

Minneapolis Bicycle Advisory Committee Minutes
Wednesday, October 26, 2016, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Mackenzie Turner Bargen, Joe Bernard, Jenny Borden, Bill Dooley, Matthew Dyrdahl, Steve Elmer, Paul Frenz, Robin Garwood, Matthew Hendricks, Joshua Houdek, Chris Linde, Nick Mason, Tyler Pederson, Nathan Pentz, Ann Postera, Juana Sandoval, Ciara Schlichting, Elissa Schufman, Scott Snelling, Sarah Stewart, Georgianna Yantos, Kelley Yemen, Matthew Dyrdahl

Members Absent: Hilary Lovelace (excused), Peter Wagenius, Lindsey Wallace

Others Present: Steve Brandt, Greg Sautter, Kurt Wayne, Jordan Kocak, Kathleen Mayell, Nathan Koster, Ethan Fawley

Actions

1. The Minneapolis Bicycle Advisory Committee supports the city application for the Big Jump project for the Cedar Riverside and surrounding neighborhoods.
2. 38th St E bike lane (Minnehaha Ave – West River Pkwy): the Minneapolis Bicycle Advisory Committee supports the project as presented. A future project should fill the one-block gap between this facility and Dowling School as a Safe Routes to School standalone project, including improving the crossing at West River Pkwy.
3. Bloomington Ave S bike lane (Minnehaha Pkwy-54th Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
4. 60th St E (Chicago Ave S – Bloomington Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
5. 8th St SE (Central Ave NE to 15th Ave SE): the Minneapolis Bicycle Advisory Committee supports the project as presented, with a preference to remove parking from the north side of the street.
6. 38th St W (Bryant Ave S – Lyndale Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
7. 42nd & 43rd Sts W (Lake Harriet Pkwy – Nicollet Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented, but with bicycle boulevard treatments for traffic calming and bicycle priority at intersections in the long term.
8. Richfield Road/39th St W (William Berry Pkwy – Sheridan Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
9. The Minneapolis Bicycle Advisory Committee took several actions on the proposed changes to Minneapolis Park and Recreation Board chain of lakes trails:
 - i. The Minneapolis Bicycle Advisory Committee supports Concept A for Focus Area 1, the Lake Street bridge area.
 - ii. The Minneapolis Bicycle Advisory Committee supports Concept B for Focus Area 2, including the new grade crossing of Lake Street, but only if a 2-way bicycle facility is retained under the Lake Street bridge. The BAC feels strongly that a 2-way facility is the only design that reflects the reality of how the facility will be used, and is critical for people

- who do not feel comfortable riding on-street to make the connection to the Midtown Greenway and Isles Pkwy. A well designed two-way bicycle facility can solve the current congestion and conflict points, especially with some percentage of people on bikes choosing to take the proposed new at-grade crossing. The BAC supports this outcome for the safety of all users – pedestrians and bicyclists.
- iii. The Minneapolis Bicycle Advisory Committee supports keeping the bike facility to the east of the pedestrian facility south of Lake Street, rather than having it swap sides twice.
 - iv. The Minneapolis Bicycle Advisory Committee supports Concept C north of Lake and Lagoon, retaining a two-way bicycle-only trail.
 - v. The Minneapolis Bicycle Advisory Committee supports Concept C for the intersection of Minnehaha Pkwy and Lake Harriet Trail, with a two-way bicycle facility on the north side of Irving Ave S. The BAC's second choice for this location would be Concept B.
10. The Minneapolis Bicycle Advisory Committee took two actions on the proposed bicycle boulevard on 29th Ave S:
- i. The Minneapolis Bicycle Advisory Committee supports this project, but requests clarification of the bump-out at 26th St E. The BAC further requests that Public Works flip the stop signs at the intersection of 29th Ave S and 27th St E. The 29th Ave S bicycle boulevard requires a future connection south to Minnehaha Avenue from Lake Street.
 - ii. The Minneapolis Bicycle Advisory Committee supports the closure of 29th Ave S at the Midtown Greenway, and views this closure as an integral traffic calming component of the bicycle boulevard project. The BAC requests that Public Works staff propose a permanent design for this closure

Summaries of Discussions

The meeting was called to order at 4:04 pm and chaired by Nick Mason. The Agenda and September Minutes were unanimously approved.

1. **CIP presentation** - Report presented by Matthew Dyr Dahl
 - 2017-2021 CIP – projects include Protected bikeways (Oak St SE/University, 6th St S, 26th and 28th Sts E), Safe Routes to School projects (21st Ave S, 24th St E/29th Ave S, Thomas Ave N, Green Central School Crossing Improvements), Trail projects (East River Trail [Bridge 9 to Stone Arch Bridge], Prospect Park Trail [Franklin Ave SE to Essex] and Midtown Greenway rehab/resurface).
 - Exploring new concepts: protected intersections, protected lanes with more permanent barriers, criteria corridors that are not (yet) on the protected bikeway map, floating bus stops
 - Matthew Hendricks recommended adding greenways (such as the Northside Greenway) as a type of project to be considered
2. **20 year street funding plan**, Kathleen Mayell & Nathan Koster
 - Overview of process: Kathleen shared the timeline since the parks/streets ordinance passed in April, and the timeline for future budget cycles, repeating annually for 20 years. Program principles: to be data driven and to seize and create opportunities. Three main questions were asked in the community engagement: 1) what does equity mean in the transportation context, 2) what inequities exist in the transportation system today, and 3) what outcomes demonstrate success? The process now involves looking at asset condition (pavement quality), equity in terms of community demographics and equity in

terms of users and modes. The timeline each year will be for a model to pull out potential projects, which will then go through a qualitative analysis by staff to come up with the 5-year CIP requests that will be presented to CLIC.

