

HENNEPIN COUNTY

MINNESOTA

Active Transportation Committee

Date: Monday, April 20, 2026

Time: 4 – 6 p.m.

Location: Microsoft Teams conference call

Committee Members:

- ✓ Tammy McLemore, Dist. 1
- ✓ Nicole Armstrong, Dist. 1
- ✓ Billy Binder, Dist. 2
Seth Stattmiller, Dist. 2
- ✓ Ethan Kleinbaum, Dist. 3
- ✓ Dave Carlson, Dist. 3
- ✓ Sam Gallagher, Dist. 4
- ✓ Ryan McKee, Dist. 4
- ✓ Lou Dzierzak, Dist. 5
- ✓ Henrik Kowalkowski, Dist. 5
- ✓ Luke Van Santen, Dist. 6
- ✓ Scott Zerby, Dist. 6
- ✓ Greg Anderson, Dist. 7
- ✓ Clara Sandberg, Dist. 7

Ex-Officio Members:

- ✓ Julian Fernandez-Petersen, HC PW
- ✓ Tristan Trejo, MnDOT
- ✓ Raymond Eliot, Metro Transit
- ✓ Danny McCullough, Three Rivers Park District

Guests:

- ✓ Dan Patterson, HC Public Works
- ✓ Christina Neel, HC Public Works
- ✓ Jason Staebell, HC Public Works
- ✓ Josh Potter, HC Public Works
- ✓ Mark Elgaard, City of St. Louis Park
- ✓ Joe Widing, Met Council
- ✓ Nick Turner, Alliant
- ✓ JoNette Kuhnau, Kimley-Horn

Notes

- **Approval of March 2026 minutes** **4:01 – 4:02**
 - Luke Van Santen moved to approve the March 2026 minutes and Henrik Kowalkowski seconded the motion. The minutes were approved unanimously by voice vote.

- **Lyndale Avenue Reconstruction Project** **4:03 – 4:38**
 - Josh Potter introduced himself and JoNette Kuhnau of Kimley-Horn to discuss the Lyndale Avenue project.
 - The project Web page is <https://beheardhennepin.org/lyndale-avenue>.

- This is the fifth time at the ATC with the project. The project started in fall 2023. We've gone through a process with a design option late summer early fall of last year as Phase 4. We felt we got enough feedback that we needed to make revisions, including suggestions from people in this group last August.
- We're now in what we're calling the Refined Design phase. We're taking feedback through April 24. We recognize a resolution from the ATC would come a bit later, and that's fine, it fits our schedule.
- We plan to go to the Minneapolis City Council in June for municipal consent. We do need approval from them. Then a year and a half of final design.
- Construction now scheduled to begin in 2028.
- 15,569 points of contact in Phase 4 engagement in August and September 2025.
- Feedback themes:
 - Strongest feedback were concerns about a shared use path we presented last fall. That has changed; we've moved back to separated bikeway and sidewalk. We did see a little support for a shared use path and businesses supported it, but overall feedback — this was the strongest we received.
 - Feedback on parking was mixed. Businesses wanted parking.
 - Community members want to retain the vibrancy of Lyndale, especially on the sidewalk.
 - Comments on wanting a greener street with mature trees.
 - Pedestrian and biking safety were often cited.
 - Metro Transit looking at bus rapid transit for the corridor as a possible L Line.
 - Once-in-a-lifetime project. We only reconstruct about once every 75 years. Last time most of this portion of Lyndale was fully reconstructed was the 1930s.
- Refined design now includes separated two-way bikeway on the east side. Previous design included shared-use path
- We've included space for future northbound transit lane from 31st to 28th. All other parking lanes will be standard size. We want to be certain we aren't precluding bus rapid transit.
- Josh showed some renderings of the proposed design in the 2100 block of Lyndale and the 2400 block. 2100 includes a bus-only lane. 2400 retains mature trees with a two-way bikeway on the east side.
- In some areas the bikeway is right next to the curb to retain mature trees, in others there's a boulevard. Originally we were going to remove about 100 trees. We're down to about 50 tree removals, 20 or so are mature with the others being younger or ash trees that would have to be removed anyway due to emerald ash borer.
- Some areas with a buffer between the sidewalk and bikeway. We're trying to separate as much as possible.

