

Minneapolis Bicycle Advisory Committee Minutes
July 25, 2012, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Lisa Bender, Joe Bernard, Billy Binder, Marin Byrne, Bill Dooley, Ethan Fawley, Paul Frenz, Robin Garwood, Janice Gepner, Bob Hain, Roy Hallanger, Matthew Hendricks, Nick Mason, Shaun Murphy, Andrew Rankin, Greg Sautter, Ciara Schlichting, Sarah Stewart, Georgianna Yantos

Members Absent: Richard Anderson (excused), Brian Funk (excused), Hōkan (excused), Joshua Houdek (excused), Gina Mitteco (excused), Gary Nelson, Jennifer Ringold (excused), Jim Skoog, Peter Wagenius

Others Present: Michelle Beaulieu, Simon Blenski, Kevin Kirsch, Jackie Mich

Actions

1. Both BAC Subcommittees will discuss the Public Works Bike Crash **Report**.
2. The Bicycle Advisory Committee recommends that bike lanes be incorporated into the repaving project for **Harmon Place** scheduled for this summer 2012 in keeping with the City's adopted Bike Master Plan. Bicycle lanes on Harmon Place will better utilize the wide right-of-way and provide a quieter alternative to Hennepin Avenue.
3. The BAC recommends adding a **staff representative from Hennepin County** to the Minneapolis Bicycle Advisory Committee in order to further coordinate and communicate about incorporating bicycle facilities into Hennepin County streets within the City of Minneapolis.
4. The BAC recommends that a bike facility continue on **Portland Avenue S** to Highway 62 for the following reasons:
 1. The Minneapolis Bicycle Master Plan and the Hennepin County Bicycle System Plan map from March 2011 call for bike lanes on Portland from Minnehaha Parkway to Highway 62.
 2. There is connecting bike infrastructure just south of 62 in Richfield as there is a bike path running west from Portland, just south of the sound wall for 62, to Nicollet Avenue and there are bike paths in Veterans Park just south and east of the 62 bridge.
 3. The Richfield Bicycle Master Plan provides for future on-street bike routes on Portland from 69th Street north to Highway 62.
5. The BAC recommends that the Park Board, City of Minneapolis and Hennepin County establish **Bicycle Detour Procedures** that:
 - close bicycle routes for the minimum amount of time necessary for maintenance, and plan maintenance work to reduce the closure time needed and avoid peak travel periods.

- provide adequate notification for detours on maintenance and construction projects that impact bicycle routes. The BAC recommends that notification take place at least one week prior to closure.
 - sign detours during any closures, including signage at every intersection or point where bicyclists enter the closed route for the length of the closure and sign the detour route such that someone unfamiliar with the area can follow the signage back onto the route
 - prioritize nearby bicycle routes for detours.
6. The BAC requests that Hennepin County design an improved safe **crossing from the Park Ave S bike lane to the Midtown Greenway** and share the plan with the BAC before it is finalized. The County considerations should include the following: bike lanes on both sides of the street, a bike box, a marked transition across the road, and a signal or signage of some kind to upgrade the crossing. The County might consider consulting someone with bike lane expertise. The BAC does not consider a simple marked crosswalk and curbcut to be acceptable.
7. The BAC passed a resolution recommending that the Minneapolis City Council formally co-sponsor **Open Streets events** in each quadrant of the city, and also that the city apply for a \$50,000 "Play Streets" grant from the Partnership for a Healthier America and the Minneapolis Bicycle Coalition towards this end. See Appendix I for complete Resolution.

Summaries of Discussions

The meeting was called to order at 4:06 pm and chaired by Nick Mason. The Agenda was revised as follows: only 5 minutes on Park Ave under item 4, remove "4." under item 5, and add an announcement from Metro Transit. The revised Agenda was unanimously approved. The Minutes from the June meeting were unanimously approved.

