

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, May 18, 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
- ✓ Chad Ellos, HC Public Works
- ✓ Brandon Schorsch, Comm'r Fernando's office

Notes

- **Approval of April 2026 minutes** **4:03 – 4:06**
 - Lou Dzierzak moved to approve the April 2026 minutes as presented. Dave Carlson seconded the motion. The minutes were approved by voice vote.
- **CSAH 32 Project introduction rescheduled for July** **--:-- --:--**
- **Minnetonka Boulevard resolution** **4:06 – 4:51**
 - Dave Carlson read the draft proposed resolution.

- Dave Carlson: There are several competing clauses that somewhat contradict each other. I really object to a two-way multiuse path on both sides. It introduces lots of conflicts between bikers and e-bikers and walkers and dog-walkers. The proposed resolution calls for one-way cycle tracks on each side similar to Cedar Lake Road. I don't know that having the contradictory clauses is helpful.
- Luke Van Santen: I included those conflicting clauses because they seemed to be pretty valid points made by Hennepin County when they presented to us. In general, if it were some other corridor, the committee might support that. But I'm not dead-set on including any of them. If we want to strike them, I'd be fine with that.
- Dave Carlson: What if we combine the contradictory clauses and add phrasing like "although"?
- Luke Van Santen: I have another piece of information: This was presented to the St. Louis Park City Council in early May (May 2) and the seeming way city engineering staff received it was they, too, were in support of it as presented by the county, with two-way shared use paths on both sides. I say that because I don't know that our resolution is being sought by anyone to make sure this goes forward. In one email, city council is the one who has the decision on this (Dave Carlson: June 4). Given city staff largely agrees, I think it ought to be mentioned. It seems somewhat decided.
- Dave Carlson: A couple of city council members were very attentive and shared concerns about two-way paths. I don't think it's necessarily a done deal, especially if we have this resolution. Look at what happened to Lyndale, we were part of the reason that got changed. I think it's worth still pursuing. At very least, I think they'd be open to striping a 10-foot path with a bikeway to separate the modes. That was my sense.
- Luke Van Santen: I'm not saying we shouldn't do the resolution. As a longtime bike commuter I'm used to tilting at windmills.
- Dave Carlson: I still prefer even if they narrowed the bike lanes to 3 feet, which they've done on Plymouth Road and Hopkins Crossroad, they could still use the roadway. I think you could easily do this by putting a multiuse trail on one side. If people don't want to cross to the trail, they can use nearby local streets, which are fine.
- Luke Van Santen: First thing that comes to my mind is to make the bikeway 7 or 8 feet and put that space back to shoulders. Dave Carlson: Right now they're 6 feet. If you narrow to 3, you could have a multiuse trail on one side, retain trees and fit it all nicely.
- Henrik Kowalkowski: It's harder for me to weigh in as it's outside my district, but if it were in mine: With wider shoulders you could encourage higher speeds. I really do like raising the cyclists above the roadway for anyone who's not an accomplished cyclist. Dave Carlson: I'm all for more people riding, there would still be that multiuse path for people not comfortable. There will still be people

using the roadway avoiding conflicts. This introduces conflicts between motorists and cyclists. The only legal way to pass would be to enter the oncoming lane. You're going to have outraged motorists. All I'd need is 3 feet. If you could do that you wouldn't be taking away from what's out there today that people have been using for years.

