HENNEPIN COUNTY
MINNESOTA

Active Transportation Committee

Date: September 21, 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
- ✓ John Mark Lucas, University of MN

Guests:

- ✓ Dan Patterson, HC Public Works
- ✓ Christina Neel, HC Public Works
- ✓ Matt Huggins, HC Public Works
- ✓ Brady Hommerding, HC Public Works
- ✓ Tyler McLeete, Stantec
- ✓ Antonio Rosell, City of Minneapolis

Notes

- **Approval of August 2026 minutes** **4:03 – 4:04**
  - Lou Dzierzak moved to approve the August 2026 minutes. Ethan Kleinbaum seconded. The minutes were approved by voice vote.

- **Penn Avenue (CSAH 32) Reconstruction Project update** **4:04 – 4:44**
  - Matt Huggins from Hennepin County Transportation Design introduced himself and Tyler McLeete from Stantec.
  - The project Web site is https://beheardhennepin.org/penn-avenue.
  - They presented the project to the Active Transportation Committee in July with preferred bikeway preference. Since then, they have engaged with community

members, Richfield City Council and the city's transportation commission. There has been conversation about access, intersection types. Now they are tying everything together before going back to council in the fall.

- We'll go through the layout for comments for what we consider the recommended layout.
- We're in Phase 4 of the city's Sweet Streets engagement framework: Recommendations.
- Start of construction tentatively planned for Spring 2028.
- Had table at Penn Fest yesterday. Were there for 5 and a half, six hours. More people came by the booth than at any open house.
- Phase 4 virtual engagement closes 9/25; Transportation Commission Meeting No. 9 10/7; City council 10/27 if on track; final design tentatively November 2026 to December 2027; construction tentatively spring 2028 to summer 2030.
- It's a mile and a half corridor with lots of utilities, so we expect a year and a half of construction.
- Key features in the layout new since last time
    - One-way cycle track from 75th to 62, similar to the one on 66th
    - Roundabouts proposed at 64th, 69th, 75th. Currently those are signals.
    - Closed median limiting access (right in, right out) at 67th, 71st, 73rd
    - Median refuges with left turn lanes proposed at 63rd, 65th, 70th, 72nd and 74th. Trying to provide as many refuges as we can, with a busy 10,000 vehicles a day making it more difficult to cross.
    - Tabled crosswalks at all local crossings (not roundabouts or Municipal State Aid streets).
    - Flashing pedestrian lights at 64th and 75th
    - Roadway and pedestrian scale lighting.
    - As many boulevard tree plantings as we can.
    - Overhead power line burial.
- Matt Huggins showed the proposed layout starting at 75th Street and walked the group north through the corridor.
- Nine Mile Creek regional trail crosses at 75th, which is proposed to get a roundabout.
    - Henrik Kowalkowski: It looks like bike on/off ramps. Does that spit you into the general lane south of 75th? Matt Huggins: The bikeway in the interim ends at 75th. Council requested a way onto the street. There is a desire to eventually connect to 78th Street bikeway. This way more confident riders have a way on and off the facility.
- Eliminating shoulders to reduce speeds and crossing distances. Trying to be aggressive around roundabouts with medians to reduce conflict points.
- Refuges at 74th.
- 73rd Street proposed as a bike boulevard, has median with refuge. City looking to improve overpass of 35W to make it more bike friendly as a long-term goal.

- 73rd and 72nd have tabled crossings.
- At 70 ½ we're not proposing median refuges.
- Henrik Kowalkowski: Given the geometry of the road, do you foresee anyone trying to make a U-turn at end of median? I worry people will get fed up and make a U-turn. Totally in favor of the median, but wondering if there's something you can do with the geometry. Matt Huggins: We're making them long so people might think "I've gone this far, I might as well go around the block at this point." We've done similar at Lyndale and haven't really seen the issue, but certainly people can and will do it.
- Ethan Kleinbaum: One place where medians don't do their job: 40th and Chicago. 38th and Chicago under construction. Cars got fed up with detour, they'd literally drive over the median. They put up roadblocks and now they go up the road. If you stand there 20 minutes you'll see it a dozen times.
- Ethan Kleinbaum: In terms of bikeway and sidewalk: Is there any indication or distinction between the two besides concrete color? On Bryant, Hennepin downtown, there's distinction with tactile strips. Where there aren't tactile strips, it's common to find pedestrians in the bikeway. Matt Huggins: We're still discussing with the city. They tend to go with the grooves separating them for plowing, as well as cost. They're a million dollars a mile. I know that's preferred in Minneapolis and becoming the standard in some cases. Richfield still has concerns and we're working through the details. People ride the wrong way on 66th a lot, but there haven't been issues the city is aware of. Tactile strips are preferred in several communities. More to come.
- 70th Street full access no tables.
- City has reconstruction after ours on 69th west toward Edina with some kind of bike facility. We're coordinating with them and how it ties into Penn Avenue.
- North of 69th tighter corridor. 10 feet for medians would affect right of way at 68th, potentially parking, so there is not space for a full median.
- Henrik Kowalkowski: Would it impact traffic too much to remove left turns in favor of medians? Matt Huggins: We did present that, but there was no support from the public. If we're going to do something, either close it entirely or maintain lefts. There's concerns with people stopping in the through lane and rear-end crashes.
- Henrik Kowalkowski: Would it be possible to get a crossing at 6813? Matt: Midblock crossing? Henrik: It's a long way between crossings. Matt: There are concerns with midblock crossings and visibility. We understand the concerns with 68th.
- Matt Huggins: Maintaining onstreet parking on west side south of 67th and 66th to 67th. Trying to expand things where we can. We are looking at expanding on-street parking on Penn where feasible. On-street parking was a desire from the city and policymakers.