- 1. Preliminary Bike Crash Report** presentation by Simon Blenski of Public Works.
- Simon presented the Bike Crash Report he has been working on. (Work had been started by Rose Ryan.) It will be released later this summer.
 - This is a first presentation to the full BAC; it will be discussed further in Subcommittees.
 - Analysis of reported bicycle/car crashes for the 11 year period: 2000-2010.
 - How has bike safety changed for the time period?
 - Lots of additional bicycle infrastructure.
 - Number of crashes has remained constant as the number of biking commuters has increased, so crash rate has decreased.
 - What are the sources of the crash data?
 - Minnesota Department of Public Safety Accident Reports
 - Huge amount of reports and data so only subset of data used for this study.
 - Summary of results (Percentages are approximate)
 - Crashes peak during summer weekdays in late afternoon.
 - Small percentage of crashes involve trucks, buses or taxis; mostly cars.
 - Weather and condition of cyclist and driver usually not a major factor.
 - Who is at fault? 59% bicyclist/64% motorist – so often both.

- Common contributing factor for motorist is failing to yield right of way (33%).
- Only 12 fatalities recorded but 6 involved large vehicles (truck or bus).
- Mapping crash data
 - Most crashes occur at or near intersections along major arterials.
 - Maps include truck crash hotspots and where motorists have failed to yield to left or right turns.
- Framework for recommendations - ***ACTION***
 - Recommendations fall under all 6 "E" categories: Education, Encouragement, Enforcement, Engineering, Evaluation and Equity.
 - Unanimous approval of a motion that both subcommittees will discuss recommendations for their 3 E's.

2. **Engineering, Equity, and Evaluation Subcommittee Report** presented by Lisa Bender.

- **Harmon Place bike lanes** - ***ACTION***
 - Harmon Place is a wide street with very little traffic and is scheduled for repaving.
 - Bike lanes would make it easier to bike to the new Lunds.
 - The resolution to add bike lanes was approved unanimously.
- **Hennepin County Staff** representation on BAC - ***ACTION***
 - Minneapolis City Council action needed to add a voting member to the BAC.
 - The BAC discusses many Hennepin County issues.
 - New Hennepin County Administrator wants to strengthen communication and coordination with bicyclists.
 - The resolution to add a Hennepin County staff representative to the BAC was approved unanimously.
- **Portland Ave S** between 60th St and Hwy 62 - ***ACTION***
 - Current plan is for the Portland Ave S bike lane to end at 60th St where there is a connecting E/W bike lane.
 - Paul Frenz has been working on this and recommended a bike lane from 60th St to 61st and sharrows south of 61st.
 - The resolution recommending a bike facility was unanimously approved.
- **Bicycle Detour Procedures** - ***ACTION***
 - Notification procedures needed for when bike lanes are closed for maintenance.
 - This recommendation applies to the Park Board, City and County.
 - Key considerations are: minimizing closure time, providing adequate notification at least a week ahead of time, signage at intersections, prioritizing bike routes for detours.
 - Simon Blenski is currently working on a draft policy for Public Works.
 - The resolution asking for defined procedures was approved unanimously.
- **Park Avenue S** access to the Midtown Greenway - ***ACTION***
 - When the Park Ave S bike lane is moved to the right side of the street, it will be on the opposite side from access to the Midtown Greenway.
 - The Midtown Greenway Coalition wants an adequate crossing.
 - Ethan Fawley suggested Hennepin County hire a consultant with protected bike lane experience to design the crossing.
 - Discussion on how specific our recommendation should be.

