Minneapolis Bicycle Advisory Committee Meeting Minutes
Wednesday, October 24, 2012, 4 PM – 6 PM
Minneapolis City Hall – Room 333

Members Present: Richard Anderson, Lisa Bender, Joe Bernard, Marin Byrne, Ethan Fawley, Paul Frenz, Robin Garwood, , Bob Hain, Roy Hallanger, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Shaun Murphy, Andrew Rankin, Rose Ryan, Ciara Schlichting, Sarah Stewart, Georgianna Yantos

Members Absent: Billy Binder (excused), Bill Dooley (excused), Brian Funk, Janice Gepner (excused), Jennifer Ringold (excused), Gary Nelson, Greg Sautter, Jim Skoog, Peter Wagenius

Others Present: David Peterson, Chris Maida, Brendon Slotterback, Bill Lindele, Simon Blenski

Actions

1. The Minneapolis BAC supports the **implementation of bicycle facilities that will help attract new bicyclists**, including protected bicycle lanes and curb-separated bicycle lanes, known as cycletracks. Protected bicycle lanes have been shown to dramatically increase bicycling rates in cities around the country and around the world.

2. The Minneapolis BAC endorse the following two projects for **Hennepin County's "Bikeway Gap" funding**:
   a. **Lyndale Ave N** (from 7th St N to 42nd Av N), and
   b. **6th Ave/5th Ave SE** (Stone Arch Bridge to Hennepin Avenue),

   and the following two projects for "Bikeway System Improvement" funding:
   c. **36th St W** (Bryant Ave S to E Lake Calhoun Pkwy), and
   d. **Broadway St NE** (Stinson Pkwy to Industrial Blvd).

   The Minneapolis BAC recommends the following guidelines for these projects:
   e. For Lyndale Ave N, the city should provide some type of buffered/protected bike lane between 7th St and Broadway, and where feasible, north of Broadway.
   f. On 6th Ave/5th Ave SE, the Presidents Bike Way should be enhanced to a high quality bicycle boulevard.
   g. 36th St W and Broadway St NE should include some combination of a cycletrack and pedestrian safety improvements.

3. The Minneapolis BAC recommends that the Metropolitan Airport Commission include **bicycle access to both terminals (1 and 2)** as part of its short and long term planning efforts.

4. The Minneapolis BAC recommends the inclusion of **bike lanes on the section of 46th Street** scheduled for reconstruction in 2013 (see Motion B – attached).

5. The Minneapolis BAC formally requests that **all reconstruction and renovation projects** with a potential impact on bicycling **be presented to the BAC** prior to the

public during the early stages of the project and that all pertinent information be gathered and shared in writing prior to the presentation. When portions of streets that the Bicycle Plan indicates should have bicycle facilities are renovated or reconstructed, the BAC requests that the portion of the street be considered in the broader context of the whole proposed bicycle facility. In the event that a route on the Bike Master Plan is deemed infeasible to implement as part of a full reconstruction, an alternative route should be identified, and implementation of bicycle improvements on that alternate route should be included in the primary project (see Motion C – attached).

Summaries of Discussion

The meeting was called to order and chaired by Nick Mason. The agenda was unanimously approved. Revisions to the minutes include: BAC attending climate change working group- add Robin to list. Re-spell Jennifer Ringold, Gina Mitteco, Roy Hallanger (at the end). Hōkan's comment in the MAC section about bike lockers being available referred to at the LRT station and not at the terminal. The revised minutes from the September meeting were unanimously approved.

1. **Cycle Track Presentation**, Shaun Murphy

What is a cycle track?

- It is a term associated with bike trail, bike path, side path, parking protected bike lane, separated bike path, segregated cycle facility , share us path, multi-use trail
- There are three categories of cycle tracks according to outside organizations
- NACTO urban bikeway design guide (National Association of City Transportation Officials) lists
    - One way protected cycle tracks such as
        1. Kinzie St in Chicago
        2. University Av in Madison
        3. 1st Av N in Minneapolis
    - Raised cycle tracks such as
        1. Portland, OR (between street and sidewalk- 3" high curb)
        2. The Netherlands
        3. Indianapolis, IN
        4. 6th Av SE in Minneapolis (a bad example- not very usable)
    - Two way cycle tracks
        1. Prospect Park West bike path, New York City
        2. Amsterdam
        3. Santa Cruz, CA
        4. Loring bikeway in Minneapolis
- We used NACTO guide for Park - Portland for buffered lane specifications
- Engineering guidance: Give right of way to either street or track; Signage
- MnDOT bikeway design manual shows how to transition from a separated path to an on-street bike lane at an intersection
- AASHTO has cautionary information regarding driver-bike conflicts at intersections

