

Minneapolis Bicycle Advisory Committee Minutes
Wednesday, February 22, 2017, 4 PM – 6 PM
Room 333 Minneapolis City Hall

All Members Present: Richard Anderson, Mackenzie Turner Bargaen, Jenny Borden, Bill Dooley, Wes Durham, Matthew Dyrdaahl, Paul Frenz, Robin Garwood, Janice Gepner, Joshua Houdek, Chris Linde, Hilary Lovelace, Nick Mason, Tyler Pederson, Nathan Pentz, Ann Postera, Juana Sandoval, Greg Sautter, Ciara Schlichting, Elissa Schufman, Sarah Stewart, Georgianna Yantos

Member Absent: Steve Elmer, Matthew Hendricks, Jordan Kocak, Scott Snelling, Peter Wagenius

Others Present: Ethan Fawley, Bridget McBride, Kurt Wayne

Actions

1. The Minneapolis Bicycle Advisory Committee approved the following **Work Plan for Evaluation:**

The Minneapolis Bicycle Advisory Committee will work with staff and partners to monitor progress towards bicycling goals.

1. Review and update the Bicycle Master Plan Implementation Recommendation Report.
 2. Review previous feedback from the League of American Bicyclists and work towards Platinum Bicycle Friendly Community Status.
 3. Track budgeting and outcomes of bicycle program funding and evaluate implementation.
 4. Evaluate progress on the work plan goals every quarter at the Full BAC meetings. This would include the Engineering Subcommittee work plan goals.
 5. Make recommendations for improved evaluation of bicycling issues by the City of Minneapolis potentially including the following: evaluation as part of new bikeway projects, regular crash analyses, integrated level of service and more.
2. The Minneapolis Bicycle Advisory Committee (BAC) strongly feels that MnDOT and partners should pursue flexibility in design or other options to allow for the **Olson Memorial Protected Bikeway** to be maintained for the critical connection between 7th Street and Van White Blvd.
Additionally, the BAC would like to see
 - 1) an emphasis on minimizing curb radii at intersections,
 - 2) the use of asphalt or black ice concrete outside the mixing zones,
 - 3) tabling of the trail and sidewalk at non-signalized intersections, &
 - 4) at every intersection, the crossing distance for the trail and sidewalk should be 11 feet or less per lane.
 3. The Minneapolis Bicycle Advisory Committee supports the design for the **Oak Street/Delaware Street Bus Stop Improvements** as presented.

4. The Minneapolis Bicycle Advisory Committee approved comments for the **Draft Calhoun/Bde Maka Ska-Harriet Master Plan** and the **Calhoun/Bde Maka Ska-Harriet Trail and Access Improvements Study Report** as shown in the APPENDIX.

Summaries of Discussions

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

1. **Minneapolis Pedestrian and Bicycle Winter Maintenance Study** presented by Kurt Wayne & Ciara Schlichting
 - Kurt provided an overview of the Study designed to improve winter maintenance.
 - The city is working with Toole Design on the following tasks
 - Stakeholder engagement
 - National research and peer city review of winter maintenance practices.
 - Documentation of existing city practices with staff and partners.
 - Evaluate the results from the evaluation tool used last winter (WFET).
 - Make recommendations on how we can improve.
 - Kurt provided a summary of the research results from peer cities (Rochester, NY, Madison, WI and Burlington, VT).
 - While bikeway networks are expanding, funding isn't keeping pace.
 - Bikeway design has a major impact on the ease of maintenance; wider is better.
 - Many cities have a prioritized network for bikeway maintenance.
 - Challenges with on-street bike lanes especially near parking.
 - Ciara asked us what is working well in Minneapolis: Oak St protected bikeway, off-street trail system such as the Midtown Greenway, protected bikeway on Blaisdell, and timing has improved – city not waiting until Monday to clear.
 - Ciara said the 3 top things the Subcommittee said were not working well: on-street bike lanes disappear especially adjacent to parking, communication on what is cleared and not having a prioritized network.
 - Ciara asked for input on how the city can improve.
 - Robin suggested the city restrict parking once/week from April – Nov so they can clear “non-snow-emergency” snow. Chris said this could be voluntary.
 - Suggestion that the city use social media and multiple platforms to inform which streets are clear.
 - Make bike boulevards part of a priority network that's cleared the first day of a snow emergency. The network could include cleared trails.
 - If prioritized network cleared, then communication about what's clear isn't needed.
2. **5E Subcommittee: Evaluation Work Plan** presented by Juana Sandoval – ***ACTION***
 - This is the 5th and final “E” work plan; other 4 already completed and Engineering should do its own work plan.
 - 4 Work plan goals presented as follows:

- 1. Review and update the Bicycle Master Plan Implementation Recommendation Report.
 - Report is 14 pages and online link September 2011.
 - Bike Master Plan needs updating but not yet on City calendar.
 - 2. Review previous feedback from the League of American Bicyclists and work towards Platinum Bike Friendly Community status.
 - We applied for Platinum status but were given Gold.
 - The City should form a Task Force to work on this, maybe within TPW.
 - 3. ~~Track spending of dedicated bikeway funding, and bikeway program funds in general.~~
 - We also discussed evaluation of the recent Public Works reorganization of the Bike/Ped Section.
 - Better to evaluate spending or track implementation?
 - Also important to track economic benefits of bicycle spending.
 - Revise wording to: Track budgeting and outcomes of bicycle program funding and evaluate implementation.
 - 4. Evaluate progress on the work plan goals every quarter at the full BAC meetings. This would include the Engineering Subcommittee work plan goals.
 - Robin suggested we add a 5th goal to recommend things for the City to evaluate.
 - Ethan said the new Public Works director is interested in showcasing what we do. Do we want to be part of an effort to share the impact of bike improvements?
 - Juana's motion to approve these four goals was approved unanimously.
 - Robin made a motion to add a 5th goal as follows: 5. Make recommendations for improved evaluation of bicycling issues by the City of Minneapolis potentially including the following: evaluation as part of new bikeway projects, regular crash analyses, integrated level of service and more.
 - The 5th goal was unanimously approved.
3. **Engineering Subcommittee** Report presented by Ciara Schlichting – ***ACTIONS***
- **Bottineau LRT/Olson Memorial Protected Bikeway – ACTION**
 - Protected bikeway on north side of Olson Memorial Highway stops at Van White.
 - Need for bikeway to connect to downtown.
 - 60% design presented so the Subcommittee looked at some specifics.
 - Suggested tightening some radii and minimizing lane widths at intersections.
 - Ciara presented a motion with these suggestions.
 - It passed unanimously with one abstention from Mackenzie Turner Bargaen.
 - **Oak St/Delaware St Bus Stop Improvements – ACTION**
 - Design presented to Subcommittee included marked crosswalks for pedestrians to cross the bikeway.
 - Design was a nice improvement and will provide a test for future Bus Stops.
 - Ciara's motion to support the design as presented passed unanimously.
 - **Emerson Av N/Fremont Av N Protected Bikeways**
 - Delineators being added to protect the bike lanes.
 - Bike lanes on left side of street to minimize conflicts with bus stops.
 - Forrest asked Subcommittee for guidance on intersection treatments.
 - Bike boxes at intersection discussed.
 - Design plan will return to the Subcommittee in the future.
 - **26th St/28th St Protected Bikeways**

- Full reconstruction of streets; pair of one-way bikeways proposed.
- Recently added protected bikeways to Portland; now extending to Hennepin.
- Early stage of planning process.
- **Lake Calhoun/Lake Harriet Master Plan Input** led by Joshus Houdek – ***ACTION***
 - Comments on Master Plan due March 4.
 - Joshua presented a motion with Comments on the Plan.
 - A big issue is plan to eliminate bike facility under Lake St.
 - Paul said it is important to keep the lower road on Harriet as a 2-way bikeway.
 - Wording on at-grade crossings slightly revised.
 - Nick and Matthew will send our comments to the City Council and Park Board Commissioners.
 - Park Board BAC members should forward our comments to their Park Board representatives, too.
 - Tyler Pederson suggested sending comments to the Park Board Superintendent and the Project Manager.
 - Joshua said he will send the Resolution with links to BAC members.
 - The motion passed unanimously with abstentions from Tyler and Ciara.
- **2017 Hennepin County Bikeway & Sidewalk Study**
 - City is submitting 3 applications to a Hennepin County grant program.
 - Applying for pedestrian crossing study of Hennepin County roadways, improving crossing of President’s Bike Blvd at NE Hennepin, University Avenue protected bikeway.

