

Minneapolis BAC Minutes
January 25, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Nick Mason, Mariin Byrne, Sarah Stewart, Joe Bernard, Paul Frenz, Hope Johnson, Robin Garwood, Brian Funk, Shaun Murphy, Bill Dooley, Joshua Houdek, Hōkan, Bob Hain, Jim Skoog, Gina Mitteco, Lisa Bender, Ethan Fawley, Billy Binder, Georgianna Yantos, Matthew Hendricks, Janice Gepner,

Members Absent: Roy Hallanger (excused), Andrew Rankin (excused), Jennifer Ringold (excused), Gary Nelson, Peter Wagenius, Richard Anderson

Others Present: Michelle Beaulieu, David Gepner, Kelly Grissman, Boe Carlson, Matthew Thompson, Lesley Schack, Diane Hofstede

Decisions

1. The Engineering, Equity, and Evaluation Subcommittee will discuss the design options for the **Intercity Regional Trail** along Old Cedar Avenue and will bring a proposal to the full BAC.
2. The BAC voted (with one opposed and one abstention) to approve a Resolution (included at the end of these Minutes) proposing bicycle facilities for **Central Avenue NE** from the Mississippi River to 27th Avenue NE.
3. The BAC voted unanimously to send all **upcoming seal coating and reconstruction projects** including Washington Avenue to the Engineering, etc. Subcommittee for discussion.
4. The BAC voted unanimously to send **prioritization of Implementation Plan policy** recommendations to the Education, etc. Subcommittee for discussion.
5. The BAC voted unanimously that Nick send a letter of **thanks to Don Pflaum** (and his supervisors) for his work on the BAC.

Summaries of Discussions

1. The meeting was called to order at 4:04 pm and was chaired by Nick Mason. After member introductions, the Agenda was modified to add prioritization of policy recommendations in the Implementation Plan, and the Minutes were amended to show that Jim Skoog was excused from the meeting. The amended Agenda and the amended Minutes were unanimously accepted.
2. **Shaun Murphy, the new Minneapolis Bicycle and Pedestrian Coordinator**, gave us an update on his newly-created position. He has sought input from several community stake holders and is in the the process of defining his responsibilities. He will be staffing the BAC instead of Don Pflaum and the PAC and sees himself as a communications link across city departments and agencies.
3. Kelly Grissman from the Three Rivers Park District gave us an update on the **Intercity Regional Trail** in southeast Minneapolis. She discussed a section on the west side of Old Cedar Avenue from 58th St north to Lake Nokomis. Three bridge alternatives discussed previously were deemed too costly and therefore not feasible. There is room for a 10-12 foot trail, and she showed us several design options, depending on whether a lane of parking is removed. Funding

is available for this in 2014. The design options will be discussed in the Engineering, etc. Subcommittee, and they will make a recommendation for the full BAC.

4. Report from Matthew Hendricks from the Engineering, Equity, and Evaluation Subcommittee.

- **Central Avenue NE**
 - MnDOT has proposed a fog line south of 18 ½ Avenue, a bike lane from 18 ½ Avenue to 27th Avenue, and a fog line north of 27th Avenue.
 - BAC agrees with the treatment north of 18 ½ Avenue.
 - Ethan Fawley presented a draft resolution concerning bike facilities south of 18 ½ Avenue.
 - Gina Mitteco reported that MnDOT does not want to move the road center line since it would shift the road crown.
 - Council Member Hofstede pointed out that this is an important commercial area where parking is a valuable asset for businesses.
 - The draft resolution was approved with minor amendments by a voice vote with one person opposed and one abstention. The amended Resolution is included at the end of these Minutes.
- Washington Avenue at Cedar Avenue (**7 Corners**)
 - We discussed adding bike lanes to a planned pedestrian improvement project
 - We are proposing tapering the median west of Cedar.
- **Winter Maintenance**
 - The Subcommittee had a special meeting at the Hiawatha Maintenance Facility with Public Works staff
 - Focus of the meeting was winter maintenance of the Midtown Greenway.
 - Public Works staff asked the BAC to prioritize Bike Boulevards for plowing.
 - Public Works also asked the BAC to weigh in on the use of salt on trails.
- Other upcoming seal coating and reconstruction projects including Washington Avenue were sent to the Engineering, etc. Subcommittee for discussion.
- Selection of a subcommittee Vice Chair
 - Send nominations to Matthew.

5. Robin Garwood said that we need to prioritize the **Implementation Plan policy recommendations**. We unanimously sent this issue to the Education, etc. Subcommittee.

