

# HENNEPIN COUNTY

## MINNESOTA

## Active Transportation Committee

Date: Monday, April 15, 2024

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

### Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Gilbert Odonkor, Dist. 1
- Billy Binder, Dist. 2
- Jenny Ackerson, Dist. 2
- ✓ Laura Mitchell, Dist. 3
- ✓ Dave Carlson, Dist. 3
- Larissa Lavrov, Dist. 4
- ✓ Haley Foydel, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Lou Miranda, Dist. 6
- ✓ Greg Anderson, Dist. 7
- Clara Sandberg, Dist. 7

### Ex-Officio Members:

- ✓ Dan Patterson, HC Public Works
- ✓ Tristan Trejo, MnDOT

### Guests:

- ✓ Aidan Brogonier, Humphrey School
- ✓ Justin Broughman, Humphrey School
- ✓ Maxwell Wilson, Humphrey School
- ✓ Liam Vance, HC Public Works
- ✓ Mauricio Leon Mendez, HC Disparity Reduction
- ✓ Michelle Leonard, I-494 Commuter Services
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works

## Notes

- **Approval of the agenda** **4:01 – 4:02**
  - Lou Dzierzak moved to approve the April ATC agenda; Tammy McLemore seconded. The agenda was approved by voice vote.
- **Approval of the March 2024 minutes** **4:02 – 4:03**
  - Henrik Kowalkowski moved to approve the March 2024 minutes; Dave Carlson seconded. The minutes were approved by voice vote.
- **Hennepin County bidirectional bikeway safety evaluation** **4:04 – 4:41**
  - Aidan Brogonier introduced himself, Justin Broughman and Maxwell Wilson from the University of Minnesota Humphrey School of Public Affairs.
  - Aidan gave an overview of bikeways they are reviewing as part of their study:
    - Plymouth Avenue and Dupont. Protected one-way bikeway with curb protection.



- Hennepin and 9<sup>th</sup> St. in downtown MPLS. One-way sidewalk-level path. Separated by curb.
  - 19<sup>th</sup> and 2<sup>nd</sup> St. S. Bollard-protected 2-way bikeway
  - Two-way sidepath at 18<sup>th</sup> Ave NE and Fillmore St. N. Shared with pedestrians.
- Problem statement: Comparison of safety outcomes associated with various bikeway types
- Research questions pursued in this study
  - How to compare facility types
  - Design factors that lead to higher crash rates
  - In the two-way bikeway category, which is safer
  - Implications of maintenance
  - Where do users feel safer
- Deliverables
  - Present finding and recommendations to Hennepin County Public Works and the Active Transportation Committee.
  - Tech memo to Public Works
  - Proof of concept for analysis going forward
- Timeline
  - Work began Jan/Feb with prep work in fall 2023
  - Analysis and reporting in March and April, 2024
  - Results presentation in May 2024
- Preliminary results, subject to change
  - Maxwell Wilson showed a map of crashes on protected bikeways. Mostly in Minneapolis, 26<sup>th</sup> and 28<sup>th</sup> and downtown stand out. Does not include multiuse trails. A cluster along 66<sup>th</sup> in Richfield and on Portland Avenue. One fatal crash in study period of 2018 through 2022
  - Crashes focused downtown, where there's lots of bike traffic.
  - 26<sup>th</sup> and 28<sup>th</sup> also are a cluster, parallel the Midtown Greenway. Long facilities with lots of traffic.
  - To compare corridors, team normalized crashes by years operating and lane miles.
    - For example, on 28<sup>th</sup>, with the most numerical crashes (at 27). Divide that by 5 years and 3.05 lane miles results in 1.77 crashes per year per lane mile.
    - Will add in ridership figures from the county in the next few weeks.
  - Highest crash rates
    - 15<sup>th</sup> Avenue SE 1 crash per 2.25 months
    - 18<sup>th</sup> Avenue SE 1 per 2.8 months
    - Washington Avenue S 1 per 3.5 months
  - Lowest crash rates (which tend to have lower ridership)
    - Fremont N 1 per 5.8 years
    - Broadway 1 per 3.9 years
    - Richfield Parkway 1 per 3.3 years
  - Looked at data to compare two-way with one-way
    - One-way bollard-protected average to be the same rates as curb protected. Intersections seem to be where most crashes happen

