

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, June 17, 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:

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

Guests:

- ✓ Carrie Christensen, MPRB
- ✓ Matt Huggins, HC Public Works
- ✓ Sylvia Greenwood, HC Public Works
- ✓ Tyler McLeete, Stantec
- ✓ Jessica Galatz, HC Public Works
- ✓ Kristine Stehly, HC Public Works
- ✓ Tom Musick, HC Public Works
- ✓ Joe Gladke, HC Public Works

Notes

- **Approval of the May 2024 minutes** **4:03 – 4:04**
 - Lou Dzierzak moved to approve the May 2024 minutes; Tammy McLemore seconded. The minutes were approved by voice vote.

- **Grand Rounds Missing Link** **4:04 – 4:21**
 - Carrie Christensen from Minneapolis Park and Recreation Board introduced herself and her two projects on the agenda.
 - Grand Rounds Missing Link link:
https://www.minneapolisparcs.org/grand_rounds_missing_link. Carrie Christensen's email address: cchristensen@minneapolisparcs.org.
 - The Missing Link project is kicking off an implementation phase. The link is in Minneapolis, originally envisioned as part of the Grand Rounds but never implemented.
 - It's been a 140-year gap in the trail system.



- Project extent is Stinson Parkway and St. Anthony Parkway in Northeast to East River Road and Franklin Avenue. The area is mostly industrial.
- There have been many attempts to close the gap, including a dozen versions of a long-range or vision plan, formerly known as master plans. Trail plan most recently revisited and adopted in 2019.
- Metropolitan Council preferred alternative is a single route, but Minneapolis Park and Recreation Board retains a flexible vision for the middle segment.
- MPRB has funding to implement: \$5.5 million in state bonding plus \$1 million a year for a decade or more toward constructing the trail. While it's a lot of funding and we're excited, it is going to be incremental and in partnership with other agencies.
- We estimate about \$30 million cost and we have about \$11 million identified, so we still have a long way to go. It'll be construction and land acquisition.
- Lots of agency coordination:
 - Hennepin County
 - MnDOT
 - Saint Anthony Village
 - University of Minnesota
 - Metro Transit
 - Metropolitan Council
 - Minneapolis
 - Mississippi Watershed Management Organization
- Community Advisory Committee created a vision aimed to:
 - Be feasible
 - Be founded on interagency coordination
 - Within MPRB parkway typology
 - Connect the river to St. Anthony Parkway
 - Consider importance of industry
 - Mitigate environmental justice challenges
 - Be an asset to neighborhoods
 - Be safe route for all users
 - Connect to public transportation
- Regional Trail Advisory Committee guided the process
- The bikeway system in the area is multijurisdictional. Will keep an eye on connecting safely to existing bikeways and sidewalks. Right of way for the trail would be on Saint Anthony Village right of way, Minneapolis right of way, Hennepin County right of way and University of Minnesota property. Three routes through SE Como; most complicated alignment.
- Will be back to share more developed concepts. Had charette last month. Moving through public agency processes, then back to the public late summer.
- This likely is a decadelong initiative that we're just kicking off.
- Lou Miranda: Why was it missing only in Northeast? Carrie Christensen: It was more of an industrial area with gravel quarries as part of citybuilding process. We are separate government from the city and we developed parallel.
- Henrik Kowalkowski: The trail system really is the jewel of Minneapolis. I rode it recently and it was wonderful until I got to missing link. Great to see funding in place. Are you able to start work in sections or all at once? Carrie Christensen: Absolutely section by

section. Over the next couple of years we're acquiring new park acreage with trail from 29th light rail station across new park to Malcolm. Working on potential along Industrial with the city, working on grant funding. We implemented a small section between Ridgeway and the parkway under 35W. it really was block by block. We likely will not own and operate all the roadways adjacent. It's a regional trail going into an existing context. We would like to have separate trail as much as possible and retain a parkway feel. May be on vacated streets in places. Will try to leverage others' projects and grant funding.