- Josh showed renderings of 2700 block and 2900 block of Lyndale. 2700 has the bikeway next to the curb with a three-foot buffer between bikeway and curb. 2900 was rebuilt with Lake Street about 15 years ago, so a lighter touch on this portion with some refurbishment and repairs. Generally the work south of the Greenway is more limited.
- Previous ATC resolution was critical of multi-use path. We've changed that to a two-way bikeway. The resolution also was critical of the 12-foot "transit ready" parking lane and called it too wide.
- Dave Carlson: Separated bikeway, it looked two-way in the picture? Josh: It's a two-way bikeway and on the east side only.
- Ethan Kleinbaum: Very exciting. I spend a lot of time in this corridor and I'm very excited to have a bikeway on Lyndale. It sounds like there won't be major changes to the layout unless the city council decides so. I would appreciate narrowing intersections with bikeways, including 28th, 26th, 24th. I find a lot of these intersections are kind of slapped together without much thought to how bikes manage those intersections and turns. Particularly 28th, on the southeast corner is very similar to Bryant. You have a greater than 90-degree turn southbound to eastbound. This would be particularly challenging on a cargo bike. It would be nice to see minimum turn radii. On 26th and 24th you wait for a red light to cross Lyndale. Are you waiting in the bike lane obstructing bikes on Lyndale or obstructing the sidewalk? Is there a pad to let bike traffic go north and south while you wait? It would benefit from quality of life details for navigating the corridor on bike
- Luke Van Santen: I've talked to JoNette multiple times and at open houses, but I still have to ask: Is there any way the entry ramp onto 94 eastbound on the north end can be squared off? It's still got a bit of a racetrack curve to it. Make it a sharper corner rather than the radius it has. Josh: North of Franklin is not county, it's city and MnDOT. We're sorting through funding coordination on this portion. Our intention would be to T this up and make it better. There is a tradeoff in that you still have to tie into the bridge and get the pedestrian ramps to work gradewise. We've heard that from you and others. Assuming we can get the funding, we do want to address that more.
- Luke: I don't remember how many places this occurs, but I saw a few images where there's a median, one that was 13 feet and another 6 and that sounds like an awful lot of precious real estate. It'd be awesome to remove those and free that space for use in something else, say widen the bikeway or realign the road to save more trees. I'm sure you've looked at it, but it'd be nice to not cover it in concrete and have the water run off it. Josh: Some medians we've tried to narrow more. We have a minimum of 6 feet, some are 11 feet. We've seen with the conversion with 4 to 3 lane, some driving are using the center left turn lane to pass. We've put them in strategically to encourage people to use the left turn

lane to turn and not for passing. And there are medians for example at 25th for pedestrian crossing.

