

**Minneapolis Bicycle Advisory Committee Minutes**  
**August 22, 2012, 4 PM – 6 PM**  
**Room 333 Minneapolis City Hall**

**Summaries of Discussions**

Meeting convened at 4:06 p.m. Agenda Approved. Minutes Approved

**1. Park & Portland**

Shaun Murphy presented an update of the Park and Portland Avenue repaving project. Shaun has been working with an 8 member team with City and County staff on the restriping.. The City and County has put together a news release about a public meeting:

Community Meeting to Discuss Restriping of Park Avenue and Portland Avenue  
August 30, 2012  
6:30-9:00 p.m. with a presentation at 7:15 p.m.

Draft striping plan presented to full BAC today will be posted on County's project page on August 23, 2012. Shaun walked through draft striping plan

**Portland**

**Washington to Franklin**

Keep similar to existing conditions, although small (~2' buffers could be added)

**Franklin to 33<sup>rd</sup>**

Reduce to 2 traffic lanes  
Maintain bike lane on left  
Add bike lane buffer area  
Maintain 2 parking lanes

**33<sup>rd</sup>-34<sup>th</sup>**

Transition area – left side bike lane to right side bike lane  
2 traffic lanes  
Bike lanes on both sides  
2 parking lanes  
Bike signals, bike boxes, bike lanes on both sides are possible solutions to bridge this transition area

**34<sup>th</sup> - 46<sup>th</sup>**

Bike lane will continue to right side

**Park**

**31<sup>st</sup> to 46<sup>th</sup>**

Reduce to 2 traffic lanes  
Maintain bike lane on left

Add bike lane buffer area  
Maintain 2 parking lanes  
31<sup>st</sup> to Lake  
3 traffic lanes  
No buffer  
2 parking lanes

#### **Lake to I-94**

Reduce to 2 traffic lanes  
Maintain bike lane on left  
Add bike lane buffer area  
Maintain 2 parking lanes

#### **Washington to I-94**

Keep similar to existing conditions, although small (~2' buffers could be added)

#### **Discussion**

Shaun said guidance for buffered bike lanes came from NACTO. There are different ways to stripe buffered bike lanes (wide travel side buffer and narrower parking side buffer or equal sized buffers on both sides).

- Striping will be done in latex paint, not thermoplastic.
- Midtown Greenway access at Park Avenue – options will be presented at public meeting (options may include a turning box for bicyclists)
- Shaun said the rationale for keeping left side bike lane for some segments was due to high turning movements and the potential for increasing bicyclist-motorist conflicts.
- Bicyclist-motorist crash data will be available at the public meeting
- Robin Garwood asked about the traffic modeling that was done to determine level of service (LOS) and the impact of reducing the number of travel lanes from three to two. Shaun said he could not speak to details of the modeling but said Bob Byers (County) and Allan Klugman (City) would be best to answer that.
- Hokan asked if the speed limit was discussed. Shaun said that speed is being discussed by staff.
- Matthew Hendricks asked why parking protected bike lanes were not presented as an alternative. Shaun said that there was not funding available to design and construct a parking protected bike lane as this is just a mill and overlay project.
- Richard asked what the positions of other stakeholders were. Lisa said that the MBC has been going to neighborhood groups and gather feedback. There is general support to calm traffic along these corridors.
- Lisa presented a review of previous BAC resolutions on Park and Portland
  - May 2012 – recommended a parking protected bike lane
  - Earlier – recommended moving the bike lane from left to right

No resolution taken. BAC members were encouraged to attend and participate in the public meeting.

## **2. Minnehaha Ave Reconstruction from Lake to 46<sup>th</sup> -- ACTION**

Matthew Hendricks proposed the resolution that the County consider further develop of 2 concepts:

### **Minnehaha Avenue Motion**

For the section of Minnehaha Avenue between Lake Street and 46<sup>th</sup> Street, to be reconstructed by Hennepin County in 2014, the BAC recommends that additional design concepts be developed and presented to stakeholders during the public process scheduled for Fall 2012. The BAC supports further development of two concepts: one-way cycletracks on each side of the street, and a two-way cycletrack on the west side of Minnehaha. The BAC supports the use of a comparative analysis to evaluate which option (current conditions, one-way cycletracks, or a two-way cycletrack) would be optimal for this corridor.

Motion approved.

## **3. Announcements**

Robin proposed that the group stop at the opening of Spokes in Seward.

Longfellow Community Council is looking into placing art on utility boxes, some of which include the Midtown Greenway. They will be putting out a call for artists.

Meeting adjourned at 5:00 pm, followed by annual bike ride.

Minutes submitted by Simon Blenski