- Jenny Ackerson: Do you have more examples of what this might feel like knowing it's stitching together different roadways? Are there examples of other segments of the Grand Rounds that it will feel like? Carrie Christensen: It's going to be a different experience. We're working really hard to create flow and continuity with grade separation and continuous trail experience. But the context is so different now from when the Grand Rounds were first implemented. We're looking to try to make it as continuous as possible. We're hoping to really transform places and take one or even two lanes of roadway where we have four or five or six lanes of roadway. We want to be careful about intersections and safe crossings. E.g. bridge ideas over St. Anthony Parkway.

- **Midtown Greenway Regional Trail plan**

4:21 – 4:38

- Carrie Christensen from Minneapolis Park and Recreation Board also presented this item.
- Web site: <https://bit.ly/greenway-regional-trail-plan>
- We're working on adopting the vision plan. We're moving into public comment to bring the Midtown Greenway into MPRB's park system plan. Right now MPRB has no role in the trail, the city operates it on Hennepin County Regional Railroad Authority land.
- This may be the only time this is before the ATC.
- Planning area runs from France Avenue to the Mississippi River north of Lake Street.
- One of the primary reasons for MPRB to come to the table is the trail is not a regional trail, which means it is not eligible for regional trail funding. It needs to be administered by a regional park system implementing agency, which MPRB is. It's sort of an administrative step to make it eligible for funding.
- Regional trail plan is unique for MPRB. Built on prior plans and engagement; it's a fully built trail corridor. Incorporated over 20 years of planning and engagement. We're doing our best to bring forward the vision from the previous engagement and planning to take to our Board and Metropolitan Council.
- We're focused on the trailside amenities because it's already fully built.
- Minneapolis will continue to be primary operator, HCRRA will remain underlying owner. MPRB will bring lower-cost capital amenities, such as:
 - Portable restroom enclosure
 - Garbage and recycling bins
 - Ecological enhancements.
- Will focus in amenity zones, with eight identified in coordination with other agencies.
 - West River Road
 - 28th Street
 - Bloomington Avenue
 - The Cepro site
 - 5th Avenue

- Nicollet Avenue
- Soo Line Garden
- The Mall
- Project timeline fall 2023 through summer 2024.
 - Draft regional trail plan
 - Draft agreement between Minneapolis, HCRRA, MPRB
 - Agreement approval by all agencies
 - Release draft plan for public comment
- After some other steps such as user counts and making its way into the MPRB's capital improvement plan, it'll be eligible for regional funding.
- Agreement
 - Confirms support for regional status by owner and operator
 - Focuses on ownership and operation
- Slow Roll this Thursday and next leaving from Venture Bikes on the Greenway.
- Plan should be posted Friday if MPRB approves it Tuesday night.
- Dave Carlson: Currently, the organization that's spearheaded and works day-to-day on it is the Midtown Greenway Coalition. How will they work together, how will you establish the relationship? Carrie Christense: They've been an important partner in the process and will continue to be for stewardship. MPRB will not be involved in operations or issue permits. The city has the formalized relationship with the Coalition. They're convening focus groups for Spanish-speaking and Somali-speaking community members. They're a big additive for us. I think they'll continue to show up in all sorts of ways.
- Dave Carlson: Will it change the vision for future transit in the corridor? Carrie Christense: HCRRA is still the underlying owner. They require south side of trench remains in perpetuity reserved for transit. There's language all over the agreements and plans articulating that.
- Dave Carlson: Does the plan include extending across the river and extending into St. Paul? Carrie Christense: The regional trail boundary does continue to the city limits and does dash its way across the Mississippi River. The study about extending the greenway is up in the air. MPRB is not open to owning and maintaining a bridge, but maybe a partner would be. We do currently in the plan move toward policy guidance to allow extending the Greenway. Dave: If extending into St. Paul, is there any work with the city of St. Paul so if it is extended that it is part of the regional trail system, or is that on the Metropolitan Council. Carrie: My understanding is there's a study led by Metropolitan Council exploring that question. It would extend as a regional trail. St. Paul Parks has a great team and the two would lock together. There are times we coordinate on trails at the borders. Jordan Kocak: The study has not started yet, they're still looking for a consultant. I will be sure that once it's underway the ATC is involved.
- Lou Miranda: The wayfinding, will it be on the trail itself or will it help you get on it? On the western part, it's really confusing trying to get on the Greenway. Carrie Christensen: I agree. One advantage of having MPRB involved is we have parks all over and could place wayfinding in kiosks or with signs. We have Soo Line, Cepro, Chain of Lakes that create opportunities to improve wayfinding. The county led some great cultural wayfinding a few years ago to help people get to the Greenway especially from Lake Street but really all over. The Making Connections report was really good <https://mc-379cbd4e-be3f-43d7-8383-5433-cdn-endpoint.azureedge.net/>