- Sam Gallagher: The median on 26th, I was hoping for wider bikeway — 10 feet would be preferred — and to extend the median into the crosswalk. Also would like to see hardened centerline at intersections. Will signal timing prioritize bike speeds? Will there be any kind of bike signal pads to detect people biking? Josh: We have not talked about signal timing yet. We have heard about timing for bikes. We will have those discussions when we get into detailed design and engineering. We don't control signal timing in Minneapolis. The city handles it for us. In 2026 and 2027 I think they're retiming all the signals in the city in part due to the lowered speed limits.
- Scott Zerby: Any changes to street lighting? I saw some more traditional lamps and more overhanging type. Josh: Midtown Greenway and north does not have continuous lighting, only at intersections. We defer corridor lighting to the city. The city does have this on their plans for future lighting. We are including corridor lighting for the whole project. Currently there're a lot of dark areas midblock. Those will all be lighted. Scott: Is this a county road? How does the county get involved in the city? Josh: Yes, it's a county road.
- Multiple comments in the chat for more green space.
- Multiple comments in the chat that there should be no right turn on red.
- Clara Sandberg: Could you say more about the signal timing and where the county does control that? Josh: Outside Minneapolis the county generally controls the timing on our roads. But due to the complexity in Minneapolis we defer to them, as does MnDOT. There are so many signals it's easier to have one agency coordinate them all rather than three trying to figure it out.
- Luke: I seem to remember the bikeway goes away at 28th? Or 31st? Josh: It is 28th. We've received comments on that. Thinking about overall network, the city this year is converting one-way eastbound bikeway on 28th east of Lyndale to two-way. They plan to continue west. At a minimum to Bryant and they want to get to Hennepin. Layout is a bit misleading: It looks like we're replacing sidewalks and curbs but we're not on this portion south of the greenway. It's more maintenance, repair and retrofit. That limits us. In existing curb lines there's limited space and we wanted to give that to the future transit-ready lane. We got comments people will still bike to Lyn-Lake. Generally our hands are tied with how limited the work south of the greenway is.
- Reach out to Josh at josh.potter@hennepin.us if you have any other comments or use the comment map online.

- **Minnetonka Boulevard Reconstruction Project Phase 2**

4:38 – 5:09

- Jason Staebell introduced himself, Mark Elgaard with the City of St. Louis Park and Nick Turner with Alliant Engineering.
- The project Web page is <https://beheardhennepin.org/minnetonka-boulevard>.

- This project is a continuation of Minnetonka Boulevard reconstruction in 2024 and 2025 east of Trunk Highway 100 (which also included a portion of County Road 25).
- This project goes from Aquila to 100. We expect construction to start in 2027 with utilities and groundwork. Construction in earnest to start in 2028. The road was last reconstructed in 1956.
- We've been in engagement over the past couple of years. City starts municipal consent process in May. We had an open house last week.
- Project goals
 - Improve comfort and ability to travel for all roadway users
 - Improve access to regional multimodal transportation network
 - Create a welcoming and slower people-friendly street
 - Improve transit access
 - Make the corridor greener
 - Complement business shopping and dining for people who walk and bike
- We had 1,523 interactions with community members.
- We were here last fall with three concepts.
 - Concept A with separated one-way bikeway and sidewalks with boulevard between bikeways and sidewalk. Similar to what the city did with Cedar Lake Road. The tradeoff is reduced boulevard width for trees. It will still feel wide and may not slow traffic as much. Snow removal also is more challenging.
 - Concept B is a shared use path on each side. Consistent with what we did east of 100. Adds separation from the general lanes, better for all ages. Can go either direction on the paths, so reduced need to cross. Does have the highest tree impacts but provides more space for replacement trees. City, which does the snow removal on the paths, can use existing equipment. The tradeoff is people walking and biking share space.
 - Concept C has a shared use path on one side and a sidewalk on the other. Fewer tree impacts, more green space. But bike/ped conflicts on one side and people biking would have to cross if they are to use the shared use path.
- We were looking at Vernon, Lake Street and Louisiana for potential roundabouts. We got feedback and people were supportive. We feel confident it could fit operationally for vehicle traffic. But the corridors have significant trucks and we would have to buy out a gas station and residences. Instead we are proposing signalized intersections. Clara Sandberg: Could you clarify buying the parcels? The images look like it would fit. Jason: In the southeast corner at Louisiana, we would have to acquire that parcel. We're also clipping on the north side. You can only impact a parcel so much before it becomes a total acquisition.
- Rectangular rapid flashing beacons (RRFBs) are proposed basically midway between signals. Signals are proposed at Texas, Louisiana, Dakota and

Vernon/Lake. RRFBs are proposed at Xylon, Pennsylvania, Hampshire and Alabama. The proposed RRFBs except at Xylon include a median refuge. They're midway between signals and we also looked at demand to cross from things like schools and parks.

