

Minneapolis Bicycle Advisory Committee Minutes
December 19, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Joe Bernard, Billy Binder, Marin Byrne, Bill Dooley, Ethan Fawley, Paul Frenz, Brian Funk, Robin Garwood, Janice Gepner, Bob Hain, Roy Hallanger, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Shaun Murphy, Andrew Rankin, Rose Ryan, Greg Sautter, Ciara Schlichting, Jim Skoog, Sarah Stewart, Georgianna Yantos

Members Absent: Lisa Bender, Gina Mitteco, Gary Nelson, Jennifer Ringold (excused), Peter Wagenius

Others Present: Brent Bateman, Amy Brugh, Ginger Cannon, Steve Clark, Council Member Diane Hofstede, David Peterson, Andrew (Computer Connection)

Actions

1. Resolution of the Minneapolis Bicycle Advisory Committee to amend Ordinance 490.150 – Attachment of objects prohibited; exception for bicycles.

In order to bring parking restrictions for bicycles in line with parking restrictions for automobiles the BAC resolves that the following amendments should be made to Ordinance 490.150 – Attachment of objects prohibited; exception for bicycles:

“No person shall secure, attach or connect in any manner any motorized vehicle, boat, or any trailer or trailer-like vehicle or device or any motorized or non-motorized bicycle to any tree, parking meter post, street light post, traffic signal post or post sign; except as follows:

Motorized and non-motorized bicycles shall be permitted to be parked upon a sidewalk and to be ~~temporarily~~ attached to sign posts and bicycle racks not to exceed seventy-two (72) consecutive hours. When parked or attached as permitted, motorized and non-motorized bicycles shall not impede the normal and reasonable movement of pedestrian or other traffic. (91-Or-065, § 8, 4-12-91)”

2. Whereas, the Bicycle Advisory Committee (BAC) requested in August 2012 that a potential cycle track design for the **Minnehaha Avenue Reconstruction** project be fully evaluated and compared to the current bike lane condition, and

Whereas, the comparative analysis presented by County staff at the December 11, 2012 BAC Engineering Committee was incomplete in many respects, including the following:

1. The assertion that a cycle track design concept would provide inferior safety to all road users directly contradicts the results of many studies, some of which are listed below.

The analysis gives minimal consideration to the ‘safety in numbers’ effects that have been observed in Minneapolis and other cities.

2. The analysis excludes the relationship between width of a roadway and typical speeds, and also doesn’t mention the relationship between typical speeds and safety for all modes, including drivers of motor vehicles, pedestrians, and bicyclists.

3. The analysis doesn’t include the health benefits of a cycle track that would encourage more people to bike more often.

4. The analysis does not acknowledge the presence of a 7-lane trunk highway located 3 blocks west of Minnehaha Avenue. Highway 55 provides high-volume, high-speed capacity for motorized traffic, while hindering pleasant and safe access to the region’s first LRT line by pedestrians and bicyclists. Because of the auto-oriented design of Highway 55, the reconstruction of Minnehaha presents an opportunity to rebalance the corridor in favor of neighborhood livability and multi-modal safety and access.

5. The analysis omits the property value impacts of living on a busy street, and the ways in which narrowing the roadway and adding a cycle track would make the adjacent properties more appealing to renters, homeowners, and customers.

6. The analysis does not account for the economic benefits of mode shift. Transportation is the second largest expense for many families, after housing. Shifts towards transit and bicycling can save households thousands of dollars each year. These savings give families more economic options, including the option to support local businesses more frequently.

7. The analysis excludes the impacts that the built environment will have on global climate change. Hennepin County is a founding member of a coalition of counties across the United States that are taking action to eliminate the causes of global climate change. The County has committed to taking local steps to address this broader problem, and

Whereas, the Hennepin County Complete Streets Policy, adopted on July 14, 2009 and created under Hennepin County Board Resolution 09-0058R1 states that Hennepin County will “enhance safety, mobility, accessibility and convenience for all corridor users, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles, and for people *of all ages and abilities* by planning designing, operating, and maintaining a network of Complete Streets.” The policy also states that “The planning, design, and implementation processes for all transitway and roadway corridors will: involve local community and stakeholders... (and) integrate innovative and non-traditional design options,” thus the design process has not met the requirements of the County’s own adopted policies, and,

Whereas, the County has not yet presented a cycle track design to the general public, in spite of the way the Minnehaha Avenue project will define an important community corridor for the next generation,

Now therefore, be it resolved that the BAC requests that the County revise its comparison matrix to include all relevant factors in a balanced way, incorporating data from streets and cities where cycle tracks have been implemented. Furthermore, the BAC calls on the County to honor its role as a public agency preparing to define the character of a community corridor for the next generation, to engage the broader public in a meaningful engagement process before selecting a final design concept.