- Bikes are in many cases not where motorists expect them
- NACTO urban bikeway design guide is the most forward-thinking in favor of cycle tracks and has guidance about signs, driveways, etc.
    - Mark conflict zones at minor access points such as driveways (with green or with symbols)
    - Motorists feel a rise or dip as they cross cycle tracks
    - Bike signals separate turning traffic from bike through traffic
    - Conflict zones at major intersections are painted
    - Left turn boxes give bicyclists a place to stop and wait for green light on the cross street

Discussion

- Research has been lacking. New stuff coming out-- Canadian research. Alta planning did a report on cycle tracks lessons learned (Advantages: comfort, clarity about expectations, elimination of conflicts for parked cars, bike ridership 20% vs. 7% on street, more suitable for high traffic roadways. Disadvantages: visibility, maintenance, conflicts with ped and transit, not suited for lower traffic, lower speed, more frequently intersected streets.
- Other research- Harvard public health school: Compared street with cycle tracks with no bike facility - 28% lower injury, 2.5 times as many bicyclists
- Vancouver & Toronto research- older study: People prefer paved off street bike path, 4th pick was cycle track, on street with parked cars and bike lanes is #11, looked at frequent and non-frequent bikers
- Past week or so- study interviewing 700 people in crashes in Toronto or Vancouver, figured out likely places for crash: cycle tracks least likely for crash, cycle tracks safer than bike only path, safety = crash injuries at emergency room but not dead, 2300 eligible and 700 finished.
- From other data, 17% of crashes are bike-motor vehicle in general, so maybe more experienced people on cycle track
- Conclusion that infrastructure matters for crash safety
- Perception from 60's and 70's that it is always best to be out in traffic
- It would be interesting to talk to authors to see how they would categorize some of our infrastructure.
- Lisa lived in NYC and bike commuted- very scary before bike lanes and tracks. Now more diverse riders
- Hennepin County considering cycle tracks in upcoming proposals
- Bob recommends Wikipedia article. Bob also sent out other links to committee members
- Lots of controversy. Wikipedia article provides both viewpoints
- Street with frequent intersections may not be the best place – Mpls intersections every 660’, cross streets 330’ between intersections? Europe has many intersections as well.
- Minnehaha – less than 90 degree corners/diagonal streets – where is the research? Designing a cycle track for this street may not be safer. Be careful.

- Wikipedia comment – pluses outweigh negatives about cycle tracks – details make a huge difference in the design. Some euro cycle tracks are not ideal by they attract more users
- Cycle tracks area interesting – not satisfied with our 3-4 mode share. Places eclipsing us are doing it thru separated facilities. Cycle tracks are a step forward – attracts more than just a niche user.
- Minnehaha ideal candidate only 660" between intersections. Most intersections are low volume. Attention to detail makes difference. Some research in Wikipedia is really dated (old). Article did not note areas where it has or hasn't worked – doesn't show where we are now
- The Bicycle Advisory Committee supports implementing bicycle facilities that will help attract new bicyclists, including protected bicycle lanes and curb-separated bicycle lanes, known as cycletracks. ***ACTION***
    - Motion A (attached) by Matthew Hendricks, seconded by Robin Garwood
    - Discussion: Cycletracks are one piece of building a citywide system. First Avenue was not an intentional cycletrack design and needs evaluation. Climate Action Plan has an increased mode share goal by 2025. Priority cycletrack corridors should be identified. Opportunity to weave cycletracks into a Complete Streets policy. Mode share is not increasing and need to revisit why. Need to determine if the City is meeting the Bicycle Master Plan goals. Providing infrastructure is not enough to meet the goals. The Bicycle Master Plan should be revised every year according to the Implementation Plan.
    - The motion passed with 18 yes, 1 nay, and 1 abstention

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

- **Hennepin County Bike Walk Solicitation – *ACTION***
    - Hennepin County announced that it is soliciting proposals to fund bikeway system improvements and fill in bikeway gaps (proposals due Nov 1).
    - Proposed improvements must be on the current Hennepin County Bike Map. Map can be revised next year.
    - The city must provide matching funds, so only city roads were considered.
    - Motion made by Lisa Bender to endorse the following two projects for "Bikeway Gap" funding:
        - Lyndale Ave N (from 7th St N to 42nd Av N), and
        - 6th Ave/5th Ave SE (Stone Arch Bridge to Hennepin Avenue),
    - and the following two projects for "Bikeway System Improvement" funding:
        - 36th St W (Bryant Ave S to E Lake Calhoun Pkwy), and
        - Broadway St NE (Stinson Pkwy to Industrial Blvd).
    - The Subcommittee recommends the following guidelines for these projects:
        - For Lyndale Ave N, the city should provide some type of buffered/protected bike lane between 7th St and Broadway, and where feasible, north of Broadway.
        - On 6th Ave/5th Ave SE, the Presidents Bike Way should be enhanced to a high quality bicycle boulevard.