- Question about whether severity of crashes is taken into account for the ‘safety’ measure. Answer is no, but crashes are normalized over the numbers of users of each modal type.
- Question about new facilities. Answer is new facilities will follow a separate, parallel process.

3. **5E Subcommittee** – report presented by Juana Sandoval - ***ACTION***

- Wilder Foundation Equity Report: came out in 2016. Results broken down by ward. Includes great maps. Equity in three ways: geographic, demographic and mode. Their recommendations include viewing the need as including more than just infrastructure (education, enforcement and encouragement). The report can be found online.
- The Big Jump. Funded by People for Bikes, technical assistance equivalent to \$450,000. Application to be submitted on Friday, October 28. – ***ACTION***: Juana Sandoval moved the 5E subcommittee recommendation: “The BAC supports the city application for the Big Jump project for the Cedar Riverside and surrounding neighborhoods.”
- Comprehensive Planning Discussion: Open House October 27 at North Commons Park. Website is Minneapolis2040.com. Members were encouraged to review things to keep, tweak, remove or add.
- Miscellaneous Updates: Hilary Lovelace and others participated in the final Behind the Big Wheel event, and it was very successful. There was a discussion at the committee about the bicycle detour protocols. Folks in TPP have spoken to others in PW. “Bikes may use full lane” is the preferred option where there is not a possibility to put in a temporary bicycle facility. Some discussion at the full BAC of needed future agenda items about more sweeping changes to detour policies, if possible in conjunction with the PAC.

4. **Engineering Subcommittee** – report presented by Ciara Schlichting - ***ACTION***

- 2017 Bikeway Projects – ***ACTIONS***:
 - 38th St E bike lane (Minnehaha Ave – West River Pkwy): the Minneapolis Bicycle Advisory Committee supports the project as presented.
 - Bloomington Ave S bike lane (Minnehaha Pkwy-54th Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
 - 60th St E (Chicago Ave S – Bloomington Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
 - 8th St SE (Central Ave NE to 15th Ave SE): the Minneapolis Bicycle Advisory Committee supports the project as presented, with a preference to remove parking from the north side of the street.
 - 38th St W (Bryant Ave S – Lyndale Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
 - 42nd & 43rd Sts W (Lake Harriet Pkwy – Nicollet Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented, but with bicycle boulevard treatments for traffic calming and bicycle priority at intersections in the long term.
 - Richfield Road/39th St W (William Berry Pkwy – Sheridan Ave S): the Minneapolis Bicycle Advisory Committee supports the project as presented.
- Calhoun & Harriet Trail – ***ACTIONS***
 - The Minneapolis Bicycle Advisory Committee supports Concept A for Focus Area 1, the Lake Street bridge area.

- The Minneapolis Bicycle Advisory Committee supports Concept B for Focus Area 2, including the new grade crossing of Lake Street, but only if a 2-way bicycle facility is retained under the Lake Street bridge. The BAC feels strongly that a 2-way facility is the only design that reflects the reality of how the facility will be used, and is critical for people who do not feel comfortable riding on-street to make the connection to the Midtown Greenway and Isles Pkwy. A well designed two-way bicycle facility can solve the current congestion and conflict points, especially with some percentage of people on bikes choosing to take the proposed new at-grade crossing. The BAC supports this outcome for the safety of all users – pedestrians and bicyclists.
- The Minneapolis Bicycle Advisory Committee supports keeping the bike facility to the east of the pedestrian facility south of Lake Street, rather than having it swap sides twice.
- The Minneapolis Bicycle Advisory Committee supports Concept C north of Lake and Lagoon, retaining a two-way bicycle-only trail.
- The Minneapolis Bicycle Advisory Committee supports Concept C for the intersection of Minnehaha Pkwy and Lake Harriet Trail, with a two-way bicycle facility on the north side of Irving Ave S. The BAC's second choice for this location would be Concept B.
- Seward Bike Boulevard – ACTIONS:
 - The Minneapolis Bicycle Advisory Committee supports this project, but requests clarification of the bump-out at 26th St E. The BAC further requests that Public Works flip the stop signs at the intersection of 29th Ave S and 27th St E. The 29th Ave S bicycle boulevard requires a future connection south to Minnehaha Avenue from Lake Street.
 - The Minneapolis Bicycle Advisory Committee supports the closure of 29th Ave S at the Midtown Greenway, and views this closure as an integral traffic calming component of the bicycle boulevard project. The BAC requests that Public Works staff propose a permanent design for this closure
 - Both actions approved, with Juana Sandoval abstainig from both.

5. Announcements (5:45-6:00)

4. **Announcements**

The meeting was adjourned at 5:57 pm

Minutes respectfully submitted by Robin Garwood.