- All three concepts would improve the corridor. We set aside concepts A and C because of operations and maintenance. We're moving forward with concept B (shared use path on both sides) for all ages and abilities, options for trees, and a narrowed road that should bring down speeds.
- Luke Van Santen: It looks like a 6-foot median refuge. That's getting pretty tight for someone on a cargo bike. I imagine that's what the space allows.
- Henrik Kowalkowski: In Richfield on 66th we have one-way bikeways adjacent sidewalks. Nice thing about it is it makes snow clearance easier and it still feels safe and is well delineated. Probably more expensive than one continuous shared pavement. Is that something you considered? Jason: There were times we felt like if we brought the trail closer to the sidewalk rather than the road we could get a buffer, but people are going to use the bikeway however they're going to use it, not necessarily one-way biking.
- Dave Carlson: Minnetonka Boulevard was the very first designated bike route in Hennepin County in the early 1990s in coordination with TH 5. I live in the area and I've used Minnetonka Boulevard hundreds of times. I've seen many commuters but fewer casual bikers. Only issue I've ever had is deteriorating pavement along shoulders. So I am looking forward to smoother pavement. Feedback at the open house notes bike/ped conflicts. I was thinking you were leaning toward one-way cycle tracks similar to Cedar Lake Road. I was quite distressed at the last open house you were going to shared-use paths two-way on both sides. The types of users on Minnetonka Boulevard are faster commuters and bikers. That's going to create a lot of safety issues for people biking faster. I'm disappointed, frankly. There are bikeways on 28th and trails nearby, too. It's disappointing that the faster commuter bikers are getting lumped into the shared use path with its safety issues. Jason: Last fall, a fair amount of people liked Concept A with separated bikeways. But we also heard support for more green space and slower speeds. We are trying to satisfy lots of different interests.
- Luke: Are there still shoulders on Minnetonka Boulevard for the faster, more confident riders? Jason: There will be no shoulders. It'll be one of the narrower county roads you'll see. They're 11 feet plus gutter for 13 effective feet.
- Henrik: Is there some way to support future less-abled, or more risk-averse riders, but also the faster bikers? How can we balance the needs of people like me who want to be off the street and feel safe and people like Dave who want to go faster and are comfortable in the street. Jason: That is the million-dollar question. It's easier said than done. Bike lane at street level, the confident users are using it today. I heard at the open house the fact we're taking the shoulders, they're passing lanes for people today or they're parking in them. Above the curb line it's

harder for a car to get in there and it slows traffic. Dave: I'm not against off-road bike paths. If you had one bike trail and a sidewalk and then just a few feet for the faster bikers, either bike lane or shoulder. The only downside is you'd have to cross the road, but that's a small tradeoff. You're putting bikes with 2 mph walkers and people with strollers and walking dogs. I'd love to be able to accommodate both.

- Luke: Shared use paths are both 10 feet, right? Jason: Yes. Luke: Is there any way to make those one-way and narrow them to 5 feet? Jason: Yes, but then you get into the delineation between bike and ped with a similar surface. Luke: I appreciate that, just trying to brainstorm a little. Dave: That's how it is on Cedar Lake Road with 5-foot wide bikeway and 5-foot sidewalk. If it's going to be 10 feet, why not divide it up at least so it's dedicated space? Luke: I have to commend Jason and everyone working on this. You're facing all kinds of competing interests. I agree with Dave, I agree with Henrik. I still like the five-foot bikeway next to the curb.
- Billy Binder: I agree with Dave and Luke that we ought to have a dedicated bikeway rather than two shared use lanes. Those don't accommodate the transportation that the corridor offers. I'm in favor of a dedicated bikeway either in the roadway or above the curb.
- Luke: Is there a resolution being requested? Jason: You're more than welcome to offer a resolution. At the end of the day, the city provides layout approval. We would share that with the city. They're looking to vote June 1. Julian Fernandez-Petersen: Regardless of whether a resolution is requested, ultimately it's up to you if the ATC wants to pass a resolution.
- Danny McCullough is working with the county on a Canadian Pacific Line regional trail crossing at Dakota Avenue.