(See Appendix for a sampling of research and statistics on cycle tracks.)

3. The Bicycle Advisory Committee respectfully requests that City Maintenance salt and sand the Midtown Greenway and Hiawatha LRT in a timely manner after a snowfall, to help prevent the buildup of ice from getting dangerous, and to ensure that the trails remain safe and passable.

Summaries of Discussions

The meeting was called to order at 4:04 pm and chaired by Nick Mason. The Agenda was revised as follows: The 3E Subcommittee discussion was moved up to Agenda item #3 and Minnehaha Ave Reconstruction was moved up within the Engineering Subcommittee discussion and allowed 10 minutes. A discussion of Greenway conditions was added to Announcements. The revised Agenda and the Minutes from the November meeting were unanimously approved.

1. **Education, Encouragement, and Enforcement Subcommittee Report** from Andrew Rankin – ***ACTION***

- Continuing discussion on **Pedal Car Ordinance**
 - Major points of contention are operating out of an established location and restrictions on using downtown core from 3:30 to 5:00 pm.
 - Subcommittee will review updates from business licensing and pass a resolution for the full BAC next month.
- **Bike Parking Ordinance** – ***ACTION***
 - Covers bikes parked to “objects” in the public right of way.
 - Make bike parking rule consistent with rule for cars: tag bike and label to be removed in 72 hours.
 - Bike parking to “objects” usually indicates need for bike racks. Sometimes people need to leave bike parked longer than 72 hours.
 - Obviously abandoned bikes (no seat or wheel) do not require notification.
 - Resolution was passed with one “No” from Georgianna Yantos who wanted more research before deciding.

2. Shaun appointed Janice Gepner to be **BAC representative on the Park Board Citizens Advisory Committee** on trail improvements near Dean Parkway and Cedar Lake. BAC member Richard Anderson is also on the Committee.

3. **Open Streets Update** from Robin Garwood.

- Council voted unanimously to accept the Partnership for a Healthier America Play Streets grant and passed a resolution that the city will spend up to \$50,000 in support.
- City will choose a contractor in January.
- Sites in Northeast and South Minneapolis need to be selected. Events will continue at Lyndale and Lowry. City looking to BAC and PAC for guidance.
- 3E Subcommittee will discuss possible streets in January.
- City will choose tentative dates and start work on permitting.

4. **Park Board Updates** from Ginger Cannon
 - Upcoming **trail improvements on Dean Parkway and along Cedar Lake**
 - Strict schedule with 3 meetings plus an Open House
 - Improve conflict points
 - Area just east of Brownie Lake is a separate project that will happen sooner.
 - **Southwest LRT DEIS letter**
 - Park Board response to DEIS is online.
 - Kenilworth crossing and Cedar Lake Pkwy flyover/tunnel are discussed
 - Trail access, use and maintenance considered for all sections.
 - **Traffic Modeling Study**
 - Greg Lindsay at Humphrey doing a study and will meet with us when it is completed.
 - Connecting to Zap program and others.
 - Should discuss with Jennifer at Engineering Subcommittee how BAC can be part of planning for such projects.
5. **Bike Walk Week** Update from Andrew Rankin.
 - In the past, management was done primarily through Transit for Livable Communities with NTP money which is no longer available.
 - New “organizing body” needed.
 - Will be primarily local in Minneapolis and St. Paul during Bike Month in May.
 - Andrew is organizing a steering committee. *Let him know if you or your organization is interested in helping.*
 - Could be a day or a week. Middle of May or early June.
6. **Washington Avenue Public Meetings** update from various BAC Members who attended the public meetings.
 - Nick Mason was at Friday Charette. Approximately 50 people attended including 5-6 BAC Members. Everyone, even non-BAC members, included cycle tracks.
 - Richard Anderson said everyone supported bike facilities and removing a driving lane.
 - Bob Hain was at Open Book meeting and said businesses not concerned about removing street parking.
 - Andrew Rankin said his boss emphasized the importance of coordination between cycle tracks and public transit stops.
 - Billy Binder cautioned that there could be future opposition to removing parking and driving lanes.
 - Nick said it was recognized that this is the heart of downtown and that there is interest in making the neighborhood around the new football stadium LEED certified.
 - Hennepin County should be commended for this process.
7. **Complete Streets Workshop** report from Sarah Stewart.
 - BAC members at workshop included Joe Bernard, Andrew Rankin, Ethan Fawley, Joshua Houdek, Sarah Stewart and Shaun Murphy.
 - Shaun presented a summary of existing City policies which he should send out to us.