- 66th: We did look at roundabout and signal options. With 66th being a four-lane section, the roundabout would be so large to function properly, would require taking three businesses no matter how we shifted the circle. No appetite from the city council for that. Still trying to improve safety with truck pillows to make the intersection as small as possible while trucks can still navigate it. It will be a signalized intersection.
- Expand on-street parking on east side from 66th to 65th. Requested by city council and new apartment complex.
- Sam Gallagher: On 66th, west of Penn it's odd with bike lane on one side, then it turns two-way when going eastbound. Add no right on red on southbound Penn? Or, How to help that crossing for bikers. Matt Huggins: With the signal system, looking at piloting no right on red actuated sign. If no one hits the button it would be the typical signal.
- Sam Gallagher: Going east, turning left onto Penn, is there something that can be done so if going through intersection it would take someone longer to turn so they don't hit you. Matt Huggins: We heard from Transportation Commission on extending those median noses and looking to optimize as much as we can. We're trying to reduce the amount of stress.
- Henrik Kowalkowski: 67th is it possible to get cut-throughs? Matt Huggins: We can bring up with the Transportation Commission. We can look at that.
- 65th Street, squeezing in refuges where we can.
- North of 65th, we really tried to consolidate driveway access, but the reality of these all being small independent businesses, if you take their parking, it's a total take. We're putting the driveways back in.
- Roundabout at 64th.
- Fire station: Conversations ongoing regarding their level of comfort with the proposed layout.
- 63rd, adding median where there isn't a left turn. Conversation ongoing for possible rectangular rapid flashing beacon (RRFB). Given proximity between roundabout and signal and the number of crossings, it doesn't look like it would meet our guidelines.
- Enhancements at ramps. Shifting crossing to the south to connect to trail system on south side of 62. Truck pillows to slow people making turns onto and off the freeway. Eliminating free right for eastbound onramp. It is still a freeway onramp, but we're doing what we can to make it more comfortable for people walking and biking.
- County jurisdiction ends at the midpoint of the bridge over 62.
- Lou Dzierzak: Matt and Tyler have been very diligent, going house to house, driveway to driveway, trying to make this work. It's an incredible puzzle to put together. This is a great design and they deserve a lot of credit for getting everyone's input, literally block by block.

- Sam: Great, could be model for future county projects. Could add sharrow at end of project to mark people will be biking in the roadway? Matt Huggins: Good comment.

- **City of Minneapolis Vision Zero Action Plan** **4:44 – 5:33**
  - Antonio Rosell, City of Minneapolis Vision Zero Coordinator, introduced himself. He's new in the position, as of the past six months. He spent 25 years working as a consultant in the community.
  - The City Council adopted the Vision Zero Action Plan August 27 of this year. It is available at https://www.minneapolismn.gov/government/programs-initiatives/visionzero/vz-action-plan.
  - The plan is inspired by idea that we have to act with urgency. 74 people died on Minneapolis streets 2022-2025. 2016 to 2025, 158 people were killed and 1,644 were killed or seriously injured
  - In the U.S., 36,600 were killed in 2025. About 400,000 were killed or seriously injured. Doesn't include the half a million whose lives are permanently altered when a loved one is killed or severely injured in a crash.
  - About 1.2 million people a year are killed in crashes worldwide.
  - Between 15 million and 22 million killed or seriously injured with lifelong effects.
  - Vision Zero is an international movement.
  - Hennepin County has the wonderful Toward Zero Deaths Action Plan recently adopted. I meet every few weeks with county's TZD coordinator, Tom Musick.
  - This is the third edition of the Vision Zero Plan. Previous versions were for 2020-2022 and 2023-2025.
  - This edition has 2026-2030 timeframe. Will have 10-year report next year. We will work with the city council to update the Vision Zero policy.
  - The plan has two main components
    - Crash data and statistics: How many crashes, where, severity.
    - List of actions
  - This plan is an update with new data on crashes and new actions based on evaluation of prior actions.
  - Crash data and statistics key findings 2020-2025.
    - Injuries similar level to 2018-2019.
    - Speeding most common contributing factors.
    - Native America and Black residents are disproportionately impacted by traffic deaths.
    - Drivers failing to yield when turning most common contributing factor for serious injury
  - 2025 saw 14 total fatalities.
  - Looking at serious injury and fatal crashes, they're returning near to historic lows, at 140 in 2025.
  - 2026 High Injury Streets map