</media/hennepinus/residents/transportation/midtown-community-works/midtown-cw-supplemental-materials.pdf?rev=a7925f4461654f0e9943e84273512f9d&hash=305E03C6418BB71719DA9AF412A93D8B>].

- **Nicollet Avenue reconstruction**

4:38 – 5:11

- Matt Huggins from Hennepin County Transportation Design introduced himself and Tyler McLeete with Stantec, who is consulting on the project.
- Project Web site: <https://www.hennepin.us/en/residents/transportation/nicollet-avenue-reconstruction>
- We're back for a third time on the reconstruction of Nicollet Avenue from 66th Street to 77th Street. We're at a point where we're ready to share our initial concept.
- We are requesting comments and conditional support for project. The Active Transportation Committee requests from previous presentations match well with public opinion and Richfield Transportation Commission
- We're proposing a one-way directional bikeway on each side.
- We were in phase 3 the last time we were here: We had had third open house, engagement was still open. 80 people attended and got 120 comments online.
 - Agreement on desired bikeway
 - Support for roundabouts, overwhelmingly so
 - Desire for enhanced pedestrian crossings. Nicollet today is pretty wide open, significant desire for better crossings with schools, parks and places of worship in the corridor
 - Desire for planted boulevard, in line with Hennepin County Climate Action Plan. Lots of support to be more than a vehicle-prioritized corridor like when it was built in the 1960s.
 - Sensitivity to private property impacts
- Now in Phase 4
 - Fourth open house from 4:30 to 6:30 p.m. July 10 at Richfield Community Center, right in the corridor.
 - Companion virtual environment site with same materials as in-person event
 - Pop-up event June 23 at Augsburg Park Library. Also at the Hub commercial district.
 - Richfield Transportation Commission meeting No. 7
- Project schedule
 - All the engagement over 12 to 14 months, still in that phase through this summer.
 - Final design and communications in summer 2024 to fall 2025
 - Construction spring 2026 to fall 2027
- Matt Huggins showed the initial concept design, which he said is similar to 66th Street
 - One-way, separated bikeways with separate sidewalks adjacent the bikeway.
 - 6-foot sidewalk; 6.5-foot bikeway; 8-foot boulevard; 2-foot gutter; 10-foot general lane; 11-foot center turn lane.
 - Narrowed lanes as much as we can with state standards to reduce crossing distance and speeds.

