

Minneapolis Bicycle Advisory Committee Minutes
May 30, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Lisa Bender, Joe Bernard, Billy Binder, Bill Dooley, Paul Frenz, Brian Funk, Robin Garwood, Janice Gepner, Bob Hain, Roy Hallanger, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Shaun Murphy, Jennifer Ringold, Peter Wagenius, Georgianna Yantos

Members Absent: Mariin Byrne (excused), Ethan Fawley (excused), Hope Johnson, Gary Nelson, Andrew Rankin (excused), Jim Skoog, Sarah Stewart

Others Present: Michelle Beaulieu, David Gepner, Forrest Hardy, Geneva Lloyd, Chris Maida, Tim Olsen, Ciara Schlichting

Actions

1. The Bicycle Advisory Committee encourages Hennepin County to develop a design for **Washington Avenue** that increases opportunities to bicycle and walk. The BAC recommends implementing a curb-separated bicycle lane, known as a cycletrack, along with sidewalk space and trees. The benefits of this design include: separating different modes to improve safety and efficiency, creating an inviting bicycle facility that is likely to attract new and beginning cyclists, increasing access to local businesses, reducing the crossing distance across the road for pedestrians, and providing an inviting design and sense of place in the heart of downtown. In order to achieve these goals, the BAC supports the removal of two traffic lanes. (See Appendix I for illustration.)
2. The Bicycle Advisory Committee passed a resolution to Hennepin County that:
 - applauded the county for including bike facilities in maintenance projects.
 - recommended removing one travel lane on **Park Ave** and **Portland Ave** and adding parking-protected buffered bike lanes on both streets.
 - recommended the addition of bike lanes to **1st Ave NE**, with the understanding that they may not be permanent if a streetcar is added.
 - recommended striping **Marshall St**, **Penn Ave N** and **Glenwood Ave** so that bike lanes could be added later, and that the County pilot a 10-5-7 layout for one project and advisory bike lanes on another.
 - See Appendix II for full resolution.
3. The Bicycle Advisory Committee passed a resolution recommending that the City of Minneapolis pursue implementing a **Bicycle-Friendly Business District** pilot project with CPED, city business districts and other partners.

Summaries of Discussions

The meeting was called to order at 4:04 pm and chaired by Nick Mason. The Agenda was unanimously approved. Hōkan suggested we revise the minutes to specify that the

redecking of the Franklin Ave Bridge by Hennepin County refers to the west end of the bridge heading south. The revised Minutes were unanimously approved.

1. Status Update on Reapplying to Serve on the BAC and Election of Officers.

- Council Members have reappointed all 12 Council representatives who reappplied.
- Ward 1 will have a new BAC member, Ciara Schlichting, who introduced herself.
- The next BAC meeting will be the first of the new term.
- Jennifer Ringold reported that the application process for the 3 Park Board positions was closed and that there were 27 applicants.
- Email nominations for BAC Officers to Shaun or Janice and we will have elections at the next full BAC meeting. The Officers are: Chair, Vice Chair, Secretary, and two subcommittee chairs.

2. Engineering, Equity, and Evaluation Subcommittee Report presented by Matthew Hendricks.

- **Dock Street / Cedar Lake Trail**
 - New apartment building might narrow corridor along the Cedar Lake Trail.
 - Trail might be impacted if future high speed rail platform is needed.
 - Hennepin County, the city and the developer are meeting to work out a solution.
 - No decision yet, but should be resolved.
- **Bike Trail Maintenance in 2012**
 - Steve Collin from Public Works and two representatives from Metro Transit talked about upcoming trail maintenance.
 - Hiawatha / LRT Trail between Cedar Riverside and Sabo Bridge will be closed for 24 hours. Locations of detour and signs were discussed.
 - Midtown Greenway Phases 1 and 2 and most of Cedar Lake Trail will be resurfaced. There will be rolling closures for 3-4 days with robust signage. Some low lying areas will also be raised.
- **Washington Avenue – ACTION**
 - Washington Avenue from Hennepin to 5th Av S will be completely reconstructed.
 - Resolution presented by Lisa Bender to support removing 1 lane of traffic in each direction to provide room for pedestrian improvements and a cycle track.
 - Changes would make Washington Ave friendlier, greener and more inviting.
 - New entrances to 35W at 3rd / 4th Sts are likely to reduce traffic on Washington.
 - The Resolution passed unanimously (see Action item 1)
- Update on Hennepin County Projects presented by Shaun Murphy
 - **.Seven Corners Pedestrian Project**
 - Possibility of bike lanes between Cedar Ave and 35W
 - Agreement on removing parking is needed.
 - TLC wants more information before agreeing to remove east median.
 - **.42nd St E** between Nokomis Ave and Cedar Ave
 - Only a center lane striped after mill and overlay.
 - Neighborhood interested in reducing speeding on this street.
 - There will be a public meeting June 13 to talk about striping parking lanes or removing parking on one side to add bike lanes.
 - **.Portland Avenue** south of Minnehaha Pkwy to 60th St