- Two-way bollard highest rates when normalized. Matches what we heard from interviews.
- Two-way curb protected has some limitations in data analysis due to the nature of current facilities. Ridership data should help address this.
- 1-way bollard 1.62 crashes/year/mile; one-way curb 1.63 crashes/year/mile; two way bollard-protected 2.29 crashes/year/mile; two-way curb-protected 0.95 crashes/year/mile
- Serious and fatal crashes per year per lane mile
  - One-way bollard protected 0.58 serious crashes/year/mile; one-way curb-protected 0.46 serious crashes/year/mile; two-way bollard-protected 1.71 serious crashes/year/mile; two-way curb-protected had zero serious or fatal crashes.
  - Helps identify some of the most dangerous intersections
  - Will look at police reports for types of crashes.
- Laura Mitchell: When you look into the narratives, I'd be curious to learn if there have been any crashes related to cars driving/parking (illegally) inside 2 way bikeways (because we don't have adequate signage, flexposts preventing cars from entering on purpose or accidentally).
- Hennepin, Stinson and 18<sup>th</sup>
  - Intersection with the most serious crashes, at three crashes.
  - Justin Broughman: I live nearby, not surprised to see it here. People trying to turn right from 18<sup>th</sup> going north onto Hennepin, they might check for bikes once, but people on Hennepin go so fast. People see a gap and gun it. Definitely going to the field and look at other contributing factors. Maxwell Wilson: Crossing Stinson on 18<sup>th</sup>, truck pulled into bike lane and used it as a turn lane.
- 15<sup>th</sup> Avenue SE and 5<sup>th</sup> Street SE
  - Saw two serious crashes
  - A lot of ridership going through here, near the University. A lot of nearby construction during the study period.
  - Porkchop free right on south quadrant of intersection adds a detrimental safety effect.
- Washington Avenue and 11<sup>th</sup> Ave
  - A lot of traffic through here, a lot of car lanes.
- Lou Miranda: Did you compare number of car lanes, average car speeds, car volume? Maxwell Wilson: We're going to look at average annual daily traffic and see how that factors. I also want to take into account number of lanes. Hopefully our full report will have more of that information.
- Luke Van Santen: Are all crashes between bike and car? If so, does data exist for bike/ped or car/ped or bike/bike? Or individual crashes (one vehicle)? Maxwell Wilson: Yes. Because we were just looking at protected lanes, there were more than 1,000 crashes, but looking just at bikes it dropped to I think 144. We didn't look at multiuse trails. Had we looked at those I think we would have seen some bike/ped crashes.
- Lou Miranda: Do any of these have bike-only traffic signals? What about protected left turn signals for cars vs. flashing yellow for car left turns? Maxwell

Wilson: We're hoping to look into this when we study specific intersections. Jackson Street two-way facility in St. Paul with the flashing yellow for right turns, especially for serious crashes. Is that a factor in causing crashes? We hope to dig into that by the end.

