

**Minneapolis Bicycle Advisory Committee Minutes**  
**September 26, 2012, 4 PM – 6 PM**  
**Room 333 Minneapolis City Hall**

**Members Present:** Shaun Murphy, Chris Maider, Paul Frenz, Bill Dooley, Jennifer Rigold, Hōkan, Bob Hain, Richard Anderson, Lisa Bender, Billy Binder, Robin Garwood, Joshua Houdek, Ethan Fawley, Joe Bernard, Brian Funk, Roy Hallanger, Marin Byrne, Greg Soutter, Sarah Stewart, Gina Metteco,

**Members Absent:** Janice Gepner (excused), Matthew Hendricks (excused), Nick Mason (excused), Jim Skoog (excused), Ciara Schlichting (excused), Andrew Rankin (excused), Georgianna Yantos (excused), Gary Nelson, Peter Wagenius

**Others Present:** Liz Shaffer-Wishner, Anders Imboden, Simon Blenski, Brendon Slotterback, Mackenzie Turner Borgen

## **Summaries of Discussions**

The meeting was called to order at approximately 4:05 PM and chaired by Lisa Peterson Bender.

### **1. Preliminary Business**

- The Agenda was approved with the following corrections:
  - Al Dye will be presenting at the Engineering Subcommittee, not at this meeting
  - Billy Binder made a motion, seconded by Bill Dooley, to discuss the Glenwood project. Motion carried.
- Minutes from the August meeting were unanimously approved.
- The proposed schedule for December meeting dates (distributed to members prior to meeting) was unanimously approved.

### **2. US Census Bicycle Commuter Data, Simon Blenski**

- The City has several cycling goals, like mode share, that are measured with data from the US Census
  - Since 2005 we have had more consistent data thanks to the American Community Survey, especially question 31 regarding how the person got to work last week
  - The data has limitations
    - It is a statistical survey, with about 5000 people representing the entire City.
    - It looks at commuting trips (to work) only, not school trips, store trips, etc., however our travel behavior inventory work shows a high percentage of non-commuting trips are conducted by bicycle.
    - The residents are surveyed year-round, so those participating in winter months would be less likely to answer that they biked to work.
    - Question asks only about primary mode, so a trip walking or biking to the bus stop would likely show up as a bus commute.
    - It is, however, the most robust and consistent data we have  
60% driving alone, 15% transit, and the working-at-home share has grown.
  - Bike commuting data shows an increase from 1.6% in 1990 to 4.3% in 2008, then down to 3.4 % in 2011.
    - The decrease is within the margin of error.
- City Goals call for 6% bike mode share by 2012, 7% in 2014 (proposed in 07-08)
  - Recent trends look like we will not achieve that.
- No good answer for why the mode share decreased
  - 8% of survey done each month, but bicycling is higher in warmer months based on our counts, so the averaging may affect census data
  - City population vs. working population percent has held pretty consistent.

- Unemployment rate appears somewhat connected, but nothing too certain or robust.
- Back in 2008 at peak annual gas price, some correlation for a couple years, but hard to say if that will hold in future.
- Annual snow fall might affect numbers, but it's hard to tell
- Bicycling website at minneapolismn.gov has some recent data summarized there
- Should we go to another means of measuring goal?
  - We also use bicycling counts for city goals, not just census data.
  - Our bicycle trip data compared to the A.C.S. show we don't have a correlation there anymore.
- Other cities haven't seen a dip like we have.
- We are running out of "easy projects"
  - To take the next step, do we need to identify the infrastructure investment that would most affect trips to work, esp. for shorter trips?
  - A lot of the new projects we did came on line last year so we won't know the full effects of adding 35 mi of bike lanes last year.
  - Many projects were relatively cheap, meant to fill in gaps in infrastructure.
- Should we cater more to getting “mainstream” people to bike?
  - If you just look at the people out there biking, they are either all decked out in gear or they are the urban hipster kind. Whereas in cars, it's all ages, races, a normal cross section of the population.