- Luke Van Santen: We don't have veto power. In the resolution, should we change it to reconsider providing a 3-foot shoulder? I think they'll choose narrowing both sides. City staff and council seemed pretty pleased having trails on both sides and not having to cross.
- Dave Carlson: Cedar Lake Road is kind of strange with one-way cycle track on one side and bike lane on the other. On north side there's only a sidewalk. On the south side is a cycle track and a sidewalk right next to it. I could live with that. I'd prefer them on the road. If they can handle the conflicts at intersections, I could live with that.
- Henrik Kowalkowski: It's silly we're arguing over bikeways when there's so much space for cars. I think we can raise this with the consultant, they weren't fans of making people cross. I've seen people riding bikeways contraflow and it hasn't been an issue. Luke Van Santen: I really like having a consistent user experience for trail users and road users so they don't have to know Cedar Lake west of Louisiana is this way, east of it is another and Minnetonka is yet another. It's kind of why I went with 5-foot elevated one-way cycle tracks. In my mind that more closely matches Cedar Lake west of Louisiana. Dave Carlson: I would support saying that. Maybe also with three-foot shoulders for faster cyclists. One way cycle tracks on both sides and ask them to consider the shoulder spaces.
- Dave Carlson: If space is an issue, maybe also consider having multiuse path on one side. Luke Van Santen: Or have staff consider removal of one shared use path from one side, or narrowing of the paths on both sides to get any needed horizontal distance.
- Chad Ellos: I wanted to clarify on that three feet. Does that include a concrete gutter? Dave Carlson: Most bikers don't like to ride in the gutter. Some are 1 foot, some 2. I would hope you could get by with 1 foot of gutter and 2 or 3 feet of asphalt. Luke Van Santen: I think 3 feet of lane and then gutter. The gutter is where all the debris ends up with broken glass, etc., so it's not just that I don't like to ride in it. Dave: And unless it's saw-cut it's bumpy.
- Dave Carlson: I thought in the third whereas we'd put "although." Members edited several options for acknowledging benefits of the layout the ATC is not supporting and arrived at the final language.
- Dave Carlson moved to approve the resolution; Henrik Kowalkowski seconded.
- The resolution passed by voice vote.

- **Lyndale Avenue resolution**

4:51 – 4:55

- Ethan Kleinbaum read the draft proposed resolution.

- Ethan Kleinbaum moved to approve the motion; Clara Sandberg seconded.
- The motion passed by voice vote.

- **Discussion of June ATC in-person meeting and infrastructure tour** **4:55 – 5:04**

- Julian Fernandez-Petersen presented a map of a proposed route for the tour from the Wooddale light rail transit station southwest on the regional trail, then north to Minnetonka Boulevard to the Kenilworth corridor and tunnel then south to Steel Toe Brewing.
- Julian Fernandez-Petersen: I will follow up with more details on the route as I usually do for meetings.
- Luke Van Santen: Would it be possible to extend this up for a short run on Cedar Lake Road? If we were to continue on the trail to Virginia, then go up to Cedar Lake Road, we can do a short stretch to the east from Virginia, then cut back down and get back to Minnetonka Boulevard. We'd have that additional detail on what Dave Carlson and I were talking about there.
- Luke Van Santen: Looks like a great route, Julian. Well done.

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

- Henrik Kowalkowski: 1. After hashing out the resolutions, maybe we do want to move away from the hyperformal whereases. We could have saved maybe 20 percent of the language today. 2. Penn Avenue reconstruction meeting tomorrow at 5 at Richfield Middle School. Would love to see others there.
- Luke Van Santen: Edina is looking at some potential work along Wooddale and is having a listening session (might be the right way to describe it) I think on June 2 on why it's bad to take on-street parking away and put in bike lanes.
- Dave Carlson: The Cedar Lake and Kenilworth trails just officially opened and a number of dignitaries were at the grand opening ceremony with several hundred people and coverage on the news. Jim Alexander, the project director, gave a nice talk. The mayor of St. Louis Park was there and excited about it. Luke Van Santen: I wanted to commend ATC members who have Marion Greene as commissioner, because she dropped the line that even though people say we can't be Copenhagen, we will be Copenhagen. She sounds like a great commissioner. There was a great fact shared, something like 6 billion dollars of investment (so far) thanks to the Green Line Extension
- Billy Binder: I'd like to recognize Brandon Schorsch, assistant to Commissioner Irene Fernando. Bill Emory has moved to another position at the county and this is an extension of efforts Seth and I have made with Bill Emory. Thanks, Brandon, for attending; we look forward to working with you. Brandon Schorsch: I'm Irene Fernando's constituent services and policy aide. I'm excited to meet you all; I

wanted to learn a bit more about this body and do what I can to support making our roads safer, greener, kinder and cleaner.

- Tammy McLemore moved to adjourn the meeting. Clara Sandberg seconded. The meeting adjourned at 5:11 p.m.

Next meeting: June 15 | Meeting at 4:15pm at the [Wooddale LRT Station](#).