- Bikeway would be recognized as a regional facility by Three Rivers Park District. They identify the Progressive Rail line as a regional trail corridor nearby. And with the county planning to reconstruct Nicollet south into Bloomington.
- Roundabouts at 67th, 70th, 73rd, 76th, municipal state aid streets. Basically every three blocks, providing a traffic calming benefit.
- Limited access with medians at 69th, 71st, 74th
- Two-stage pedestrian crossing median refuges at all intersections.
- Tabled crosswalks at all stop-controlled local street approaches (non-roundabouts).
- Rectangular rapid flash beacons on all legs of the 70th and 76th roundabouts.
- Tyler McLeete showed the initial concept layout.
 - Added medians since layout was first shared with the Active Transportation Committee.
 - We've come a long way in the past year, incorporating comments from the public and the ATC.
 - South of 77th is MnDOT's Corridors of Commerce project, which will reconstruct across 494 and remove the on- and off-ramps to 494.
 - Three lane road except where there are medians.
 - Southernmost block slightly wider on west side due to possibility of a shared use trail south of 77th. Still have northbound bikeway on east side.
 - 83-foot wide road.
 - Every signalized intersection converted to roundabout. They've been sized to accommodate existing vehicles on corridor and future arterial bus rapid transit vehicles in coordination with Metro Transit.
 - We're fortunate to be delivering in a community very comfortable with roundabouts. As we delivered concept, it was interesting to see how positively roundabouts were favored.
 - Tabled pedestrian crossings at the local legs, prevents rollercoaster feeling for people biking and walking; also slows vehicles approaching the crossing.
 - Community very interested in median refuges at every uncontrolled crossing.
 - 73rd has a crash history and warrants going above and beyond just putting an intersection in as before.
- Luke Van Santen: Which side of the table will the stop signs be on? Toward Nicollet or away? Tyler McLeete: It will be in advance of the ped crossings.
- Henrik Kowalkowski: I am so thrilled with this design. You've really delivered a human-centric street here. I am so pleased and a little bit emotional if you can get emotional about a street. This is fantastic. Always room for tweaks, but this is really exciting.
- Lou Dzierzak: This has been a fantastic process.
- Dave Carlson: There are a lot of driveway crossings across the bikeway. Will it be asphalt all the way through or concrete where the driveways are? Tyler McLeete: I will circle back with city and county staff to check on that. I think we'll carry bikeway through the commercial driveways, will need to check on residential. Matt Huggins: Our intent currently is concrete walk and charcoal-colored concrete bikeway. The intent is the bikeways would remain at the same elevation and not create a rollercoaster effect.
- Dave Carlson: At the roundabouts you bring the bike trail pretty far out creating a 90-degree turn. Any way to soften that? People have to look way over the shoulder. Tyler

McLeete: They're spaced to provide a driver with enough time to see a pedestrian crossing and stop in advance without stopping in the roundabout itself. They're pretty small roundabouts, and this is about as comfortable as we are pulling them in close. Matt Huggins: As much as we'd like to flatten those curves, we're trying to minimize impacts to property, too.

- Jordan Kocak: There was one resolution already, but it was very specific to the preferred alternative. Now we have the preferred alternative and it would be nice to have a follow-up resolution. I will connect with our District 5 representatives and work on having a draft resolution for July.

- **East Hennepin mill and overlay restriping**

5:12 – 5:42

- Jordan Kocak showed a restriping concept for East Hennepin Avenue to be implemented with next year's road resurfacing.
- From 35W bridge on the west to Industrial Blvd in east, with a little bit of Stinson Boulevard — the part that is bituminous.
- The project is driven by pavement maintenance. Asset management identified the corridor to preserve and prolong pavement life, which opens an opportunity to restripe the corridor.
- Evaluating 4-3 conversion and adding buffered bike lanes where there are no bike lanes today.
- Minor on-street parking impacts near 25th Ave and Hoover Street.
- Upgrading curb ramps to be ADA compliant in 2025
- There are many safety improvements that come with 4-3 conversion. We did a study last year that found a 25 percent reduction in all crashes on our roads reduced from four lanes to three.
- Westbound bike lane proposed on 35W bridge, not enough space for eastbound bike lane. Likely would be done with MnDOT bridge replacement.
- East Hennepin would include two through lanes in each direction with bike lane in each direction.
- Hennepin at 22nd Avenue is pretty typical of the corridor, with a two-way left turn lane, one through lane each way and buffered bike lanes.
- 25th and west there is on-street parking; we propose removing about half of it, at six spaces, to get left turn lane to go northbound without losing bike lane.
- Other projects in area
 - County safety project removing free right and improve crossing 35W at 10th and 11th Avenue; replace signals.
 - 2028 project on 280 will rebuild Industrial Boulevard intersection and make Industrial right in, right out.
 - 2028 expected Minneapolis Park and Recreation Board Grand Rounds Missing Link down Industrial, then East Hennepin a few blocks (33rd Avenue to 27th Avenue) then go south. Would be similar to Presidents Bike Boulevard.
- Right now in planning/design, construction next summer, curb ramps first, then resurfacing.
- Lou Miranda: When you showed so many lanes at Stinson Boulevard, we had that whole hullabaloo with Lyndale, and the planning said we needed a lot more lanes than we really did. Has that affected this? Jordan Kocak: I think it has. Because of the scope of the

project and it really being driven by pavement maintenance needs there's less appetite to push the envelope. Lyndale had bigger safety needs and organized community voices. I think it will continue to be case by case. Lou Miranda: If you could start out with one fewer lane than it turns out you need, you could just repaint it. Jordan: The iteration, we're aren't well equipped to do that. Which is probably an opportunity area where we could be more effective. It's not as easy as it sounds like it should be.