### **3. Minneapolis Climate Change Action Plan**

- Presentation by Brendan Slotterback of the Sustainability Office
- Climate Action Plan is being developed and revised now
- Why plan? To respond to state and city adopted targets for greenhouse gas emissions.
- Benefits of acting now far outweigh what we might pay in the future if we do nothing now.
- Acting locally can have an impact-- don't just leave it to other government agencies
- To reduce emissions, we get co-benefits in air and water quality as well as health and economic benefits
- They are getting to the end of the process for updating the plan, first adopted in the early 90's, but it's really a whole new plan now
- It will incorporate and complement existing initiatives already underway, as done by this committee, regulated services, zoning, CPAC, etc.
- The final product will be a set of goals and a list of strategies from each of three areas to guide toward targets
- They want to more formally ask the B.A.C. to submit to the climate action steering committee any suggestions to shape the plan
- They would appreciate comments by the October or November meeting.
- Also here to ask for B.A.C. support during the city council approval phase.
- Targets: By 2015, a 15% reduction community wide in carbon emissions, 30% by 2025.
- There are three technical working groups:
  - Transportation and Land Use
  - Buildings & Energy
  - Waste & recycling
  - Environmental justice is also being considered
- Transportation is responsible for about 30% of community greenhouse gases, so a lot of the discussion surrounded car travel, bike travel, parking management and so on
- People from the B.A.C. sat in on discussions, including Nick Mason, Don Pflaum, and Shaun Murphy.
- Trans and land use goals
  - Reduce auto miles traveled, improving accessibility, increasing transportation choices and promoting and accomodating growth

- Support livable, walkable and growing neighborhoods that meet the needs of all residents.
- Increase the share of Minneapolis residents and workers choosing non-auto modes for commuting and other trips
- Through local action and federal and state legislation, support transition to cleaner fuels and more efficient vehicles.
- Strategy areas
  - Planning and land use
  - Transit and car sharing
  - Active transportation
  - Parking management
  - Transportation demand management
  - Clean fuels
  - Other
  - Focus on three strategies under active transportation
    - i. Achieve the city's adopted targets for bike mode share and bike counts and adopt a stretch goal of 15 percent mode share for 2025.
    - ii. Construct 30 miles of on-street protected bike facilities (cycle tracks) by 2020 to allow safe and efficient travel for all types of cyclists.
    - iii. Revisit minimum bike parking requirements to support the city's bike mode share targets
    - iv. Support implementation of the pedestrian master plan and bicycle master plan
    - v. Allow special service districts to levy a surcharge on parking meters to fund streetscape improvements.
    - vi. Continue Safe Routes to School efforts
    - vii. Adopt a complete streets policy
- The adoption of the climate action plan will not put in place all these strategies. Each one would have to go through the council.
- In the end, group decided just to "reduce" vehicle miles traveled (VMT), not just residents but workers
- Lisa moved to have discussion of the plan at the next engineering committee. Motion was seconded and passed. Documents are available electronically and will be distributed to the committee.
- The downtown council, and building owners and managers were not represented in the process, but the Transportation Management Organization was involved.

#### **4. Bicycle Access to MSP Airport Terminals—Al Dye, Metropolitan Airports Commission**

- MAC is looking at getting free rides for cyclists from the Whipple Building to MSP on MetroTransit
- Working with parks departments, including Minneapolis park land near Cedar Ave and the Crosstown
- Talking with Bloomington and D.N.R. about Ft. Snelling State Park
  - There is no connection to get to Bloomington from the park. Working on that with the Air Force, which owns land south of Ft. Snelling.
  - Essentially the route would stay east and south of Hwy 5.
  - They did look at getting a direct route into Lindbergh terminal, but it really isn't a safe route on Hwy 5.
- Eight bike lockers are installed at Terminal 2 (Humphrey) across the tracks at the LRT station, but they are not operational yet.
  - Biggest concern with airport police is what are people storing in the lockers?
  - Police want card swipe system, contract or something.
- MAC has an environmental assessment going on now. They want to do improvements on 34th Ave up to Terminal 2 that will be pedestrian and bike friendly.

- One of the first projects is redoing 34th at the I-494 connection to have sidewalks and crosswalks on the east side of 34th. They plan to make a path for bikes and pedestrians there.
- Also plan to re-do the intersection of Hwy 5 and Post Road.
- They may be able to get cars off Northwest Drive (by about 2020 or so)
- They are looking at the location of bike lockers at Terminal 2, and they want to add signage for bike racks and lockers
- Will there be bike route on 2020 plan? We don't know yet because the long-range plans take into account moving all but Sky Partner (Delta) airlines to Terminal 2, but that is not just up to MAC. Having a hotel there would also change the plans for biking
- On October 11 the comment period for the plan closes, so submit personal comments via email to Lisa Bender.
- Hokan—The main reason many of us go to the airport is to drop off or pick up people. If we had a pay-per-use locker, that would be nice.