- Lou Dzierzak: Is there statistical information that was unavailable to you? Missing data sets? Aidan Brogonier: We now have bike counts and hope to normalize by that.
- Aidan Brogonier offered question for ATC members:
  - 1. Do our findings change the way you perceive the relative safety of two-way bikeways? Do they affirm them?
  - 2. Are there any safety concerns you have related to two-way bikeways, that we did not address?
  - 3. Are there any question about two-way bikeways that we did not answer?
  - 4. Are there similar active-transportation-related research question that you'd like to see the county study in the future?
- Haley Foydel: I want to share an answer to No. 2, as someone who uses bike lanes across the city and county: Looking in your study, the visuals around the bike lanes whether they're painted, and how the bollards are spaces, and the transition between protected and not can really affect the safety. I often run into people who are driving in the bikeways because they're wide enough that they think they're a regular lane. There isn't anything significant in the road indicating it's a bikeway. People park or drive in it. A lot of the paint that does go in doesn't get touched up. It needs to be brighter and stick out more. And what does the conflict point look like when the dedicated bikeway goes away? It never is labeled or a different color. Those are important for the county to pay attention as they expand or renovate bikeways. Not all drivers are familiar with these. Aidan Brogonier: We're noting what you're saying and really appreciate it.
- Henrik Howalkowski: No. 1, Personally I don't think I can make a judgment without ridership volume. For No. 3, if we could adjust the analysis for the quality of the bikeway. You might have a two-way bikeway with very poor surface or signage. I don't know how to get at that, maybe looking at the project budget or age. I'd like to see recommendations for collecting data for future analysis. How can we attach ridership data so a future study doesn't have to go through those hoops? Haley Foydel: Yes! Age and damage would be huge to assess.
- Luke Van Santen: I agree with so many things about more data being more readily available. No. 1: It didn't change the way I perceived the relative safety of any of these pieces of infrastructure. It affirms there are so many more conflicts with two-way bikeways. Higher crash rate per unit. It aligns with my mind. When I'm on Plymouth, it feels really, really good. When I'm on something else I have to look all three ways. On Hennepin, even on sidewalk level, people turning right don't even see it.
- Lou Miranda No. 1: Not only is it the age and the paint wears out and lanes just end. How we design over the years has changed. Every one is unique. Lane width, every time we get a presentation, on this block we had to make it narrower, and over here we did a jog. There are so many exceptions. But when you look at car

lanes, it's very static and uniform and hasn't changed in 50 years. You'd think the two-ways would be less safe, but one is dramatically more dangerous and the other dramatically safer. I don't think there's enough data to inform future projects without more data. Not to say your work isn't useful, it is.

- Luke Van Santen: Time variation of crashes, too. For instance, were there still a higher number of crashes on a new bikeway in the first year vs after several years of use / experience.
- Laura Mitchell: I'd be so curious to see a comparison of a 2 way curb protected (like Blaisdell) vs. 2 way elevated (like Bryant) — especially because Bryant has some elevated crossings. Obviously Bryant is so new we likely don't have much data yet.
- Greg Anderson: I like what you're doing. No. 1: I think it does affirm what I think of two-ways, but on that note, part of that analysis would be to drill down and look at the individual crashes: Was it a turning movement of a car or a biker? Is there a common thread? The complexity of the intersection. Most crashes are at intersections and I think involving turns. There's so much overload and processing at intersections for cars and bikes at intersections. Maxwell Wilson: I think the main issue now is these are so new, there isn't a large dataset. I really appreciate all the suggestions and ideas. The county wanted us, if there isn't enough data, what are the next steps and how can they get more data.
- Dave Carlson: Also time of day is important, such as right at sunset or sunrise, and riding in the dark. Two-way trails have issues with oncoming traffic and their headlights.

- **Hennepin County climate and resilience**

**4:42 – 5:15**

- Mauricio Leon Mendez from Hennepin County Disparity Reduction and Climate Resilience introduced himself. You're probably one of the most friendly audiences I'll encounter. I know you'd probably rather be riding your bike right now.
- Questions this presentation will address
  - How does Hennepin County's [Climate Action Plan](#) address transportation?
  - What is the county's vehicle miles traveled goal?
  - Why is reducing vehicle miles traveled important?
  - How is Hennepin County reducing vehicle miles traveled?
- Climate Action Plan transportation goals is
  - to reduce vehicle miles traveled per capita in Hennepin County and the region.
  - Promote electric vehicle infrastructure regionally.
  - Use transportation investments to support broader county goals including reducing disparities, improving health, enhancing livability and growing the economy.
- In Hennepin County, transportation accounted for 37 percent of greenhouse gases in 2019. Reducing vehicle miles traveled is critical for achieving county goal of net zero emissions by 2050. Some think it's too aggressive, some think it doesn't go far enough. Either way, it's going to take a lot of work.
- Hennepin county's vehicle miles traveled reduction target of 20 percent per capita by 2050 aligns with state goals.