- Henrik Kowalkowski: Painted bike lanes obviously are not my favorite but good to add where you can. The buffer provides more room for error. I've seen other places using parked cars as a buffer. Is it possible to move the parking to create a buffer? Jordan Kocak: In this case, it's such a short space, and it's pretty narrow, the bike lane is maybe 7 feet. To your first point about safety, you might recall the capstone project, their results showed protected bikeways are safer, but the on-street lanes are much safer than nothing at all. I think it's a step in the right direction for East Hennepin. And when it comes time for reconstruction we'll be in a better place to address things like that.
- Jenny Ackerson: Is it considered a future bikeway? County roads, the way they're spaced makes them work well for a bike network. Jordan Kocak. It is identified on our bike plan. Our bike plan has very broad designations, with future on-street and future off-street bikeways. We identified it as on-street, but I take that very loosely. It depends on the project and context. If we were reconstructing East Hennepin we wouldn't be talking about on-street bike lanes. On the network scale, I think there's a lot of reasons to include a bikeway: Grand Rounds, Separated trail on Stinson and 18th; on west side of bridge we added bike lanes; Hennepin/1st constructing separated bikeways. There is something on the Hennepin bridge to Washington, though substandard. It will take you into downtown Minneapolis.
- Jenny Ackerson: I totally understand a buffered bike lanes is an incremental improvement that should be taken. What's the consideration for not having an eastbound bike lane, what do you do to make the interim solution more acceptable? Jordan Kocak: I think we had a similar situation on Glenwood with a bridge over 100, and there we used signage that bikes may use full lane. That is something we can consider here in advance of the bridge. Jenny: It drops a block or so west. Jordan: I think we have something just saying bike lane ends, but having bike lanes to the east it makes sense to change it. I am hesitant to do something like sharrows.
- Luke Van Santen: About adding "Bikes May Use Full Lane": Is it possible to drop the speed limit for that segment? Jordan Kocak: I know we're doing an internal assessment of all county roads with bike lanes and whether we should lower speed limit. Our county board has the authority to lower speeds as low as 25 on county roads without a speed study. I'm seeing how that goes and what guidance on speed limits should be. So technically yes, it could be done. It's not that every road would be 25, maybe we'd take a 35 mph road to 30. They're trying to weigh context.
- Luke Van Santen: When you were showing any of the other intersection I couldn't help but notice how close to the travel lane the striping for crosswalks is. I'm thinking back to the discussion at Nicollet and trying to bring them closer with 90-degree turns to keep going straight. If it seems like there is precedent for having that kind of crossing for pedestrians without having to worry so much about cars so close. Jordan Kocak: It's somewhat predetermined where the curb ramps are, and we only mark at signalized intersections. We still do curbs on unsignalized, just no markings. Luke: It seemed the

ones on Nicollet were going to get markings. Jordan: I think it's because they're roundabouts, but I don't know the decisionmaking process there. Lou Miranda: If I understand correctly, the bikeways were pulled back to give room for cars to see. Jordan: And be able to yield outside the roundabout.

- Clara Sandberg: Jordan mentioned the crosswalks unmarked at side streets with no signal. What would be the possibility of adding that in? I'm running into that a lot when biking along an arterial and I almost get hit where there should be paint to designate it is a crossing. Jordan Kocak: It is a county policy, but there have been exceptions. Typically we would want more than just crosswalk markings, like an island or rectangular rapid flash beacon. There is research that crosswalk markings alone don't improve safety. And it is more maintenance. The green markings for bikes, we consider mostly through intersections — though we have put them in places where we just want more visibility — Here there is a bikeway north-south, we have the green markings. We could consider the markings on Hennepin at the signalized intersections. Clara: I'd rather have paint than nothing. Jordan: It comes up often. Ultimately it's not my decision to make.