- The workshop provided good feedback about what should be included in a policy to guide work and implementation.
- A sheet was passed around summarizing gaps identified at the workshop. They include:
 - Minneapolis does not communicate its Complete Streets vision well.
 - All users and modes of transportation need to be clearly addressed.
 - Need consistency, clarity, accountability.
 - City should seek Complete Streets in all city streets, regardless of jurisdiction.
 - Process and clarity needed for allowing exceptions.
 - Performance measures/evaluation process needed.
- Emphasis on how policy improves health and wellness.
- Rough draft from Sarah, Shaun and Don Pflaum expected in early January. Send input to Sarah. Public review by end of January. To Council by summer.

8. **Engineering Subcommittee** Report from Matthew Hendricks and Paul Frenz – **ACTION**

- The subcommittee will continue to discuss the Above the Falls Plan next month.
- **Minnehaha Avenue Reconstruction – ACTION**
 - Hennepin County presented data that supported NOT including a cycle track.
 - BAC members questioned data and scoring of factors. We didn't understand the evidence backing up their assertions.
 - County might omit a cycle track without public input.
 - Matthew presented a resolution to ask County to redo evaluation of cycle tracks and also asking for a public process in decision making.
 - Need to dispute precedent that cycle tracks might be unsafe.
 - County may have misunderstood crash report data.
 - Robin Garwood's suggested wording changes were accepted.
 - The resolution passed with one "No" vote from Bob Hain and an abstention from Rose Ryan.
- **City and County 2013 Street Maintenance** projects presented by Paul.
 - No subcommittee recommendations yet. Further discussions expected.
 - BAC members may discuss projects in their wards with their Council Members.
- **Cycle Track Criteria**
 - Continuing agenda item for subcommittee.
 - Send comments to Lisa Bender, Paul Frenz or Robin Garwood.
- David Peterson reported that **Hennepin County** staff recommended funding several of our **solicitation projects**
 - Projects chosen include 36th St W (Dupont to Lake Calhoun), Broadway St NE (Stinson Pkwy to Industrial Blvd), and 6th Ave/5th Ave SE (Stone Arch Bridge to Hennepin Avenue). Lyndale Ave N was not chosen.
 - 2 PAC recommended projects also accepted.
 - Not official until Commissioners vote in January.
- Shaun Murphy provided an update on **46th Street**.
 - Others besides the BAC were unhappy with process.
 - He will present a couple of proposals with bike facilities to community meetings in January.
 - He will communicate that 46th St is on the Bike Master Plan and that bike connections to this section are expected in the future.

- If 46th St doesn't include bike facilities, a replacement street must be identified.
- Proposals and meeting dates will be on the web.
- Shaun noted that the “vague language” in support of speed limit changes was accepted by the city as part of their legislative agenda.

9. Announcements – ***ACTION***

- Joshua Houdek said that the local Sierra Club hosted a Complete Streets training for members across the country. He thanked Ethan Fawley and Robin Garwood for help.
- Joshua also reported that the Park Board will be bringing a couple of design plans for Brackett Park access to the Greenway to a Longfellow Community Council meeting on January 22 at 6:30 pm.
- Bob Hain reminded us that we offered to advise City Maintenance on salting and sanding bike trails at a meeting a year ago. – ***ACTION***
 - After recent snow, no evidence of salt or sand on Greenway.
 - He made a motion that we ask that trails be salted and sanded in a timely manner.
 - The Greenway and Hiawatha LRT are priority city bike trails.
 - Other trails should be discussed further in subcommittee.
 - The resolution passed unanimously.