        - 10 percent of streets are where more than 60 percent of serious or fatal crashes occurred between 2020 and 2024
    - Henrik Kowalkowski: Are there streets that stand out with high volume but low crash rates? Antonio Rosell: There are streets that would be anomalous. I can get a list later, but I can't recall them right at this moment.
    - Disproportionate impacts: Transportation Equity Priority areas tier 1 and 2 have higher proportion of people without access to motor vehicle, lower income, higher concentrations of people of color. Streets corresponding to these areas are about 20 percent of streets with 29 percent of population yet 55 percent of fatal crashes occur on these streets. They are higher volume, higher speeds, but it's not just that. The city is working hard to address these areas.
    - Antonio Rosell showed a bar chart of traffic deaths by ethnicity / race showing that BIPOC are overrepresented in fatal motor vehicle crashes. Native Americans are overrepresented in pedestrian deaths, with 2 percent of the population but 8 percent of pedestrian deaths.
    - People walking, biking and rolling are overrepresented in serious injury and fatal crashes:
        - Bike 10 percent of fatal crashes but 3 percent of trips
        - Walk 30 percent of deaths but 17 percent of trips
        - Car is 48 percent of fatal crashes and 75 percent of trips
    - Henrik Kowalkowski: If you flip it around, is the cause of fatal crashes mostly cars? I assume pedestrians aren't causing the crashes? Antonio Rosell: Yes. Pedestrians and bicycle riders are not causing fatal crashes. That overrepresentation is even greater because they are not the precipitating actor.
    - Antonio Rosell showed a slide with a ranked list of factors contributing to fatal crashes, including these top four:
        - Driver fail to yield when turning
        - Driver speeding
        - Driver Ran Red Light
        - Impaired and distracted not available
    - Safe streets actions:
        - Infrastructure changes targeting High Injury Streets
        - Quick builds
            - Bumpouts
            - Medians
            - Marked crosswalks
            - Retroreflective backplates
            - Hardened centerlines
            - Bike conflict striping
            - 4- to 3-lane conversions
        - Goal to turn the quickbuilds into permanent improvements
            - Closed median

        - Ped refuge island
        - Traffic circle
        - Speed humps
        - Raised crosswalk
    - Clara Sandberg: Is there any data to show enforcement contributing to lower rates of crashes? Antonio Rosell: Traffic enforcement, the department itself is understaffed and as you know there've been a lot of challenges in enforcement. For more than a decade, the number of tickets has been decreasing and it's difficult for officers to enforce. One approach is through traffic safety cameras. It's not subjective anymore, an officer deciding whom to pull over or not. Now it's radar. Pilot started last year and so far limited. It's working in other cities.
    - Henrik Kowalkowski: Is there a list of over and underperforming streets? Antonio Rosell: I can track that down.
    - Henrik Kowalkowski: Is there a plan to reduce conflict points given cars are causing the crashes? Antonio Rosell: Yes, the city's comprehensive plan looking to move the city into a more compact, dense development.
    - Traffic Safety Camera pilot. Five locations right now, with preliminary data
        - 51 percent reduction in serious speeding
        - State allows up to 42 locations and will have report this month or the next and a full-year report next year.
    - Safe vehicles: NYC Vision Zero beginning to talk about lobbying to discourage oversized vehicles. They cause more injuries when involved in a crash with people walking or biking.
    - Safety data: Support data driven approach and ensure accountability for progress toward goal.
    - Before we wait for a crash to occur, there's data available today from cell phone vendors, with sudden decelerations. You can find where crashes may occur. We're exploring these predictive models so we don't have to wait for someone to be killed to make a fix.
    - Accomplishments
        - 350 intersection improve
        - 32 miles of safe lane conversions
        - 88 traffic calming projects
        - 20 is Plenty campaign
        - $20 million safe streets for all grant hopefully to be released by the federal government soon.
        - Online survey showed huge support for making improvements on high injury streets; reduce speeding, traffic safety cameras.
    - Scott Zerby: I know Lyndale is a county road on your network. Antonio Rosell: We're developing summary of improvements on Lyndale around Broadway from just south of Broadway where Vision Zero improvements were deployed over past two years with great results.

