

Minneapolis Bicycle Advisory Committee Minutes
February 29, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

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

Members Absent: Andrew Rankin (excused), Paul Frenz (excused), Gary Nelson, Peter Wagenius

Others Present: Roy Litchfield, David Peterson, Greg Sautter, Lesley Schack

Actions

1. The Committee voted to support positions on 5 items for the **State and Federal Legislative Agendas**, recommending the City Council adopt them: a Vulnerable User Law, Safe Routes to Schools, Mississippi River Trail State Bikeway, Minnesota's SHIP Program and maintenance of federal funding (detailed statements in Appendix I). Robin and Nick will follow up to find out how to best have them implemented.
2. The Committee approved a resolution to endorse a shared use trail/cycle track on the west side of **Penn Avenue South** (see Appendix II for full resolution).
3. The Committee unanimously approved a resolution to support the Public Works Department's recommendations for **bike facilities on upcoming city paving projects** including a request for updates (see Appendix II).
4. The Committee unanimously approved a resolution expressing our disappointment at being left out of **CLIC submittals** for 2016-2020 and requesting that Public Works' process be clarified so BAC recommendations can be included in the future (see Appendix II).
5. The Committee passed the following resolution: The Bicycle Advisory Committee supports a bicycle facility on **Washington Avenue** between the east side of the bridge over I-35W and 19th Avenue South. In order to accommodate bike lanes on this section of Washington, the proposed new median between Seven Corners and the east end of the I-35W bridge should not be installed. The BAC would support either on-street bike lanes at Seven Corners or a trail condition through the pedestrian bump-outs on the northwest and southwest corners. Left turning eastbound bicyclists should be encouraged by the infrastructure to make a "box turn," using 19th Avenue South.
6. The Committee voted to support the bill proposed by Phyllis Kahn to provide matching funds for a **Bicycle Light Safety Pilot Program**.

Summaries of Discussions

The meeting was called to order at 4:03 pm and chaired by Nick Mason. After member introductions, the Agenda was modified to add the Seven Corners Resolution to item #5 and to add Member Renewal Forms under item #8. The amended Agenda was unanimously approved as were the Minutes.

1. State & Federal Legislative Items

Four items for the state legislative agenda and one item for the federal legislative agenda were discussed, with Melissa Reed of the city Intergovernmental Relations (IGR) Department on speaker phone.

The state items are

- A Vulnerable User Law to raise the penalty for causing great or substantial bodily harm while committing a driving violation.
- Funding a Safe Routes to School Program.
- Authorize the Mississippi River Trail State Bikeway
- Reauthorize Minnesota's Statewide Health Improvement Program (SHIP)

The federal legislative item is to support funding for biking and walking at 2% of transportation funding.

Melissa outlined the process for putting items on the list of the city's recommendations for the legislative agenda.

- The IGR asks department heads for items. They are invited to meet with the IGR.
- Suggestions go first to the IGR Chair, currently CM Glidden.
- Suggestions go next to the IGR Subcommittee where departments are free to present their ideas.
- Ideas are filtered to ones where there is a consensus to be approved by the Council.
- The list is brought to the State Capital where items are deemed "priority" or "support" and sent to various committees.
 - "Priority" items are ones where the City is the lead lobbyist, choosing authors and helping with the drafting. The department suggesting it provides expertise.
 - "Support" items are ones primarily advocated by someone else.

Ensuing discussion:

- Melissa said we have a good, manageable list.
- Not sure how we should proceed since we are not a city department.
- Late, but possible, to include some in the 2012 Legislative Agenda: Vulnerable User Law, Safe Routes to Schools and SHIP funding are already directly or indirectly on agenda.
- Robin and Nick will follow up to see how the BAC can best join the city process for getting items on the city legislative agenda.
- We voted to endorse the 5 Legislative Agenda items. The vote was unanimous with two abstentions (Lisa and Gina, both of MnDOT).

2. Sabo Bridge Update

Shaun shared information from Heidi Hamilton's recent presentation to the City Council.

- Top cable connecting to bridge deck broke. Adjacent cable was cracked. A rusted diaphragm plate also broke and another was cracked.
- Traffic and light rail reopened after bridge was shored up with scaffolding.
- A forensic engineering firm was hired to find the cause.
- A fix will be designed and put up for bidding.
- Hennepin County built the bridge but the City is responsible for maintenance.

- Bob Hain reported that cables vibrate dramatically when it's windy.

3. **Update from the Engineering, Equity and Evaluation Subcommittee** from Matthew. Full wording of the resolutions passed are included in Appendix II.

A) **Penn Av S Reconstruction.** The BAC approved the resolution with one No vote to endorse a shared use trail/cycle track on the west side of Penn Avenue.