6. Robin said that the city seeks input on the design of **bike racks on parking meters**. Members were asked to visit the 3 city locations where the designs are being field tested and report back to the BAC next month. The locations are as follows:

- LaSalle Avenue between 8th and 9th Streets S (Downtown)
- Hawthorne Avenue between 8th and 9th Streets S (Downtown)
- 14th Avenue SE between University Ave and 4th St SE (Dinkytown)

7. Report from Jim Skoog from the Education, Encouragement, and Enforcement Subcommittee

- Police Department meeting
 - Issue of enforcement for infractions on bike lanes and ticketing bicyclists
 - Tickets vs. education

- Targeted enforcement pilot project with education
- Shaun is drafting a plan which he will bring to the Subcommittee
- Judicial meeting with Mary Ellen Heng on the feasibility of a diversion program.
- Future issues: Bike parking at city facilities, study on the economic impact of bicycling.

8. Shaun Murphy shared the *2011 Bicycling Account*, a year end update on bicycling in Minneapolis, which he presented to the City Council. It includes new infrastructure, education, project openings, bike centers, outside agencies, open streets, bike sharing, the Bike Master Plan, changing the definition of traffic, the reorganization of the BAC, and community projects. The plan is to do another one in 2 years. It is available on the city bicycling website (<http://www.ci.minneapolis.mn.us/bicycles/>), which has been recently updated. Videos are being created to go along with the *Account*. It was put together by Simon Blenski.

9. Announcements

- Lisa Bender
 - Remember to do the ethics training. It only takes 30-40 minutes.
 - Minnesota Bike Summit on March 5 in downtown St. Paul near the State Capital, hosted by the Bicycle Alliance of Minnesota
 - National Bike Summit in March in Washington, DC hosted by the League of American Bicyclists; there will be a delegation from Minnesota coordinated by the Bicycle Alliance
- The BAC is now easy to find on the Minneapolis bicycling web site
- Many of our terms on the BAC expire in April, so talk to your appointing agency. We will discuss this next month.
- Joe Bernard: next Wed, Feb 1, the City Coordinator's Office is kicking off the city's Action Plan at the downtown library. It includes the benefits of cycling and walking.
- Georgianna Yantos made a motion that Nick send a letter to Don Pflaum and his supervisors thanking Don for his work on the BAC. It was approved unanimously.

The meeting was adjourned at 6:07 pm.

Minutes respectfully submitted by Janice Gepner.
send comments to [janice.gepner\[at\]gmail.com](mailto:janice.gepner@gmail.com)

**Minneapolis Bicycle Advisory Committee
Central Avenue Resolution
Adopted 1-25-2012**

The Minneapolis Bicycle Advisory Committee recommends that the City and Mn/DOT implement the following layout on Central Avenue as part of the 2012 repaving project. The BAC recommends that Mn/DOT provides more detailed striping plans for at least the area between the River and 7th Street NE given the need for well-designed intersections to safely accommodate right-turn vehicles and bicyclists.

Mississippi River Bridge to University Avenue

- Include bike lanes in both directions with a general cross section of two 6-foot bike lanes, four 11-foot car traffic lanes, and the existing 8-foot parking lane on the east side.
- Use standard City of Minneapolis bike lane treatment as the northbound bike lane intersects with the northbound right-turn lane approaching 2nd Street SE and with right-turning northbound traffic at University Avenue.

University Avenue to 7th Street SE/1st Avenue NE

- Recognizing the current on-street parking on both sides of the streets, we offer three potential solutions in ranked order:
 - Recommendation: Provide a continuous bike lane with a general cross section of two 6-foot bike lanes, four 11-foot car traffic lanes, and the existing 8-foot parking lane on the west side. This would require the removal of 22 rush-hour restricted parking meters from the east side of the road in this segment.
 - Second choice: Provide sharrows between University Avenue and 5th Street SE and bike lanes from 5th Street SE to 7th Street SE/1st Avenue NE. This would require the removal of 7 rush-hour restricted parking meters from the east side of the road between Hennepin Avenue and 7th Street SE.
 - Third choice: Provide sharrows in this segment.

7th Street SE/1st Avenue NE to Spring Street NE

- Include bike lanes in both directions adjacent to two 11-foot car traffic lanes in each direction while retaining on-street parking on one side between 7th Street SE and 8th Street SE.
- This recommendation is consistent with the City of Minneapolis Central Avenue Bicycle Study.

Spring Street NE to Broadway NE

- As the road narrows here in sections, we suggest creating a curb-side shoulder adjacent to the two 11-foot travel lanes in each direction. We encourage Mn/DOT to mark the curb-side shoulder as bike lanes if it is at least 5-feet wide. We also encourage Mn/DOT to restripe the road with narrower lanes in the future--as their standards evolve--to allow enough room for nearly continuous bike lane through this section.

Broadway NE to 27th Avenue NE

- Include bike lanes in both directions. This requires the removal of two sections of parking on the eastside of the roadway (between 13th Avenue and 14th Avenue and between 18th Avenue and 18 1/2th Avenue).
 - We understand that the section just north of 18th also includes an accessible drop-off zone for a senior living facility that may not be movable. If it is not feasible to move the drop-off zone or the City decides not to remove parking on the east side of Central between 18th and 18 1/2th, our alternative recommendation would be a northbound sharrow in this one-block section.
- The recommendation for bike lanes is consistent with the City of Minneapolis study.