- Public opinion research by MnDOT found 60 percent of Minnesotans support some type of VMT reduction target.
- Alignment in vehicle miles traveled reduction. 2022 Minnesota Statewide Multimodal Transportation plan supports the goal.
- Vehicle miles traveled: A measure of total distance all motor vehicles travel on roads. It adds up all the miles driven by cars, trucks and other motor vehicles. It's important for:
  - Transportation planning: Knowing how much people drive....
  - Policy making: vehicle miles traveled data is used to create policies that affect drivers, like gas taxes or tolls which are often based on how much you drive.
- Why reducing vehicle miles traveled is important
  - Reduced vehicle miles traveled equals less emissions: Fewer miles traveled, less fuel burned and less air pollution. Tracking vehicle miles traveled helps assess the effectiveness of efforts to reduce driving, like promoting carpooling, transit or walkable communities.
  - Policy development
- Vehicle miles traveled reduction can only be achieved through transformative policy change, including regional and statewide partnerships. Metropolitan Council updated Transportation Policy Plan will include vehicle miles traveled reduction and climate change. Federal level has support and understanding that to reduce greenhouse gas emissions we must reduce vehicle miles traveled.
- How?
  - Complete streets, transit-oriented development, biking, park and ride, transit, signal systems.
  - We're working with Kimley Horn to study to understand what are the best solutions for Hennepin County to implement to reduce vehicle miles traveled. There's a lot we're already doing, but the study will put everything in the same framework. We have significant investment in transit, in multimodal infrastructure, but we can always do more. And it needs to be backed by data and the best science we have. We're not the first, other places like California have vehicle miles traveled reduction goals. Moving away from level of service planning, where you look at congestion and speed, and looking more at the impact of specific transportation projects on vehicle miles traveled.
  - Consultant results:
    - Achieving 20 percent vehicle miles traveled reduction per capita is not easy. It will take measures beyond Hennepin County's jurisdiction.
    - By implementing a lot of strategies (on slide), we'll reach around 7 percent.
    - It's not easy, but we need to move in this direction.
- Our strategies (the slide showed a series of strategies with the county's role in each strategy):
  - Reduce driving
    - Role: Lead
    - Role: Partner and Support with cities, Metro Transit
    - Role: Advocate; e.g. legislative changes
  - Electrification
  - Energy efficiency and conservation

- Renewable energy
- Proposed priorities
  - Mauricio Leon Mendez showed a chart highlighting draft priorities
    - How should we prioritize our actions.
  - Expanding the bike lane and trail networks
  - Incorporate vehicle miles traveled and greenhouse gas reduction in strategic and comprehensive plans
    - Significant emphasis on vehicle miles traveled reduction
  - Multimodal guidance through plat review
  - Advocate for ebike funding
  - Invest in broadband
- Luke Van Santen: Regarding maintenance, this year is a good case study. The Lake Minnetonka Regional Trail was unplowed several times.
- Luke Van Santen: I would like to see language that the county will prioritize transportation higher than recreation in their trail system. Also (a small thing) more, secure bike parking.
- Luke Van Santen: Happy to see bullet to eliminate expansion of county roadway system. I hope it could go a step further and say actively reduce appropriate portions of the county roadway system. For instance, in District 6 there's a small section of Hopkins Crossroad that's four lanes wide, bound on both ends by 2-lane segments. If that can be reduced, maybe it's not due for that yet, but it'd be good to mention. Mauricio Leon Mendez: Even this language was for some folks a big step. I think you make a really good point. Do we really have more roadway than need in some places? Luke: I don't know where Hennepin County sits, but Minnesota overall has the fifth highest road miles per capita or overall, but I suspect we have some stuff we can trim.
- Lou Miranda: I'll amplify what Luke said with basic math. The county changes or updates two or three roads a year, for reconstruction. If we want a reduction of 20 percent by 2050, we have to do more than that by 2050 if we're going to meet that. We have to start that right away, change the roads today. All these ideas and plans and working with other orgs, the main way to reduce vehicle miles traveled is to literally remove lanes. In absence of a clear plan from county to reduce lanes over next 26 years, it's not going to happen. You can make the prettiest roads and nicest signage, but you're not going to reduce vehicle miles traveled unless you reduce lanes. People used to take streetcars every day. How did we transition from most people taking streetcar to nobody? We literally tore up and covered up the rails and burned the streetcars. I'm not saying we need to burn all the cars and tear up the highways, but you have to reduce lanes and parking. Mauricio Leon Mendez: That's really important for folks like you to emphasize. There already is a lot we're doing. When it comes to climate change, I feel like we need to be doing much more. We're trying to turn this giant boat in another direction. I hear you, this is a start I hope. We are making the county more multimodal, the question is also how can we encourage better land use. We can invest in bike lanes, sidewalks, but as long as we have a very not dense land use, we're not going to see some of the modes being utilized. We're partnering with cities to try to get at this.
- Haley Foydel: We can't justify not doing something because it's not being used enough. I hear this argument a lot. This idea there isn't proof yet so we can't do it. If you build it, people will use it. When you have a 2040 plan and 2050 goal, if you wait until people