- Project moving forward so no time for further subcommittee discussion.
 - The unanimously approved resolution asks Hennepin County to present to the BAC a design plan for bikes to cross from the bike lane to the Greenway.
 - **MnDOT Bridge and Resurfacing Projects**
 - See Engineering Subcommittee Minutes for more detail.
 - Penn and Xerxes will be decked and bike connections were discussed.
 - University Ave NE repaving in 2013. City not amenable to our suggested 4 to 3 conversion.
 - Railway bridge over Central Ave will be replaced with a higher and wider bridge.
 - Minnehaha task force meeting with County staff tomorrow regarding cycle tracks.
 - Concerns remain for signing and striping of Lowry Ave bridge.
3. **Education, Encouragement, and Enforcement Subcommittee Report** presented by Andrew Rankin.
- **Open Streets Permitting - ACTION**
 - Robin Garwood presented a resolution to urge the city to take a more active role in Open Streets events and to apply for a \$50,000 grant.
 - The resolution was unanimously approved (See Appendix I).
 - **Traffic Skills 101 Class** for BAC members
 - 9-hour class.
 - The majority voting preferred three 3-hour sessions in 1 month.
 - Probably October at the earliest.
 - Andrew Rankin volunteered to cover the cost of materials.
 - Nick will send out a survey to see which nights are good for those interested.
 - **Volunteer Bike Ambassador Program**
 - Kevin Lewis is interested in setting up a program to have people on trails help others find their way.
 - He would like feedback on connecting with organizations to recruit volunteers.
4. Shaun Murphy discussed **staffing of the Bike/Pedestrian Section**.
- The Bicycle/Pedestrian Section includes Shaun plus 4 other staff: Mackenzie Turner, David Peterson, Simon Blenski and Forrest Hardy.
 - Simon works on crash reports, detour issues, evaluation of bike projects, use of the bike projects and he publishes lots of reports and runs the annual count program.
 - Mackenzie works on women's cycling issues and pedestrian projects.
 - David works on bicycle projects only and bicycle classes.
 - Forrest will be part time and works on Safe Routes to Schools infrastructure projects.
 - Shaun is looking for sustainable funding for his staff. Possible sources are Public Works or the general budget.
 - He plans to have a City Council Study Session to explain what the Bicycle/Pedestrian Section is doing and its critical role in reaching bike mode share goals.
5. August BAC Meeting: There was considerable interest in spending the meeting on a facilities bike tour.

6. Announcements

- Future BAC topic: Brendan from City Climate Action Plan.
- Hennepin County wants a Minneapolis BAC member on their BAC committee.
 - Billy Binder, Bob Hain and Hōkan regularly attend Hennepin County BAC meetings.
 - Billy expressed interest and Bob supported Bill as a candidate.
- Metro Transit wants a BAC representative on the Midtown Corridor Alternatives Analysis Policy Committee which will discuss putting streetcars and other transit on the Greenway. Andrew volunteered.
- Shaun reported that the city received a federal grant from the Highway Safety Board to add green bike lanes at intersections with high crash rates, probably in 2016.
- Georgianna: invited everyone to an event tomorrow sponsored by the Minneapolis Riverfront Partnership at the Mississippi Watershed Management Office near the Lowry Ave bridge from 4 to 7:30 concerning plans for along the river.
- Robin asked for feedback on the list of BAC accomplishments he handed out last month. Electric assist pedicab ordinance was introduced last Friday.
- Andrew: permits were received for ZAP readers which will be installed in the coming weeks.
- Ethan: probably will be an Open Streets event on Lowry, Saturday, Sept 29.
- Michelle Beaulieu: Tour de Fat this Saturday at Loring Park from 9 am to 4 pm.

The meeting was adjourned at 6:08 pm.

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

APPENDIX I: Commercial Pedal Car Business Resolution

Resolution of the Minneapolis Bicycle Advisory Committee on City Support for Open Streets Events

Whereas, Open Streets or Ciclovía events fulfill a number of public purposes, helping the City meet its adopted health, transportation, environment, economic development and culture and placemaking goals; and

Whereas, many peer cities, including Portland, San Francisco, New York City, and Los Angeles provide substantial in-kind support to Open Streets or Ciclovía events that make those events possible; and

Whereas, at this point, the large majority of the funds raised by the Minneapolis Bicycle Coalition to organize Open Streets events goes to the City of Minneapolis for traffic direction, barricades, permit fees and other services; and

Whereas, the *Minneapolis Bicycle Plan Implementation Plan* recommends that the City adopt a streamlined permitting process for Open Streets events; and

Whereas, the planned Open Streets event on Lowry Avenue in September of 2012 is a good opportunity to pilot increased City support for Open Streets events,

Now, therefore, be it Resolved by the Minneapolis Bicycle Advisory Committee (BAC):

That the BAC recommends that the Minneapolis City Council formally co-sponsor Open Streets events in each quadrant of Minneapolis, and that this sponsorship should include bearing a substantial percentage of the cost of traffic direction, barricades, signage, waste and recycling, permittees and notifications to property owners.

Be it further Resolved that the BAC recommends that the City pilot this new policy towards Open Streets events on the proposed Lowry event in September, 2012, and evaluate the pilot's successes and challenges.

Be it further Resolved that the BAC urges the City to apply for a "Play Streets" grant of \$50,000, offered by the Partnership for a Healthier America in coordination with the Minneapolis Bicycle Coalition, for four Open Streets events in 2013.