        - 36th St W and Broadway St NE should include some combination of a cycletrack and pedestrian safety improvements.
    - The motion passed unanimously
- **Airport** bicycle access – ***ACTION***
    - Motion to recommend that the airport commission include bicycle access to both terminals (1 and 2) as part of its short and long term planning efforts made by Lisa Bender, seconded by Robin Garwood (including a map)
- **Southwest LRT Environmental Impact Statement (EIS)**
    - Andrew Rankin volunteered to review the document. Let Andrew know if you are interested in working on the EIS
- **Greenways Policy**
    - Form a subcommittee to make recommendations, talk to Matthew or Robin if interested in participating
- **46th Street** between Lyndale and Dupont – ***ACTION***
    - Motion B (46th Street) and Motion C (BAC notification and review process) handed out
    - Explore incorporating some type of bicycle facility on 46th Street between Lyndale and Dupont
    - 46th St Reconstruction planned for 2013.
    - At a public meeting on September 2nd, the possibility of removing parking on one side and adding two bike lanes was discussed.
    - Approximately 25-30 people showed up, mostly residents and local business owners.
    - The vast majority of the people at the public meeting opposed having bike lanes and reducing parking.
    - 46th St doesn't currently connect to other bike facilities but it is on the Bike Master Plan.
    - Parking study showed that adjacent streets could make up for lost parking.
    - BAC would like to be notified about these types of meetings ahead of time.
    - 46th St important for bike access to Transit Station at 35W.
    - Important to look at whole 46th St corridor, not just this small segment.
    - Matthew moved Motion B (see attachment), seconded by Lisa Bender, friendly amendment by Hokan to remove specific lane widths from the recommendation to preserve flexibility.
    - Amended motion passed unanimously
- **BAC notification and review process – *ACTION***
    - Motion C (see attachment) moved by Matthew and seconded by Hokan
    - Discussion: In regards to 46th Street, an acceptable level of information was not available and needs to be available to fully inform decisions. Need to look at broader context (not just four blocks). Project managers need to know that their projects should be presented to the BAC early in the process. Planners and project manager should have a template that lists the BAC as a group to consult.
    - Motion passed unanimously

3. **Education, Encouragement, and Enforcement Subcommittee**, presented by Andrew Rankin

- **Bike Parking Ordinance** (490.150) regulates where people can park bicycles. New bicycle recovery staff asked for improvements to the ordinance to indicate a timeframe for when a bicycle can be temporarily parked (right now the ordinance just lists the types of structures that can be used
- **Future Meeting Topics:**
    - presentation by organization service under represented cycling groups (Hispanic, women, African Americans, immigrants),
    - tour the new Target facility (extensive bicycle parking, onsite bike repair by Freewheel) – how can we incent others to implement such facilities
    - Bike Walk Week – when is it going to be next year?
    - Rules for bike racks on sidewalks
    - Invite licensing back to talk about pedal pubs and electric assist ordinance work (invite to meeting so a deadline is established)
    - SNTC education subgroup wants to get together with this subcommittee – 3E'a meeting happens at same time as SNTC meeting.
    - Railvolution here in 2014. BAC should think about it – have rep on steering committee
    - Midtown Greenway Alternatives Analysis BAC rep is Andrew. How do we funnel the reports through the BAC? Group will be meeting thru 2013. Reports should go to engineering subcommittee meeting. Bigger things as they are developed should come to the full BAC

4. **Update on Bicycle & Pedestrian Related Legislative Proposals Provided to City Council**, presented by Shaun Murphy

- 7 legislative proposals – 4 of the 7 came from the Bicycle Master Plan Implementation Plan. Proposal include:
    - Changes to MSA standards that allow cities to design and build streets that safely meet the needs of all who use them
    - Increased funding for pedestrian and bicycle infrastructure and programming including programs that seek to incentivize innovation in bicycling infrastructure including appropriate flexibility on design standards
    - Support the State and all jurisdictions to implement Complete Streets policies and opposes any attempt to repeal the laws that require it for MnDOT projects
    - Local flexibility and ease of implementation in reducing speed limits below 30 mph for both local residential streets and when accommodating bicycle infrastructure
    - Support state level study of the economic impact of bicycling
    - Legislation to clarify the issue of yielding to bicyclist in a bike lane to be aligned with the current Minnesota Driver's Manual
    - Add bike lanes to the list of prohibited locations for stopping, standing, or parking a vehicle
- Much discussion about speed limit change. Default speed (when not posted) is 30 mph. Every state in the Midwest except IL and MN is 25 mph.