prove it before you build it, that's ridiculous. If you build it people will use it. Spending money on a consultant rather than to spend it on a bikeway isn't effective. It's a big cop-out instead of doing radical change. Mauricio Leon Mendez: I mentioned MnDOT, Metropolitan Council, this more and more is including travel demand management, housing density, that's really important work that has to happen. Please continue to advocate your city for that.

- Lou Miranda: I just want to push back on the Blue Line Extension helping mode shift. It's not. It's treated by the state, region, & county as an opportunity to expand highways at the same time.
- Luke Van Santen: Partner with cities to mandate 12-foot minimum bikeway widths AND partner with watershed districts to waive their impervious requirements. Narrow the roads.
- Dan Patterson: I don't see advocate for higher gas tax. Luke Van Santen: And toll roads!
- Haley Foydel: I think that working with/advocating MnDOT needs to be a higher priority - I have heard "we can't do X thing because MnDOT has X policy" too many times as a reason from the county to not make a road safer or more comfortable. It's never, "well we want to work with MnDOT and figure it out. It seems MnDOT just dictates it. In future conversations, I'd like to bring MnDOT in and talk about it. I would hope to see in the leadership section where you say expand the networks and partnering to expand bus rapid transit: One aspect is prioritizing the comfort of people biking, using sidewalk and transit. It's very often we're presented projects and the priority is getting cars through as quickly as possible. E.g. If we reconstruct Lyndale we don't want cars driving on other streets. Cars are the priority. If you want to disincentivize driving, you need to make the other options safe and comfortable. You need to think about complete streets, connecting all these forms of transportation and make it easy, not we put it in but thought about cars first. Comfort level and expansion needs to put people above cars. Mauricio Leon Mendez: I really appreciate that. You're touching on a really good point, which is that transportation has traditionally been planned from the middle of the lanes out. It's almost like there's an unspoken hierarchy of the car and then other modes. We need to shift that and prioritize modes that are better for the environment and more equitable. That's a really good point. On MnDOT: I think there is an increasing number of folks there who are really interested in seeing this happen. I think they as well need local partners sometimes who can champion this. MnDOT since around 2019 has made a lot of progress, when they started their sustainability office. You can imagine how after five years there's been a lot of ideas planted there. I'm excited to see us continue cooperating with them. The people I've connected with at MnDOT are excited to advance this. Lou Miranda: As an example of Haley's point: Hennepin did not continue bike lanes on Excelsior Boulevard at the onramp to Highway 169 North.
- Dave Carlson: Met Council also needs to prioritize biking and walking much better. The Southwest LRT project is especially disappointing in how they have continually delayed the reopening of the adjacent bike trails that are a valuable transportation facility, which they would never do to a roadway.
- Luke Van Santen: Stretch goal — Use funds from one (or more) interchange project (139 at 494, 35W Commons, etc.) and spend ALL of that funding on bike infrastructure or transit. Yearly.