- **TAB 2026 Active Transportation Solicitation**

5:09 – 5:31

- Joe Widing, Met Council introduced himself and an update on new active transportation funding availability.
- Background on the program is available at <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Transportation-Sales-and-Use-Tax/Active-Transportation.aspx>
- The solicitation will be out in a couple of weeks, as you talk to cities and the county you might want to bring it up as a potential funding source for biking and walking projects.
- In 2023 the state Legislature provided funding for active transportation with a 0.75 cent sales tax. Metropolitan Council gets 83 percent of that with 5 percent of that directly to the Transportation Advisory Board (TAB). TAB then distributes that funding to local agencies.

- Metro counties receive the remaining 17 percent. Of that 41.5 percent must be spent on active transportation and transportation corridor studies.
- There are some requirements for funding from the Legislature incorporated into project selection.
- The first solicitation is in 2026. Working group developed first round of funding. Task force will be formed for future ongoing needs.
- We had an initial estimate of \$24 million annually. The actual was \$21 million in 2024. We forecast about \$27 million annually by 2029. It's quite a bit of funding.
- This first solicitation will have \$50 million available, as the funds have built up since the legislation went into effect.
- The funding in this round is for project construction in 2027, 2028 and 2029. We anticipate it will fund 20 to 30 projects.
- The 2026 Regional Solicitation — which distributes federal dollars — has \$35 million for regional bikeway projects for construction in 2030 and 2031.
- We have three categories for the locally funded active transportation grants
 - Local bike facilities funded at \$150,000 to \$3.5 million per project
 - Local pedestrian facilities funded at \$150,000 to \$2.5 million per project
 - Up to \$48 million total for facilities
 - Active transportation planning up to \$200,000 for system plans
 - Up to \$2 million total for planning grants
- For comparison, the minimum and maximum for Regional Solicitation are \$1 million and \$5.5 million with considerably more strings and local match.
- Regional solicitation is the passthrough for federal funding for local projects. State law defines the active transportation process.
- The regional solicitation regional bicycle category will be little limited toward the regional system. Active transportation is open to *all* bike and pedestrian projects.
- The 2026 solicitation will include Active Transportation and Regional Solicitation. In future the Regional Solicitation will be in even years and Active Transportation in odd years. So there always will be a funding opportunity.
- It was a long process with over 100 meetings with local partners.
 - Bike and Ped Planning Tech Working Group
 - TAB tech advisory committees
 - Special interest working groups with workshops
- We wanted to be sure we don't comingle federal and local funding. Federal has a lot of strings and changing administrations can change the rules.
- No local match required for 2026 active transportation projects.
- Design and engineering also are eligible for funding.
- Eligible project types in 2026
 - Bike and ped facilities, included but not limited to
 - Multiuse trails
 - Bikeways
 - Intersection improvements

- Areawide improvements
 - Accessibility retrofitting
 - Bikeshare infrastructure
 - Elements which support bike or ped use as part of larger project
 - Streetscape
- Planning
 - Ped and bike *system* plans
 - Comp planning support for bike and ped plan elements
- Not eligible in 2026 but possibly in the future
 - Education
 - Winter maintenance
 - Carb bike library
 - Quick-build demonstrations
 - Suicide prevention barriers
 - Independent bike rack or similar projects
 - Basic facility maintenance
- Qualifying criteria you have to meet to get funding
 - It has to be in a plan or programming document
 - Owner operator must operate and maintain project year-round for useful life
 - Americans with Disabilities Act compliant
 - For planning: Either no dedicated active transportation or bike or pedestrian plan or it's 10 years old or older
 - Corridor or project-specific planning is not eligible. It has to be a system plan.
- Regional solicitation scoring measures
 - Complete streets 5 percent
 - Connection to key destinations 30 percent
 - Identified gaps 25
 - Safety 20 percent
 - Community considerations 20 percent
- Active transportation scoring
 - Proposed project 50 percent
 - Safety 30 percent
 - Engagement 20 percent
- April 23 webinar will have recording available at <https://handbook.metrocouncil.org/planit-education-and-training/id-88-active-transportation-funding-overview/>
- Solicitation opens May 7.
- Applications will be due June 24.
- Selection will be in December.