- **Cedar Avenue mill and overlay restriping**

5:42 – 6:00

- Jordan Kocak showed a restriping concept for Cedar Avenue to be implemented with next year's road resurfacing.
- 2025 repaving and restriping. Bridge over Washington Avenue to 20th Avenue.
- 4-3 between 6th Street and 20th Avenue. Already two-lane to the north.
- No bike lanes on this restriping, proposing shoulder. Broadway Northeast is a comparison roadway.
- 6th Street to 7th Street:
 - Bus stop on north end
 - Add parking rest of block, which provides parking and prevents driving in empty space
 - Looking at a separate project for concrete median across 7th to create a right-in, right-out and pedestrian refuge. Would also include bumpouts.
- Where Cedar goes under 94, proposed shoulder, left turn lanes. Looking at painted median to reduce shoulder space that might lead people to drive in it.
- Cedar at 9th Street: Taper to four-lane at 20th Avenue. To the east it turns to four-lane divided. Striped median between left turn lane and through lane. Would propose round-the-clock parking rather than today's time-limited parking.
- Didn't propose bike lanes because there aren't logical network connections. Reconstruction coming in 10 years or so, creating opportunity for big changes and a change in vision.
- Planning/design/engagement this year; construction in 2025. Will upgrade ramps to be American with Disabilities Act compliant.
- Lou Miranda; It feels like a lost opportunity to not have a bikeway when there's so much room. It would inform your project in 10 years to know whether a bikeway would be important. Jordan Kocak: People can bike in the shoulder. Lou: That's so anti-bike. It's only going to encourage cars to use it. On France, where I am it was restriped last year with all these lines and no one knows what it is. It gets wide enough to park a car – but not on the Edina side. It's so complex. I think you guys need to think about that. Jordan:

That's the challenge of having a limited scope. I don't disagree with you necessarily. It's hard with limited scope to go to that level.

- Jenny Ackerson: I recall we had a guest at a previous meeting to add something under the highway bridge, and something in place, but it made the pedestrian access route too narrow. Could the shoulder become a full-width pedestrian access route? Jordan Kocak: I did a field walk in March with MnDOT. They have a bridge project, a fairly minor one, to add structural support to the bridge. Initially they were thinking they'd need a lot more structural support. There is fencing on the slope under the bridge because people were camping up there and they wanted to eliminate that behavior, which pushed people to the sidewalk, which pushes other people to the road. When we visited in March, MnDOT said they'd been regularly clearing the encampments. It seems they've moved to another area. We're not proposing any vertical elements to the shoulder. Say we put up Jersey barriers, then that becomes a protected space to put up your tent. It's a complex issue with a lot of jurisdictions in different roles.
- Clara Sandberg: I'm confused about the goal of the restriping. It's decreasing driving lanes but increasing parking. Those seem to be opposing ideas. Jordan Kocak: This one is more safety driven than multimodal driven. The 4-3 conversion is the main thing, trying to reduce crashes. We didn't feel there's a strong case to add bike lanes. At this time there aren't any great connections. That's why some of the parking remains and why we're proposing adding a small amount. If we were doing a full reconstruction we would re-evaluate the role of on-street parking and the need for it. We aren't moving curb lines, so we're working only with paint. Parking can help calm traffic by visually narrowing it, and it keeps people from driving in the space. It's more of an iteration toward what an ultimate vision might look like with a bigger project.
- Lou Miranda: Looking at it from an equity perspective: The neighborhood to the west is cut off from everything. It's a neighborhood that could use a lot of cycling, it's an inexpensive way to get around.
- Henrik Kowalkowski: It would be nice to have bikes here. There won't be any connections until there are connections. Jordan Kocak: I can take another look at what it could look like with a bike connection.

- **Member announcements**

5:57 – 5:59

- Lou Miranda: Hennepin County Library has "The 15-Minute City" book by Prof. Carlos Moreno, who came up with the concept and is an advisor to the mayor of Paris.

- **Adjournment**

5:59

- Henrik Kowalkowski moved to adjourn the meeting. Clara Sandberg seconded.
- The meeting was adjourned at 5:59 p.m.

Next meeting:

July 15 | 4 – 6 p.m.

Remote via Microsoft Teams