- working on setting up a public meeting next month at Pearl Park.
 - County already has detailed plans to add bike lanes, taking space from "dead zones" in the middle.
 - City likely to add bike lanes on 60th St.
 - **Portland Ave and Park Ave** mill and overlay north of Minnehaha Pkwy
 - Portland north to Washington Ave; Park from 46th St to I94.
 - At meeting last week, Council Members were very interested in removing one travel lane on both streets.
 - Will probably be a traffic analysis to evaluate removing a traffic lane.
 - Minneapolis Bicycle Coalition has put together inspiring drawings.
 - Mill and overlay scheduled for late summer/early fall.
 - General consensus to move bike lane to the right except for concern on Park Ave at Midtown Greenway.
 - Other Projects moving forward without bike lanes: Marshall St., 1st Ave NE, Penn Ave N (see next Agenda item).
- 2012 County Maintenance Projects: draft **resolution to Hennepin County – ACTION**
 - Matthew presented a draft resolution to the County stating the BAC position on several upcoming projects. Separate votes were taken for each recommendation. The full resolution is included in Appendix II.
 - The resolution applauds the County for its consideration of bicycle facilities.
 - The BAC unanimously approved a recommendation to remove one travel lane on **Park Ave and Portland Ave** and to add parking-protected buffered bike lanes.
 - The BAC unanimously approved a recommendation to add bike lanes to **1st Ave NE**, with the understanding that they may not be permanent if a streetcar is added.
 - The recommendation for bike lanes on **Marshall St, Penn Ave N and Glenwood Ave** sparked heated discussion.
 - All 3 streets are in the Bike Master Plan.
 - Language in the proposed resolution was a compromise after discussion at the Subcommittee meeting,
 - Resolution asked the County to pilot a 10-5-7 layout for one project, to stripe in a way that allows addition of bike lanes later, and encouraged the County to pilot advisory bike lanes on one project.
 - Controversy over whether to recommend the advisory lanes specifically for Glenwood Ave, and whether to suggest a 10-5-7 layout as a pilot for only one street first.
 - Discussion of whether the wording will affect acceptance by the County.
 - An amendment to the resolution to pilot advisory bike lanes specifically on Glenwood was defeated by the majority.
 - The proposed resolution passed with two members voting against it: Billy Binder and Lisa Bender. Full resolution is in Appendix II.

3. Education, Encouragement, and Enforcement Subcommittee Report presented by Nick.

- **Bike Walk Move Campaign** Evaluation
 - Difference between North and South Minneapolis but good recognition of campaign.
 - Significant increase in the number of people choosing to bike or walk.

- **Electric-assist pedicab** update
 - State transportation bill clearly classified electric-assist bicycles as bicycles.
 - The state will allow electric assist-pedicabs when the city approves them.
 - Further discussion of this at next meeting.
- **Open Streets** event on Lyndale Ave S on Sunday, June 10, from 10 am – 4 pm.
- **Bicycle-friendly business districts - ACTION**
 - Resolution proposed: the BAC recommends that the City of Minneapolis pursue implementing a Bicycle-Friendly Business District pilot project with CPED, city business districts and other partners.
 - Resolution passed unanimously except for one abstention from Joe Bernard.

4. MnDOT Green Bike Lane Development presented by Gina Mitteco.

- Advisory bike lanes are an experimental treatment allowed by MnDOT in jurisdictions that apply and are approved. Must also be approved for each project.
- Currently approved for Minneapolis and University of Minnesota.
- Edina and Richfield have also expressed interest.
- Let Gina know if you want her to send you the full memo.
- There is a need to continue to study existing advisory bike lanes.

5. Proposed changes to the BAC Schedule presented by Shaun.

- Change full BAC meetings to the 4th Wednesday of the month (instead of the last Wednesday).
- Move the Education, etc. Subcommittee meetings to the 2nd Thursday of the month.
- Discuss these changes in Subcommittee meetings and decide at next month's BAC meeting.

6. 1st Avenue N Update presented by Shaun.

- Businesses unhappy with current bike lanes on 1st Ave N.
- Improving satisfaction will help make future similar projects possible.
- Addition of frequent flexible posts may increase satisfaction, increase bike lane use, and reduce parking tickets.
- Starting with 3-4 week pilot with flexible posts between Washington Ave and 4th St.