- Seth Stattmiller: I recognize speeding is the main thing the city's trying to attack. But crashes are occurring at intersections. Intersections are where cyclists go to die. Anywhere you have those interactions you have risk of crashes. Antonio Rosell: Short answer is yes. That is where conflicts occur. It's a priority for the city. Developing these more comfortable and inviting facilities, where everyone feels comfortable going along, but if we don't provide something equal or better at intersections, then we're setting people up for something bad.
- Luke Van Santen: One of the slides, looks like Washington was identified in 2022 and 2025 as a high injury street. Is that because there's not enough bicycle and/or intersection treatment, traffic calming et cetera that haven't been implemented yet? If it is one of those streets, is that where we want to put more bike facilities? Antonio Rosell: One of the aspects of this data, is what do we do with it? How do we interpret it? Washington Ave today has a much higher concentration of crashes involving peds, bikes, motorists. If we use this map to direct investment, it tells us we need to make it safer for everyone. Or, if they're getting injured today, should we make that investment? Observation segment by segment helps. We get data from police, MnDOT. We calculate the relative frequency of crashes, we say this is where the problems are. One way to do it would to make people use some other street. Or, we can say people using it to are getting injured and we should improve it to fix those issues.
- Sam Gallagher: How this is linked to the Capital Improvement Plan? Is there a map with High Injury Network coupled with that? Difference between HIN and Safe Streets Corridor? Antonio Rosell: The federal Safe Streets for All grant would address 25 miles of high-injury streets. Signal safety improvements at 526 intersections. Grant award at end of 2023 but the money has not been released yet. I think we're in the 10th round of revisions with attorneys. We hope it will be released in October.
- Scott Zerby: Has this passed council yet? Antonio Rosell: Yes, Climate and Infrastructure committee on August 20th and City Council on August 27th on consent agenda. Approved and adopted.
- Billy Binder: Will you bring the traffic cameras to HIN streets and issue tickets to people who speed and run red lights wherever they are, affecting any demographic part of the city? Antonio Rosell: We've received authorization by state with very specific aims. 12 years ago there was camera enforcement that had to be stopped because a vendor was doing their own thing and was not very well run. We have permission for up to 42 cameras as a pilot. The hope would be that if the pilot shows it's effective, would be to go back to the Legislature and expand it across the state. We're gathering the data to show whether it's effective or not. So far we're seeing a 58 percent reduction in speeding by 20 or more miles an hour and a 51 percent reduction in speeding 10 or more miles an hour. It's not an exhaustive study with three years of data. We just deployed them in November. Hopefully we'll be able to make the case. We want to be able to

enforce speeding. The city does issue tickets. The city has to be very careful about how it does it. It's more an educational tool. We have to be careful it does not introduce more oppression into people's lives. The first incident is a warning. The second is a fine, set by the Legislature, to cover costs of the program. It cannot be a money generator. The first fine is $40. The second violation is $80. Maybe it should be higher. How it was authorized and distribution of cameras had to be done thoughtfully.

- **Member announcements** **5:33-5:42**
  - Billy Binder: Danny McCullough at Three Rivers Park District deserves thanks for Theo Wirth to Regent wrapping up with 10-foot bikeway on south side of CSAH 66. Then crosses to the north side to Douglas. Avoid busy TH 100 intersection. Beautiful addition to TRPD system.
  - Seth Stattmiller: Central Ave Art Walk. MnDOT is ignoring calls of people. Hundreds of comments, letters, ATC resolution, amendment to municipal consent… They continue to say they will not create space for an art walk. Northeast has been talking about it for 20 years. Central reconstruction is only chance for this to happen for our lifetimes. Worked two years to get to municipal consent. Got what we hoped for but getting stonewalled. Doran Clark and Elliot Paine are working on creating additional pressure.
  - Luke Van Santen: Saturday Oct. 3: West Metro Active Transportation Alliance formal kickoff ride / celebration. Have a pre-party at Cream and Amber around 10:30/10:45 in Hopkins. Meet up at Hopkins Farmers Market at 9th and Main at 11:30, then at noon to another brewery. Everyone is absolutely welcome. https://westmet.org/event/wmata-launch-party/
  - Public Works staff updated the County Board on the cost participation and maintenance policy update: https://www.youtube.com/live/OazAN_DkCTQ?si=34QcgyCRZ01x-aOE&t=8875
  - Ethan Kleinbaum: On Saturday, Metro Transit is announcing the opening date of Green Line Extension. https://www.metrotransit.org/news/green-line-opening-date/ Luke Van Santen: There will be a ride leaving Minnetonka Community Center leaving about 8:45 meeting up with Access Hopkins around 9:15 to Louisiana site of the announcement.

- **Adjournment** **5:42**
  - Clara Sandberg moved to adjourn the meeting. Ethan Kleinbaum seconded. The meeting adjourned at 5:42 p.m.

Next meeting: October 19 | 4 – 6 p.m. Microsoft Teams