The meeting was adjourned at 6:03 pm.

Minutes respectfully submitted by Janice Gepner.

APPENDIX: SAMPLING OF RESEARCH AND STATISTICS ON CYCLE TRACKS

A study found that bicycling on separated facilities like cycle tracks is safer than riding on streets without bicycle facilities. Cyclists were also 2.5 times more likely to ride on the cycle tracks than on the streets.

Lusk, A., et al., 2010

<http://injuryprevention.bmj.com/content/early/2011/02/02/ip.2010.028696.full>

From 2006-2011, bicycling in San Francisco increased 71 percent. From 2010-2011, it increased 7 percent, making up 3.5 % of all trips in the city. The greatest growth in bicycling came on Market Street, which has green, protected bikeways. On Market Street, bicycling increased 115% from 2006, and 43% from 2010.

San Francisco Municipal Transportation Agency, 2012

http://www.sfbike.org/download/bike_count_2011/2011BicycleCountReportsml_002.pdf

Bicycling in New York City increased 8% between 2010 and 2011, 102% since 2007, and 289% compared to 2001. During the same time, safety increased for all road users.

New York City Department of Transportation, 2011

http://www.nyc.gov/html/dot/html/pr2011/pr11_102.shtml

Statistics from Minneapolis, Portland, and other cities showing that as the number of bicyclists increases, safety is improved.

<http://blog.bikeleague.org/blog/2011/02/ridership-up-crashes-down-safety-in-numbers-in-minneapolis/>

<http://safetrec.berkeley.edu/newsletter/Spring04/JacobsenPaper.pdf>

A survey of residents near Washington, D.C.'s 16th Street NW cycletrack revealed that:

- 82% agree that Washington, D.C. should be investing in projects that encourage more people to ride bicycles for transportation
- 89% agree that the city should be investing in projects that improve the safety of bicycling
- 82% agree that bicycling is an important part of the Washington transportation system

On D.C.'s Pennsylvania Avenue cycletrack:

- Bicycle volumes increased 200% after the facilities were installed
- 90% of users say they feel safer bicycling on Pennsylvania Ave because of the new lanes
- Nearly 3 in 4 residents support the bike lanes and believe them to be a valuable asset to the neighborhood

Residents around the 15th Street cycletrack say:

- They support the 15th Street cycletrack (84%)
- The cycletrack on 15th Street is a valuable asset to the neighborhood (83%)

District Department of Transportation, 2012

http://dc.gov/DC/DDOT/Publication%20Files/On%20Your%20Street/Bicycles%20and%20Pedestrians/Bicycles/Bike%20Lanes/DDOT_BicycleFacilityEvaluation_ExecSummary.pdf

In New York City, females are twice as likely to use greenway paths than to use on-street bike lanes.

New York City Department of Planning, 2009

http://www.nyc.gov/html/dcp/html/transportation/td_bike_facilities_profile.shtml

A survey of adult Georgians found that 92% agree that encouraging bicycling is a long-term investment in a higher quality of life for their community, and more than 4 in 5 Georgians say they would ride a bike more frequently if their community had better bike facilities.

University of Georgia, 2011

<http://www.georgiabikes.org/index.php/resources/35-georgia-resources/175-2011-survey>

Eighty-four percent of Americans who do and 71% who don't participate in outdoor activities say that biking/walking trails in their neighborhood are important to them.

Outdoor Industry Association, 2011

http://www.outdoorindustry.org/research/participation.php?action=detail&research_id=133

Bicyclists travel 67% longer on average to include a trail facility on their route.

Krizek, K., et al., 2007

<http://link.springer.com/article/10.1007%2Fs11116-007-9130-z?LI=true>

Land use plans that include non-automobile transportation improvements and more comprehensive policies to guide development are positively associated with both transportation- and leisure-related physical activity.

Aytu, S., et al., 2008

<http://www.ncbi.nlm.nih.gov/pubmed/17890137>