

Minneapolis Bicycle Advisory Committee Minutes
Wednesday, June 28, 2017, 4 PM – 6 PM
Room 333 Minneapolis City Hall

All Members Present: Jordan Kocak, Mackenzie Turner Bargen, Bill Dooley, Wes Durham, Matthew Dyr Dahl, Paul Frenz, Robin Garwood, Hilary Lovelace, Tyler Pederson, Ann Postera, Juana Sandoval, Elissa Schufman, Sarah Stewart, Georgianna Yantos

Member Absent: Steve Elmer, Matthew Hendricks, Scott Snelling, Peter Wagenius, Richard Anderson, Jenny Borden, Janice Gepner, Joshua Houdek, Chris Linde, Nick Mason, Nathan Pentz, Greg Sautter, Ciara Schlichting.

Others Present: Don Pflaum, Millicent Flowers

Actions

1. The Minneapolis Bicycle Advisory Committee supports the concept in general of the Hiawatha Trail Gap with careful attention to the bicycle/pedestrian crossing at the Lake St intersection and 28th St. intersection.

Summaries of Discussions

The meeting was called to order **at 4:14 pm** and chaired by Paul Frenz. There was no quorum at the start so the Agenda and May Minutes were unanimously approved AFTER hearing the presentation by Don Pflaum. Millicent Flowers of the City of Minneapolis took notes in the absence of Janice Gepner.

1. **Hiawatha Trail Gap** presented by Don Pflaum of the City of Minneapolis --**ACTION**
 - The project is currently at 30%.
 - Hiawatha St was reconstructed by MnDOT in the late 1990's.
 - The city wanted to accommodate bikes/peds so a 12ft wide sidewalk was built along the length of the road on the west side of the street, and it was called a 'trail.'
 - The concrete design was not optimal but the design was progressive at the time.
 - In 2004, the Lake St bridge flyover was built with the pylons set in the middle of the 12ft wide trail.
 - Metro Transit worked with the City to widen the trail again, but not to the previous 12ft size.
 - Now the idea is to add a trail on the east side of Hiawatha to fill the gap that used to be a continuous trail.
 - From 28th st to 32nd st
 - Evidence of well worn footpaths in the dirt shows a demand for some kind of trail in the proposed spot.

- The proposed trail will be separated into a 10ft wide bituminous path for cyclists and a 6 ft wide concrete path for pedestrians.
- The goal is to build the trail as far from the road as possible for a good amount of buffer space from the traffic, but not TOO far back. Visibility of the trail adds safety.
- Plan B is to tuck the trail back further, but there is no reason to consider Plan B at this time.
- Lighting will be included in the plan.
- The BAC wonders if there will be trees planted. We must speak to MNDoT about species, height, etc.
- The existing crossing will be used at Lake St.
- Challenges to construction are poweline poles; the entire site is within the MNDoT ROW.
- Connection to Midtown Greenway, the BAC suggested trying to creat a concrete ‘mixing zone’ or plaza at this connection so people know that this area is not a free flow condition.
- There is existing contaminated soil at the site. We know this because of the arsenic triangle nearby, and it is accounted for in the budget.
- There will be a public meeting on July 17th.

Questions:

- Will crossing time be increased at the intersections? *There is a bike button that gives generous crossing times.*
- There were concerns about increased volumes of traffic in the future and the difficulty in crossing at Lake St with so many movements.
- Don’t want pedestrians and bikes to have to wait too long at the Lake St. intersection, concerns that long wait times may discourage people from using the trail.
- Will there be wayfinding signage on the new trail? *Signage will be built to the same standard as on all other trails. Decision will be made at 60% or 90%.*
- BAC is interested in the connection on the north end...
- What about mking the trail gap on the west side of Hiawatha? *The trail was originally on the west side, but after working with Metro Transit, we realized that it would be too tight of a squeeze to put the trail there now so we are using the east side of the street. Maybe in the future there may be an opportunity to replace the trail on the west side.*
- Getting the people from the west side to the east side when traveling northbound on Hiawatha must be clearly marked.
- Don Pflaum will bring the comments and concerns to the Traffic department to see what they say.

2. **5E Subcommittee** presented by Juana Sandoval

- **Complete Streets update** Kathleen Mayell spoke about the project, the new Zebra crossing markings are wearing off, but the department is aware of it and has a remedy for it.

- **Winter Maintenance Study** Connor Cox and Ciara Schlichting spoke about their study, should be completed by the end of June. Worked with other municipalities that do winter maintenance. Ciara did some voting with an online tool.

Matthew then asked the group to conduct a poll using raised hands. (Groups answers in bold)

- 1) If a winter bikeway priority network were to be developed, what criteria would you use to identify and designate the supplementary routes? Choose 2:
- a. Estimated existing bicycle volumes **4**
 - b. Spacing/Distance between other priority routes **11**
 - c. Connectivity with other priority routes **9**
 - d. Facility type (Buffered bike lane, Bike blvd) **2**

- 2) If a winter bikeway priority network were to be developed, should the goal be to clear the priority bikeways:
- a. By a certain time of day **9**
 - b. Within a certain timeframe after a snowfall has ended **4**

- **Segways** Paul and Bill are going to check in with the state rules with Nick Mason of Bike MN. Didn't make any motions about the Segway issue. Tough trying to do something with Segways right now, no matter what we decide, the stat law would override our decision. Topic is not dead, just taking a nap.
- **Equity** went over a work plan that contained three goals (see June 5E minutes), other equity statements that could be helpful. PAC has a different process than the BAC. PAC has 5 sectors. Ethan was going to keep us updated on what Our Streets, (formerly Mpls Bicycle Coalition) is doing. Sarah had some ideas focussing on programming, the City will be investing in streets for the next 20 years, using the equity criteria of race, ethnicity and income to help direct where we do our projects. If anyone is interested in working on these equity tasks, please let Juana know.
- **Open Streets** Behind the big wheel, an event that's happened the last few years where people can climb into the cab of a semi and understand just how much you can't see the cars around you, large blind spots. Matthew and Nick are coordinating that. Happening at the Minnehaha Open Streets, July 23. Looking for volunteers.

3. **Engineering Subcommittee** There was no Engineering Subcommittee meeting in June.

Matthew reminded everyone that they may need to take the Ethics class online. He sent the email out to everyone. Ciara, Hilary, Nathan, Georgiana, Matthew H., Richard, Alisa, Paul, Nick and Bill need to take the class. If you have already taken it, please let Matthew D. know.

4. **Announcements**

- Jordan-a number of Hennepin County BACs are looking for members and alternates. Not sure if you have to live in the district or not. Looking for more women and POC also.

- Community visioning session in the Bryan Coyle center: How to make 94 less obstructive.
- Bike giveaway for kids on July 12, looking for volunteers. Sponsored by Allina and a few other orgs.

Paul Frenz motioned to adjourn.