- Luke Van Santen: I hope the entire chat thread can make it to Mauricio. [Comments from the chat are interspersed above where they were most closely related to verbal statements.]

- **Hennepin County Toward Zero Deaths program**

**5:15 – 5:46**

- Tom Musick, the Toward Zero Deaths coordinator from Hennepin County Transportation Planning, introduced himself and the project.
- Goal is to reduce serious and fatal crashes. We've committed to it on a greater scale.
- The federal government came out with funds for agencies to develop safety action plans. We secured a grant for a Toward Zero Deaths action plan, setting us up for a formal path to a safer road system. It's less looking back and more looking forward at where the risk is, what characteristics can we change to prevent crashes. It will open us up to apply for an implementation grant from the feds. Minneapolis recently got an implementation grant, I think \$20 million, to make low-cost, high-impact safety improvements. Regardless of whether we get an implementation grant, it will help us develop a high priority safety network. It's not just construction projects eight years out, but also tomorrow and medium term that will help us get to permanent improvements.
- The safe system approach recognizes people make mistakes. They look at their phone, get hostile, run red lights. From an engineering perspective, how can we limit severe and fatal crashes as much as possible knowing humans will make poor decisions. It's also a collaborative effort. We've heard about narrowed lanes, 4-3 conversion, reducing lanes. There's a lot of ways engineering can improve safety, but it's not the only way. Education, emergency service — how close are you to a Level I trauma center, engagement. It takes all of those things to change culture and see a reduction in severe and fatal crashes.
- Looking to adopt plan in spring 2025. In early stages doing a state of practice review: Hoboken, Jersey City, Arlington, Montgomery County, Denver, Seattle, Portland. They've seen some success and we want to steal their ideas. What works there can work here.
- Network will identify needs for all road users and equity.
- Digging into data now and looking at peer examples. Internal outreach will come soon, then we'll do external outreach throughout the county. What are people's experiences, how can that help inform the work we do.
- Tom Musick showed a planning process overview, which included an emphasis on collaboration. I think there's a real link between reducing vehicle miles traveled, the county has a responsibility, if we're serious about reducing vehicle miles traveled and increasing biking, walking, transit, we have a responsibility to make that safe.
- Data collection
  - What's happening? Who is impacted?
  - Where are dangerous intersections?
  - Preventive approach
- Community engagement
  - Want to make a concerted effort. Not just an open house. Active participation by varied users and community interests
  - Direct efforts to engage with traditionally underrepresented communities
  - Review, reflect and consider public input throughout the plan process
  - Timing: This summer

