski: I was going to ask why we can't have protected in the painted median; I think it makes sense to keep it narrower, but it would feel safer to have a refuge in the middle. Matt Huggins: We'll continue to push MnDOT as much as we can on those truck movements. It is a MnDOT bridge.
- 66th Street intersection: Reconstructed in 2017-2018 with 66th. We looked at options for roundabouts, but it would need to be a multilane roundabout and would require taking a lot of right of way in three of the four quadrants. There are operational and safety benefits to roundabouts, but less so with multiple lanes. But, how much smaller can we make the intersection and improve the biking and walking experience? Looking at going from five lanes to four lanes. Looking at truck pillows.
- Considering leading pedestrian interval for the signal.
- We have not seen a lot of crashes here, but we know it is a high-stress intersection.
- Ethan Kleinbaum: I see you're evaluating transit stop locations, I see two icons for potential stop locations. Are there stops along 66th? And what are the other aspects of the transit stop locations. Matt Huggins: We're not looking to change the 66th stops, I believe they're both on the west side. Still talking with Metro Transit. There's more room on the north side, but trying to figure out what's best for local service or any other future service.
- Henrik Kowalkowski: I think moving the stop north of 66th gets it away from the BP with lots of car traffic. It'd be nice if we could get a covered stop. Matt Huggins: I can't speak to that, it'll come down to what makes sense for ridership with Metro Transit. Raymond Eliot: We choose where to install them based on ridership, not necessarily where would be nice. There would be space to potentially do something like that if ridership warrants it.

- Henrik Kowalkowski: Northbound on north side, currently two lanes and then they merge, so this is an improvement to change it to a right turn lane. I wish it could be a roundabout. Matt Huggins: Locals seem to all drive on the inside lane anyway, with just a few people merging in.
- Next steps: Transitioning out of alternatives review and moving toward a recommended layout into August and September. Open House August 19. Penn Fest September 20 (with great barbecue).
- ATC next Sept. 21.
- Transportation Commission Meeting No. 9 Oct. 7
- Moving toward city council resolution Oct. 27
- Henrik Kowalkowski: Would love to see a cycle and pedestrian connection between 64th, Penn and Oliver.

- **Penn Avenue (CSAH 32) reconstruction project resolution** **4:49 – 4:57**

- Henrik Kowalkowski read the draft proposed resolution.
- We have a working example on 66th and one under construction; this seems like the obvious choice for Penn.
- Luke Van Santen The Nicollet Avenue in the whereas, is that in Richfield? Henrik Kowalkowski: Yes, Nicollet from 66th to basically 494. The draft resolution was edited to note it is the Richfield segment.
- Dave Carlson: I was hoping there would be an on-street facility. The Richfield Transportation Committee has definitely eliminated that. I would be OK with off-street, but I would like to have at least a little bit of space on road.
- Henrik Kowalkowski moved to approve the resolution. Luke Van Santen seconded.
- The resolution was approved unanimously by voice vote.

- **June ATC in-person group ride reflection** **4:57 – 5:05**

- Julian Fernandez-Petersen: I had a lot of fun leading it. It was my first time leading a ride. We got to see the trails on the LRT corridor, especially intersections along the Kenilworth trail.
- Seth Stattmiller: I loved it. I love the in-person stuff. Thanks everyone who came and rode.
- Scott Zerby: It was nice to meet people in-person and see some of the issues we're dealing with on projects. It was nice event. It'd be nice if we can do it again.
- Luke Van Santen: I have a gripe: The weather forecast was wrong and I got wet on the last two miles on the way home.

- **Member announcements** **5:05 – 5:10**

- Ethan Kleinbaum: Last week Lyndale Avenue reconstruction was up for vote in from of Minneapolis City Council, approved 8-4. Very exciting. We're getting facilities on Lyndale from 28th to Loring Park Greenway. It's a big deal. It was not a given. There was a lot of hard work and advocacy. It was very close to the other

direction. Just wanted to let everyone know the good news and thank you for any advocacy you may have done along the way.

- Ethan Kleinbaum: I've been working on a project that's somewhat relevant. It's a Web site I've been putting together showing street-level bikeway facilities that are user-contributed. Trying to lower the threshold for someone to get out the door and show recent conditions of what a bikeway might look like. E.g. if you go to Google streetview, you see conditions prior to reconstruction with a bikeway. The site is lane.kleinbaum.us. If you ride with a Go Pro or even a camera, you can take GPS and video or photo and it will add it to the map. I made an app for Android. Someone else in Somerville Mass has contributed. I thought I'd share in case anyone is interested in contributing.
- Billy Binder: Very exciting project on CSAH 66 Golden Valley Road between Douglas and Theodore Wirth Park in District 2. Thanks to Danny McCullough, Basset Creek Trail is in, a beautiful 10-feet wide and four inches deep. Last year Douglas Drive to 100, this year 100 to Theo Wirth. Now complete from 100 to Indiana and Bass Creek Drive to Theodore Wirth. There's a gap that I hope will be completed this year. Adds a lot of safe, off-street access. Wheelchairs especially, Courage Kenny is on the corridor, and not they can get to Byerlys. There is a shift from south to north side at Regent. It avoids a busy busy busy intersection at 100 and Golden Valley Road. Good job Danny, Three Rivers and Hennepin County. Gap to be addressed from Theodore Wirth to Xerxes that we can talk about in the future.
- Seth Stattmiller: Just had chance to participate in culmination of 18 months of work by Bryn Mawr neighborhood, helped paint street mural in front of Bryn Mawr Elementary. Lots of complaints about working with the city to get it done. 25-plus community members worked on it. Hoping to do five more murals, undaunted as they are.
- Luke Van Santen: Saturday starting at noon from Tonka Cycles in Hopkins, Access Hopkins is having ride to re-celebrate reopening of trails, Cedar Lake Trail to Utepils, to river for picture with Grain Belt sign, then to Steel Toe.
- Luke Van Santent: Sure would be nice if we could facilitate a conversation with the city of Minneapolis on how they magically keep their curb-separated bikeways clear in winter and share that with other cities and show that there are viable options to make that work. I'm very open to help reach out to anyone and get to a place where maintenance issues aren't an automatic shutdown. Julian Fernandez-Petersen: I can see what we can do with the city. I've noticed it come up a lot with a lot of different designs. No promises, but I'll see what I can do.
- Dan Patterson: The county is working with around 18 of our cities to rework our cost participation and maintenance policy. Bikeway maintenance is a part of that conversation. We'll see if we can get an update on where that is headed.
- Billy Binder: The subject of maintenance on HC roadways, trails, is a vast unresolved issues on the ATC and former BAC. We've never resolved the question

of who maintains Hennepin County bikeways in various cities. But it's to the point where some of the cities can't afford to maintain county bike infrastructure. The county needs to step up and provide money to do it or do it themselves. I should have asked who would handle maintenance on Penn Avenue. I think we ought to address this with commissioners and the cities.

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- **Adjournment** **5:18**
- Ethan Kleinbaum moved to adjourn the meeting. Seth Stattmiller seconded. The meeting adjourned at 5:18 p.m.

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