B) **Mill and Overlay Projects Overview**

- Shaun and David Peterson presented Public Works' recommendations on bike facilities in upcoming city paving projects.
- The subcommittee will continue to look at the Upton/Sheridan area and connections to the east.
- Upcoming Hennepin County projects will be discussed next month.
- The recommendations with a request for updates were approved unanimously.

C) **CLIC Submittals**

- Our list of 7-8 suggested projects from the Bike Master Plan will not be considered by CLIC for 2016-2020.
- The resolution expresses our disappointment but hope for future inclusion.
- The resolution was amended to include a request that Public Works' process on this be clarified so BAC recommendations can be included in the future.

D) **Project Updates**

- **Central Avenue** update presented by Shaun.
 - Latest MnDOT plan is for Sharrows from the river to Broadway, a bike lane in one direction and sharrows in the other from Broadway to 18½th Av and a bike lane from 18½th Av to 27th Av NE.
 - Council Member Reich expressed interest in the negotiations and changes. Others are probably interested, too.
 - Let Shaun know if you want him to send you a copy of the latest plan.
- **Lowry Avenue Bridge** update presented by Matthew.
 - City officials directed the County to add slip ramps to the East and West side.
 - County staff said they are planning to add ramps on the East side of the bridge. We have not yet seen these plans.
 - County says there are obstacles to ramps on the West side but we would like to know what the options are.
- **Intercity Regional Trail**
 - Matthew would like to forward recommendations from Paul to Trail staff (see Appendix II.)
 - Planning still at conceptual level.
 - Over 70 people came to Open House.

E) **Seven Corners.**

Robin proposed a resolution for bike facilities on Washington Avenue between I-35W and 19th Avenue South and for there to be no median on the west end of the intersection with Cedar Avenue. It passed with one abstention (Joe Bernard).

F) The **next meeting** of the Engineering, etc. Subcommittee will be on Wednesday, March 21, instead of Tuesday, March 20.

4. **Update from Education, Encouragement and Enforcement Subcommittee** from Jim.

A) **2012 Priorities from the Implementation Plan.**

- Sarah Stewart forwarded BAC members a list of 8-9 items.
- Discussion will continue on this at the March 15 Subcommittee meeting.
- It was suggested that the list be shortened.

B) **2012 Enforcement Vision:** general work plan from Shaun to be a guide as we move forward.

C) Jennifer brought up the bill that Phyllis Kahn is proposing for a **Bike Light Safety Pilot Program.**

- It asks the state for 1:1 matching funds.
- It would be primarily at the University of Minnesota.
- We voted to support this bill. It was unanimous with 2 abstentions (Lisa and Gina).

5. Housekeeping from Shaun

- Let him know if you'd like him to bring more paper copies of documents to meetings.
- Members are encouraged to send copies of resolutions to him by the Friday before a BAC meeting, if possible, so they can be included in the Agenda email.
- Send items for the Agenda by the Wednesday before a full BAC meeting.

6. Announcements

- BAC Members who were appointed by City Council members should fill out the form distributed at the meeting in order to be reappointed this summer. Seats will be open to others on April 13.
- Nick: Bike/Walk Ambassadors, Nick and Roy are working on a presentation for Minneapolis School Bus drivers on their in-service day on Friday. The U of M has a similar training plan for staff and contractors on campus.
- Nick: MnDOT State Plan metro meeting conflicts with this meeting right now. Options for input are: a Webinar on March 22 at 11:30 for the state bicycle planning study or email comments to Greta Alquist.
- Joe: annual joint CLIC/City Planning Commission public meeting on May 24th at 5:05 pm. The BAC should send a representative. More info coming.
- Ethan: the city and the Coalition are working on converting parking meters for bike parking. Ask businesses to help sponsor them.

The meeting was adjourned at 6:04 pm.

Minutes respectfully submitted by Janice Gepner.
send comments to janice.gepner[at]gmail.com

APPENDIX I: BAC Legislative Agenda Items

State Items

Pass a Vulnerable User Law that Increases the Penalties for Careless Driving

BAC Position: The Minneapolis BAC supports passing a Vulnerable User law that increases the penalty for causing great bodily harm (e.g., broken bones), substantial bodily harm (e.g., permanent impairment) or death while committing a driving violation from a misdemeanor to a gross misdemeanor and requires driver education and community service.

Fund a state Safe Routes to School Grant Program

BAC Position: The Minneapolis BAC supports an allocation of \$3 million in the 2012 Bonding Bill to Mn/DOT to create a state Safe Routes to School program in fiscal years 2013 and 2014.

Authorize the Mississippi River Trail (MRT) State Bikeway

BAC Position: The Minneapolis BAC supports the authorization of the Mississippi River Trail from Itasca State Park to the Iowa border as a state bikeway.