- Tom Musick showed an example from St. Paul's 2023 safety action plan, which Kimley Horn worked on. They created a BeHeard page where people could report their experiences. There's a lot we can learn.
- It's not one and done. We want to revisit in three to five years, see what progress we've made and what adjustments do we need.
- Other plans
  - Met Council developing regional safety action plan
  - MnDOT local road safety regional workshops
  - MnDOT vulnerable road user safety assessment
  - Minneapolis implementation grant
  - City partners' safety action plans (ST. Louis Park, Edina, interest from Bloomington)
- We need to address where the crashes are, in Minneapolis and first-ring suburbs, but also address the needs of Rogers and others.
- Traffic Safety Day at Mall of America on April 20.
- Toward Zero Deaths metro regional workshop on May 23 at Heritage Center in Brooklyn Center. It's free and will have some good topics. More info on MnDOT Toward Zero Deaths site (<https://www.minnesotazd.org/>). Ethan Fawley from Minneapolis will talk about speed camera proposal. Session on engagement with communities and how we can do better. How do we challenge that nationally 100 people a day die on our roads and get people to change behavior?
- Lessons learned from Jersey City, Hoboken and elsewhere. They talked a lot about temporary measures to change driver behavior so when the permanent improvement came, drivers had already adjusted. Lou Dzierzak: Are there documents available describing those initiatives in Jersey City, Etc? Links? Dan Patterson: [https://www.jerseycitynj.gov/cityhall/infrastructure/transportation\\_resources/visionzero](https://www.jerseycitynj.gov/cityhall/infrastructure/transportation_resources/visionzero)
- Tom Musick: Still relatively early, with the rest of the calendar year ahead of us.
- Please stay in touch. I'd appreciate and enjoy any feedback or if you can amplify this message. We want the county to feel some ownership in this. It'll formalize some of the thing we're already doing, on Lyndale or roundabouts or 4-3 conversions.
- Driving behavior has worsened, speeding is up, and that's a big risk for people walking and biking. We want to get away from that uptick in recent years.
- Tom's contact is [tom.musick@hennepin.us](mailto:tom.musick@hennepin.us).
- Lou Miranda : You talk about vulnerable road users, something like the National Association of City Transportation Officials (NACTO) that advocates for safe streets. Is there a county organization that advocates for that sort of thing? Tom: There is, the National Association of Counties (NaCO). We hear a lot about getting leadership to commit to improved safety. It's not unlike the vehicle miles traveled reduction goal where it makes it formal and gives us power internally to pursue these goals. If you're interested, the notice of funding for the action plan spells out engagement, leadership commitment, emphasis on low-cost, high-impact measures. <https://transportaiton.gov/grants/SS4A>.
- Lou Miranda: On education and advocacy, roads since COVID are more dangerous. Another thing is it's harder for counties or cities to do something locally. Should we advocate for smaller, lighter and safer vehicles? Trucks and SUVs are so much bigger. They crash into buildings and destroy the structure. In the 1980s, the cars were so small and light, they couldn't damage a building. Tom Musick: Safe vehicles is in the safe

system wheel. When you talk about the big trucks, up so high, there's a real blind spot. I'd include in that, you get that fancy new vehicle and the speedometer gets to 185, as a safety person, I'm like, "Why?" I do think there's room, more from the national level, to put pressure on automakers.

- Laura Mitchell: Safe vehicles for those inside and outside the vehicles. Tom Musick: New cars have more tech than ever, but they're so big and fast and people can disable those features. I worked with the National Safety Council, we worked with automakers on the devices, but still their vehicles by their nature were still large and fast.
- Luke Van Santen: Along those lines (large vehicles) — Can the county add fees to somewhat reflect the increase potential for damage? Henrik Kowalkowski: Yes, registration should be a function of weight, for sure.
- Tom Musick: I don't know if the speed cameras will success this legislative session. Cameras can really help reduce speeds if implemented thoughtfully. In the same way technology can literally limit speed in vehicles. Henrik Kowalkowski: We speed-limit our bikes and scooters but not our cars.
- Tom Musick: In light of Mauricio's presentation: We talk about the Five Es. Dan Patterson has advocated adding another, Exposure. Henrik Kowalkowski: Reducing vehicle miles traveled and Vision Zero go hand in hand for sure.

- **Draft Nicollet Avenue reconstruction project resolution**

**5:46 – 5:52**

- District 5 representative Lou Dzierzak presented a draft resolution on the Nicollet Avenue reconstruction from 77<sup>th</sup> Street to 66<sup>th</sup> Street in Richfield that was discussed in the March 2024 ATC meeting.
- Greg Anerson moved to approve the resolution and Tammy McLemore seconded the motion.
- The resolution was approved by voice vote.

- **Member announcements**

**5:52 – 5:55**

- Lou Miranda: I took a bike ride with a friend for a good 10-12 miles and ended up going 20, 25 miles.
- Tammy McLemore: June 1 Tour de Cure is coming at Boom Island. Not necessarily endorsing, just sharing.
- Lou Miranda: City Nerd from YouTube was in town and gave a presentation with Slow Roll MSP.
- Luke Van Santent: Access Hopkins, a bike and walk advocacy group is having an ebike demo at Tonka Cycles this coming weekend.

- **Adjournment**

**5:55**

- Tammy McLemore moved to adjourn the meeting. Luke Van Santen seconded the motion. Motion approved by voice vote
- The meeting adjourned at 5:55 p.m.

Next meeting:  
May 20 | 4 – 6 p.m.  
Remote via Microsoft Teams