4. **Announcements**

- Joshua Houdek: Consider joining CLIC. There are several vacancies.
- Joshua: MN Bike Summit at State Capital on March 16.
- Nick: National Bike Summit coming up, too, the week of March 6.
- Mackenzie Turner Borgen: Tomorrow night there will be a meeting at Park Board HQ, from 4 – 7 pm regarding the upcoming I-94 project. There will be bike impacts to the Cedar Lake Trail and Webber Pkway trail at 45th & Lyndale.
- Ethan Fawley: Open Streets dates will be available in a couple of weeks. No U of M event this year and they are exploring the idea of a Winter Open Streets event.
- Ethan: this year there will be a Bike Month instead of Bike Week.
- Kurt Wayne: Reminder that the March Engineering Subcommittee meeting will not be at its usual location. It will probably be in City Hall Room 319.
- Robin Garwood: Art Shanty projects are up at the beach at White Bear Lake for one more week.

The meeting was adjourned at 5:50 pm.

Minutes respectfully submitted by Janice Gepner.

APPENDIX:

Minneapolis Bicycle Advisory Committee comments on the [Draft Calhoun/Bde Maka Ska-Harriet Master Plan](#)

The Minneapolis Bicycle Advisory Committee disagrees with the proposal (page 96) to “Eliminate bicycle trail [under the West Lake Street Bridge alongside the lagoon] and convert to pedestrian trail only under the bridge and along the lagoon.” This is a vital, two-way, off-street bicycle connection that should be maintained. Many cyclists, including children, will not be comfortable crossing Lake Street, a major arterial road with heavy vehicular traffic, at grade.

The Minneapolis Bicycle Advisory Committee, prefers *continuous* two-way bicycle trails around the lakes in order to accommodate families and people not comfortable on the road. At minimum, a two-way bicycle trail should exist from the South Calhoun/Bde Maka Ska and William Berry focus area to the Northeast Calhoun/Bde Maka Ska focus area.

Defined cow paths along the Northeast quarter of the Calhoun/Bde Maka Ska Lake show the desire to have a two-way bicycle path in this area to connect Tin Fish with the beach and playground. It is not realistic to expect children and other trail users to circumnavigate several miles around the lake when arriving or departing the playground and beach, thus the need for a two-way path in this area. A steep hillside and stairs make it impractical for people on bicycles to access the roadway directly from the beach or playground.

The proposed at-grade crossings of East Lake Calhoun Parkway at West Lake Street and Lagoon Avenue must have high visibility pavement markings and adequate traffic signal timing to allow for full, safe crossing for both pedestrians and bicyclists.

The BAC supports closing Lower East Harriet Parkway to motor vehicle traffic to create more space for people walking and biking, as well as more parkland. It would allow a two-way bike path connecting the trails on Minnehaha Parkway to the bike facilities on Roseway Road and from there to West 40th Street, Bryant Avenue, and the rest of the city system.

Long-term, the BAC supports improving the connection between Lake of the Isles and Lake Calhoun by creating a land bridge over Lake Street between Thomas Avenue and the Lagoon.

Minneapolis Bicycle Advisory Committee comments on the [Calhoun/Bde Maka Ska-Harriet Trail and Access Improvements Study Report](#)

The Minneapolis Bicycle Advisory Committee supports:

1. Concept A for Focus Area 1, the Lake Street bridge area.
2. 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 two-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 - and the circulation plan says that non-motorized transportation should be prioritized.

3. Keeping the bike facility to the east of the pedestrian facility south of Lake Street, rather than having it swap sides twice.
4. Concept C north of Lake and Lagoon, retaining a two-way bicycle-only trail.
5. 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.