7. BAC Accomplishments for the term presented by Nick.

- Creation of a formal Committee structure with broad representation.
- Excellent attendance.
- Supported first city Bike Master Plan.
- Worked with Public Words to reach consensus on Implementation Plan which was approved by the City Council.
- Supported creation of the first Minneapolis Bike/Pedestrian Coordinator.
- Thoroughly vetted and supported many bike infrastructure projects.
- Piloted first Behind The Wheel event and new commercial driver curriculum.
- Over 1200 total staff and volunteer hours spent.
- A suggestion to share a version of this with Transportation and Public Works. Robin and Lisa volunteered to help.

8. Announcements

- Nick: Bike Walk Week starts this weekend. As part of the Week, the US Postal Service is releasing the first ever Bike USA Forever Stamp. Bicycling Magazine just ranked Minneapolis as #2. We came out as the best bicycling city at the destination-based ranking system, walkscore.org. Minnesota moved up to #2 in the League of American Bicyclists ranking of most bicycle friendly state.
- Lisa: MnDOT gave \$60,000 to Minneapolis to implement non-infrastructure Safe Routes to Schools, targeting schools with lots of free and reduced lunch kids expanding a pilot to teach students how to fix up bikes, increase access to bikes.
- Shaun: Introduced Forrest Hardy who replaced Rebecca Gomez in the Bike/Pedestrian Office. Shaun is requesting permanent staff from the 2013 Public Works budget.
- Robin Garwood: Northern Spark Bicycle Saints installation at 28th St near Sabo Bridge on June 9th from 9:30 to midnight.
- Roy Hallanger: Nature Valley Bike Festival includes a criterium in Uptown on Friday, June 15 at 6 pm. The Festival is the largest women's pro bike race in North America.
- Ciara Schlichting: the first State Bikeway, Minnesota River Trail, was approved.
- David Gepner: Minneapolis Bike Alliance event: ride the Northstar train out to Big Lake and bike back on the Mississippi River Trail, Saturday, June 23. Staging is at the Park Board.

The meeting was adjourned at 5:57 pm.

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

APPENDIX I: Illustration for Washington Avenue Resolution



APPENDIX II: Resolution on Recommendations for Hennepin County

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 Hennepin County Public Works Staff as presented on March 21, with the following additional recommendations:

Park Avenue (3.18 miles); Portland Avenue (4.13 miles) – Between Washington Avenue and 46th Street, the BAC recommends reducing the number of lanes from 3 to 2, with dedicated turn lanes where turning volumes warrant. Large sections of this one-way couplet are underutilized by auto traffic, and neighborhood complaints about livability and safe pedestrian crossings are related to current traffic patterns. As part of the 3-to-2-lane conversion, we recommend implementing parking-protected buffered bike lanes with particular attention paid to designing transitions at intersections to maximize safety, designing the area to support effective winter maintenance, and implementing flexible posts to clearly delineate parking areas from biking areas.

1st Avenue NE (0.44 miles) – In light of the fact that streetcar implementation on this route may not occur for several years even in the best-case scenario, the BAC recommends the addition of bike lanes to this segment. The streetcar study will undoubtedly evaluate the interplay between bike lanes and a potential streetcar line. Funding for the streetcar is undetermined at this early stage. In other recent transit improvement projects in Minneapolis, such as the Marquette & 2nd reconstruction, bike lanes have been eliminated to make space for transit operations. The BAC recommends the addition of a bike lane at this location with the understanding that the lanes might not be permanent.

Glenwood Avenue (1.73 miles), Marshall Street (1.02 miles), and Penn Avenue North (1.39 miles) – The BAC recognizes that constrained (44') right of way conditions are a factor on these routes. All of these routes are on the Minneapolis Bicycle Master Plan, and for that reason, the BAC would like to see bike lanes on these corridors in the long term. Because bike lanes utilizing a 10-5-7 configuration have been used for more than a decade in other cities with good results, the BAC recommends that the County pilot a 10-5-7 layout for a significant portion of one of these projects. For locations where the 10-5-7 pilot is not implemented, we request that the County design the striping in such a way that the option of later including a bike lane remains, so that bike lanes may be cost-effectively added in the future, if the pilot proves successful. In addition to a 10-5-7 pilot, the BAC encourages the County to pilot the use of advisory bike lanes as an option for streets with a constrained right of way, similar to the layouts in use or proposed for 14th Street East (Minneapolis), Bloomington Avenue South between 62nd and 66th (Richfield), Wooddale Avenue between Valley View Road and 40th Street (Edina) and 54th Street between Minnehaha Creek and France (Edina).

The BAC requests updates from County staff as projects achieve design & planning milestones or encounter significant barriers to the inclusion of bike facilities. We also wish to reiterate our gratitude to Hennepin County staff for their diligent efforts to consider bicyclists early in the process for these projects, and Hennepin County staff's practice of communicating early and often with our committee.