- Dave Carlson: Is there concern about federal funding clawbacks? Joe: We're very cognizant of that. There have been clawbacks since January of last year. We are not comingling funds and the feds would not be able to take that local funding. The local funding is guaranteed to be coming.
- Henrik Kowalkowski: Are quick builds eligible? Joe: That was a big part of the conversation. With this first solicitation, we couldn't get into the needed details. It's high up on the list for consideration in future solicitations.
- Sam Gallagher: Is wayfinding eligible? Joe: You can consider wayfinding as part of a larger project. It would not be eligible as a standalone project this time around.
- Dave: Are maintenance, repaving and reconstruction eligible for this? So many trails are in bad shape. Joe: To the level of a reconstruction is eligible. A simple repaving and restriping would not be eligible. It is on our radar for the future. Policymakers wanted to focus on bigger projects for now.
- Luke Van Santen: Striping on two-way bikeways? Joe: Not necessarily eligible this time around. As we move forward it may be.

- **East Hennepin Avenue resolution** **5:31 – 5:38**

- Julian Fernandez-Petersen displayed a draft resolution that ATC members developed with his help.
- Luke Van Santen moved to approve the resolution as drafted. Lou Dzierzak seconded the motion.
- Luke: It'd be nice if there were a standard text we could include in resolutions where it's kind of uncertain still, but that we fully support doing the maximum possible to further biking and walking infrastructure. I'm kind of wishing for something. Henrik Kowalkowski: We don't want to just give them our seal of approval without pushing for the best possible outcome. Scott Zerby: Julian, could you take a stab at that after the meeting? For future resolutions? Julian: There isn't urgency on this if we want to get that language right. Otherwise, yes, I can draft something.
- The motion passed unanimously on voice vote.

- **Grand Rounds Missing Link resolution** **5:38 – 5:44**

- Julian Fernandez-Petersen displayed a draft resolution that ATC members developed with his help.
- Henrik Kowalkowski moved to approve the resolution with a change removing reference to the date of Minneapolis' founding from the draft. Clara Sandberg seconded.
- The motion passed unanimously on voice vote.

- **Member announcements** **5:44-5:51**

- Julian Fernandez Petersen: There's an Open Trails event May 9 with Metro Transit celebrating the re-opening of the trails affected by LRT construction. It's a Saturday. Ribboncutting at West Lake State for Cedar Lake and Kennilworth trail. They're already opening but this is the official ceremony.
- Julian: May 15 is Bike to Work Day with an event in the morning in North Government Plaza in downtown Minneapolis. There will be refreshments and comments from elected officials.
- Julian: Looking at potentially an in-person meeting in June with an infrastructure tour of some sort. Let me know if there's any interest or suggestions of what you'd like to visit.
- Julian: Currently I send individual meeting invites, but am hoping to switch to one recurring meeting with a link on our Web site. There would still be monthly reminders.
- Luke Van Santen: Adding to Julian's announcement on Open Trails event May 9: After the ribboncutting if one were to take a relatively short six-mile ride west on Cedar Lake Trail they would find themselves in Hopkins at the Minnesota Food Truck Festival.
- Luke: If members have the inclination and any kind of connection with city staff in the various cities where you represent, now would be a great time to review their capital improvement plans that might benefit from more attention and make sure they know about the Regional Solicitation and Active Transportation funding. That money could do a lot of good in a lot of places.
- Scott Zerby: Curious about committee members and whether they meet with their municipality. Is it once a year? Never? Might be nice to do a survey to see how the ATC connects with them. As a former elected official, it's always nice to have a connection with others working on improving trail systems and mobility.

- **Adjournment**

5:51

- Luke Van Santen moved to adjourn the meeting and Clara Sandberg seconded the motion. The meeting adjourned with a voice vote at 5:51 p.m.

Next meeting: May 18 | 4 – 6 p.m. Microsoft Teams