## 5. Park & Portland Bike Facilities

- There were three draft resolutions from the engineering committee discussed last week.
  - a. There is concern about the width of bike lanes. If it's too wide, people will drive on it. One idea is larger width for car parking
  - b. The issue between 28<sup>th</sup> St. and 31<sup>st</sup> St. is that there are three travel lanes plus a right side bike lane with turning cars.
  - c. On Park, bikes will cross 2 or 3 travel lanes to access the Greenway Trail ramp, they might eventually put a signalized crossing there
  - d. Staff recommended striping the street with a 9' parking lane, 11' car lane, 11' car lane, 5' buffer, 6' bike lane, 5' buffer, and 9' parking lane (where there is no right turn lane)
  - e. Right-only lanes would have bikes transition to left of right turn lane—the same treatment as LaSalle & Franklin, but wider.
  - f. Robin suggested separating out discussions to move discussion along
- Robin moves support of signalized crossing on park at greenway, seconded, passed (not happening this year).
- Robin moved and Billy seconded a show of concern about the wide lane width. We should go on record acknowledging concern
  - a. Robin- originally we wanted parking-protected cycle-tracks. Concern was created because Hennepin County didn't want to do parking-protected bike lanes
  - b. Given the width, could be put up bollards? a problem with parking, plowing.  
Robin and Billy -- Robin will write up 1st bullet about width of bike lanes  
Hokan and Bob abstained but it passed
- From 28th St to 31<sup>st</sup> St, the profile is 8' parking, 11' travel, 11' travel, 11' travel, 2' buffer, 5' bike, 8' parking. Use dotted line between right and center travel lanes, since the lane will be lost further down.
- Jennifer—We should be clear on what issues are and force designers to show they have a solution.
- Robin- could we keep buffers until long right turn lanes instead of the dotted line? Ought to have two lanes and a turn lane.
- Robin's motion: "Rather than a dotted line separating the traffic lanes, in order to reduce the conflicts with right turners, we recommend that they keep wide buffer lanes between 28th and 31st St and develop appropriate right turn lanes at intersections with heavy right turn movements. We would use the space of the three traffic lanes to make two lanes and a turn lane to the right of the bike facility."  
--This motion passed
- Billy's Motion regarding the use of advisory bike lanes and 10' travel lanes on portions of Glenwood Avenue. Paul seconds the motion.
  - a. Discussion: Robin- we've talked about it over and over and over. I don't think it's going to be put in with advisory bike lanes. Hennepin has said they are not going to do it. I don't

know that Glenwood is the place to have it. My fear is that instead of getting what we want, we'll put 2.2 mi of bike lane at risk.

- b. Billy- I disagree, really no risk at all of losing 2.2 mi.
- c. Hoka- 10' traffic lane, 5' bike lane and 7' parking lane is threatening. With 11-5-7 it is hard- cars are encroaching on the bike lane.
- d. 3 ayes, 7 abstentions, 4 against, motion does not carry

#### **6. Stolen and abandoned bikes**

- o The ordinance about abandoned bikes does not state the length of time before bike can be carted off. We need to work on clarifying that language.

#### **7. Media Campaign for Bike Crash Report**

- o Goal is to have a safety campaign related to the crash report, produce graphic images on line or in posters.
- o Simon wants to get ideas about different tones for the campaign with a goal to roll out in spring.
- o Looking for graphic design firm now.

#### **8. Announcements**

- o NW Greenway project is underway. Sarah passed out information
- o Ethan announced the Open Streets event on Lowry this Saturday
- o The Emerson Avenue bike boulevard is being put in now, including two new traffic circles, path connections to Webber Parkway. This will be an alternative to Fremont Avenue, which has more traffic.
- o Roy announced that 20 schools (a new record) will be participating in International Walk (and bike) To School day on October 3<sup>rd</sup>.
- o The meeting was adjourned.

Minutes respectfully submitted by Roy Hallanger.  
send comments to roy.hallanger[at]mpls.k12.mn.us