5. City Council Annual BAC Report

- Played video of the meeting. October 9, 2012 Mpls Channel 79 www.minneapolis.gov.
- Council members gave lots of praise about the positive effects of the BAC reorganization, the quality of the BAC advocacy, quality of BAC meeting minutes, and the inordinate pride the BAC should have in its accomplishments
- CM Hodges questioned how you accommodate timid cyclists. Ciara and Nick's response – cycle tracks, protected bike lanes (buffers) may help to reach the 60% of cyclists that are interested, but concerned. Need facilities that connect destinations – some may be comfortable in heavy traffic, but it's not typically preferred. We want cycling to be accessible to a wide range of users.
- CM Hodges requested a ride to test out the facilities, get tips and audit from her.
- CM Colvin Roy Feels confident when she gets recommendations from the BAC that they have been vetted and they have the eyes of many users on them. She thanked the BAC for the help we are giving the city to move from auto centered with walking paths in the parks to a city where bikes are an mode that is an easy choice. She wanted the BAC to prioritize education for willing cyclists but also for the rest of the community. The city is changing and not everyone in a car gets it yet.

6. Announcements

- Hokan – going to PAC, difficulties with the bike rack in front of his house, inspector said it can't be there.
- David - Hiawatha substation next to Sabo Bridge. Artistic wall – more interest given to cars than transit

Meeting adjourned at 6:05 p.m.

Minutes respectively submitted by Ciara Schlichting and Roy Hallanger.
Send comments to ciarajs[at]hotmail.com

Motion A:

The Minneapolis BAC supports the implementation of bicycle facilities that will help attract new bicyclists, including protected bicycle lanes and curb-separated bicycle lanes, known as cycletracks. Protected bicycle lanes have been shown to dramatically increase bicycling rates in cities around the country and around the world.

Motion B:

The BAC recommends the inclusion of bike lanes on the section of 46th Avenue scheduled for reconstruction in 2013. This four-block section is important to creating a continuous facility on 46th Avenue South, which is one of a few east-west streets that provides a crossing of 35W, direct access to the enhanced transit options at 46th Street and 35W, as well as direct access to neighborhood-serving commercial nodes along 46th. For these reasons, 46th Avenue was identified as a bicycle facility on the Minneapolis Bike Master Plan Map, which was adopted unanimously by the City Council in 2011, after a public input process that involved hundreds of stakeholders throughout a multi-year planning process, including public meetings in each of the City's five planning sectors.

The BAC recommends that the City explore each of the following options for the reconfiguration, with possible variations block-by-block depending on parking demand:
- maintain the current street width (44') and adding bike lanes that retains parking on both sides of the street.
- narrowing the roadway to 40', and adding bike lanes to each side of the street, while retaining parking on one side of the street.
- narrowing the roadway to 32', adding bike lanes to each side of the street, and adding 12' of green space (6' added to each boulevard) while eliminating parking from both sides of the street.

The BAC furthermore recommends that in addition to the inclusion of a bicycle facility along 46th, Public Works should take advantage of this opportunity to add pedestrian safety elements such as curb extensions at the intersections.

Motion C:
The Minneapolis Bicycle Advisory Committee supports the full and timely implementation of the Minneapolis Bicycle Master Plan. We believe that reconstruction and renovation projects should be used to install new bicycle facilities as indicated on the Bike Map unless there are overwhelming reasons not to do so. Full reconstruction projects are especially important, as they both present once-in-a-generation opportunities to incorporate bicycle facilities and, if completed without bicycle facilities, can create decades-long obstacles to bicycling.

The Minneapolis Bicycle Advisory Committee hereby formally requests that all reconstruction and renovation projects with a potential impact on bicycling – especially on streets which the Bicycle Master Plan indicates should have bicycle facilities – be presented to the BAC prior to public review. The range of options presented to the public should be presented for comment by the BAC before the first public meeting on the project.

The BAC further requests that such projects be presented to the BAC at an early stage: if possible, projects should be presented to the BAC at least three months before the first public meeting is planned. When projects are presented to the BAC, all pertinent information (parking studies, traffic counts, bicycle counts, turning volume studies or similar information) that has been gathered should be shared in writing prior to the presentation.

When portions of streets that the Bicycle Plan indicates should have bicycle facilities are renovated or reconstructed, the BAC requests that the portion of the street be considered in the broader context of the whole proposed bicycle facility. For example, when four blocks of a forty-block bicycle facility on the Bicycle Master Plan are to be reconstructed or renovated, decisions on the smaller project in consideration should take into account whether they will make the broader project easier or more difficult.

In the event that a route on the Bike Master Plan is deemed infeasible to implement as part of a full reconstruction, an alternative route should be identified, and implementation of bicycle improvements on that alternate route should be included in the primary project.