Reauthorize Minnesota's Statewide Health Improvement Program (SHIP)

BAC Position: The Minneapolis BAC realizes that in order to make a difference, efforts like SHIP need to be sustained for long periods of time, certainly more than three years. Therefore, the Minneapolis BAC supports the funding and reauthorization of SHIP for the 2013 fiscal year.

Federal Transportation Bill

BAC Position: The Minneapolis BAC recognizes the incredible contributions that the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs have made in making Minneapolis one of the best bicycling and walking cities in America. Therefore, the Minneapolis BAC supports efforts to maintain these programs either directly or indirectly at the same funding level (less than 2% of the transportation bill) or as close to it as possible.

APPENDIX II: Resolutions from BAC Engineering Committee

A) Penn Avenue South Reconstruction (50th to Hwy 62)

The BAC supports the inclusion of a Shared Use Trail / Cycle Track on the west side of Penn, transitioning to bike lanes where appropriate. The BAC supports the preservation of on-street parking near commercial nodes by means of a variance to allow the existing 36' curb-to-curb dimensions to be striped for two travel lanes and two parking lanes, consistent with their current configuration.

B) 2012 Mill & Overlay projects review

The BAC applauds the forward-thinking and strategic approach of finding opportunities for including bike facilities as part of already-planned street maintenance projects. The BAC supports the recommendations of Public Works Staff as presented on February 22, and requests updates from staff as projects achieve design & planning milestones or encounter significant barriers to the inclusion of bike facilities.

C) 2012 CLIC Submittals for 2016-2020 construction

BAC members were surprised and deeply disappointed to learn that Public Works staff made the policy-level decision not to submit any bicycle-related projects to the 2012 CLIC process. Adding to this disappointment is the fact that the decision was made in December of 2011, but was not communicated to BAC members until three months later in February of 2012.

Submittal of projects to CLIC is a fundamental strategy for implementing the Bike Master Plan, adopted by City Council on (Date). The prioritization of projects for 2012 CLIC submittal was one of the primary tasks assigned to BAC members by Public Works staff in the Fall of 2011, with the understanding that the majority of the prioritized projects would be vetted, scoped, and forwarded by Public Works staff to CLIC.

The prioritization process required a significant time commitment, both from the Public Works staff who guided and assisted the effort, and from BAC volunteers. In September 2011, Public Works staff created and presented a series of maps showing current and planned/funded facilities. These maps informed the subsequent discussions of which gaps in the bicycle network would be most critical to fill during the near future. In October of 2011, BAC members discussed and agreed on a process for developing a ranked list of projects. Between October and November of 2011, BAC members carried out that process, which began with individual BAC members reviewing the Bike Master Plan and the maps created by Public Works, and submitting lists of high-priority projects. These submittals were then compiled and mapped, and BAC members evaluated and ranked the submittals. This process took many hours of volunteer time over and above the monthly BAC meetings, and was accelerated at the specific request of Public Works staff, to facilitate the inclusion of projects in the 2012 CLIC process.

The BAC understands that the window of opportunity for submitting projects for 2012 CLIC review has closed. However, we do not believe a 'bicycle infrastructure shut-out year' is consistent with City priorities or adopted Plans. Therefore, we request that bicycle-related infrastructure projects submitted to CLIC in 2013 be given consideration for scheduling in near-term future years, as though they had been submitted in 2012 as originally anticipated.

D) Intercity Regional Trail (Three Rivers Park Trail near Cedar Ave to points south in Richfield & Bloomington).

The BAC supports the Intercity Regional Trail Project, and forwards the following comments & recommendations:

Old Cedar Avenue Cross Sections

1. Section F is preferred, because actual separation of the sidewalk and the trail is the safest way to handle bike and pedestrian traffic.

2. One side parking in this area should be sufficient, observation of this area has shown little or no parking on the east side of old Cedar.
3. Separation between bicyclists and pedestrians would be ideal at the Mr. Tune Up location if space is sufficient.
4. Where the crossover pedestrian bridge merges with the trail, there should be some sort of railing, barrier or other device to prevent pedestrians coming off the bridge from making an immediate turn onto the trail where a south bound bike could not see this pedestrian due to the limited sightlines around the bridge & ramp structure.

58th Street Propose Cross Section

1. Section J is preferred. Presuming there is not enough room to separate pedestrian and bike traffic, the wider trail would be safer.
2. To the maximum extent possible, the trail from the 5-8 Club to the Bloomington bridge should have a green space buffer between the roadway and the trail. We understand that grade-change and wetland features may constrain the options here, but any buffer that is created will help make the trail safer and more attractive.