Minneapolis Bicycle Advisory Committee Minutes
Wednesday, October 23, 2013, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Billy Binder, Bill Dooley, Ethan Fawley, Paul Frenz, Robin Garwood, Janice Gepner, Bob Hain, Roy Hallanger, Matthew Hendricks, Hōkan, Nick Mason, Gina Mitteco, Jennifer Ringold, Rose Ryan, Ciara Schlichting, Sarah Stewart, Simon Blenski (for Shaun Murphy)

Members Absent: Lisa Bender, Joe Bernard (excused), Marin Byrne, Brian Funk, Jessica Hill, Joshua Houdek (excused), Shaun Murphy (excused), Gary Nelson, Greg Sautter, Jim Skoog, Peter Wagenius, Georgianna Yantos

Others Present: Mark Berg, Mark Bloomquist, Jenny Bordon, Ginger Cannon, Forrest Hardy, Judy Jones, Jason Lardy

Actions

1. The Minneapolis Bicycle Advisory Committee supports the proposal to build a **Minnesota Cycling Center in Minneapolis**. We encourage the city to help facilitate the implementation of this plan by being flexible with requirements such as parking, land use and historic preservation. This proposal is consistent with the city Climate Action plan since it promotes active life styles and community engagement.

2. The Minneapolis Bicycle Advisory Committee has voted unanimously to encourage the City Council to return the proposed **Complete Streets policy** to staff for more work, and form a task force to help craft a better Complete Streets policy.

   The BAC strongly supports the City of Minneapolis adopting a Complete Streets policy. Such a policy would be compatible with the already-adopted bicycle, pedestrian, and downtown transit plans, and could set the overarching policy direction into which those mode-specific plans fit. A Complete Streets policy can also lay out a strong commitment by Minneapolis to improving the pedestrian, bicycle and transit environments in our city.

   However, while the proposed Complete Streets resolution as written is a good start, it does not accomplish what a Complete Streets policy could. Among other things, it does not a) clearly define "complete streets," b) establish a priority for the most vulnerable road users, c) establish a framework for deciding how to allocate scarce resources and roadway space between competing interests, d) reference adopted City goals for increasing bicycling, walking and transit use and decrease single-occupancy auto use, e) lay out criteria and a process for exceptions to the complete streets policy, or f) clearly support and tie in to the goals of the Comprehensive Plan. In addition, the policy as written does not pertain to "ordinary maintenance activities" which can be opportunities to improve pedestrian, bicycle and transit use. As proposed, the Complete Streets resolution is less robust than the Hennepin County Complete Streets policy and those of many peer communities.

   In addition to the above content concerns, the Minneapolis Bicycle Advisory has not had sufficient opportunity to hear about, analyze and give input on the Complete Streets policy as

proposed. The policy was shared with the BAC on October 21st, 2013, after the Engineering, Equity and Evaluation subcommittee meeting on October 15th, 2013. The BAC should have a better opportunity to provide input through our normal subcommittee process.

For these content and process reasons, the Minneapolis Bicycle Advisory Committee asks that the Minneapolis City Council form a Complete Streets Task Force including a Council Member, internal representation from Minneapolis Public Works, the Minneapolis Health Department, and the Minneapolis Department of Community Planning and Economic Development, and representation from stakeholder communities like bicyclists, pedestrians, people with disabilities, seniors and schools, to develop a more robust Complete Streets policy for Minneapolis.

3. Minneapolis Bicycle Advisory Committee Resolution supporting a **Downtown Minneapolis Bicycle Center** Initiative:

Whereas, the role of the Minneapolis Bicycle Advisory Committee (BAC) is to promote both commuter and recreational bicycling, to advocate for bicycling infrastructure improvements, to encourage safe riding, and to involve people interested in bicycling issues throughout the city, and to advise the Mayor and City Council on these matters;

Whereas, the 2011 Minneapolis Bicycle Master Plan (the "Master Plan") expresses the primary goals of (1) increasing bicycle mode share, (2) making bicycling in Minneapolis safe and comfortable, and (3) making destinations in Minneapolis reasonably accessible by bicycle;

Whereas, of the approximately 160,000 people who work in downtown Minneapolis, it is believed that many who do not currently bike to work would like to do so, but are inhibited from doing so by the lack of facilities for secure bike storage, showers, lockers, changing rooms, and repair service reasonably near their downtown work sites;

Whereas, the BAC is aware that the central business districts of several other cities (including Chicago, Cleveland, Cincinnati, Indianapolis, and St. Louis) currently have bicycle center facilities, which are open to the public and offer secure bike storage, showers, lockers, changing rooms, and repair service, along with other services and amenities, established for the purpose of encouraging bicycle commuting in their cities;

Whereas, the BAC is aware that similar bicycle center facilities are currently being planned for Madison, WI; Miami, FL, and St. Paul, MN;

Whereas, the BAC is aware that the majority of the bicycle center facilities in other cities have resulted from city-driven initiatives, with those cities often partnering with other governmental bodies, as well as the local business and nonprofit communities, who can pool resources to gather public grants and private donations needed for capital and start-up costs;

Whereas, the BAC is aware that the operations of a bicycle center facility can be funded by a combination of user fees, revenue sharing with affiliated retail operations, and ongoing nonprofit fundraising;

Whereas, the BAC believes that Minneapolis and its surrounding communities would greatly benefit from the establishment of a bicycle center in downtown Minneapolis;

Whereas, the establishment of a bicycle center in downtown Minneapolis would advance the primary goals of the Master Plan referenced above, and in keeping with the "promise" referenced in the Master Plan that "Minneapolis will continue to be a national leader in bicycle infrastructure and programming, investing in projects and initiatives that improve safety, increase the number of people who choose to bicycle and foster a bicycle friendly environment that supports a thriving bicycle culture;"

Whereas, the establishment of a bicycle center in downtown would help to fulfill a specific objective of the Master Plan, to wit, the goal of establishing five new public shower/locker facilities by 2020 (see Master Plan, at page 135, Table 6.7);

Therefore, let it be resolved the following:

That the BAC strongly recommends and urges that the Mayor and City Council take the following actions:

1. Resolve to establish and open a full-service, public bicycle center in downtown Minneapolis by the spring of 2016;
2. Appropriate sufficient funds to conduct a comprehensive feasibility study and site analysis for the proposed bicycle center;
3. Direct staff from the relevant city departments, including the Department of Public Works (DPW) and the Community Planning and Economic Development (CPED) department, to carry out the tasks necessary to complete the feasibility study and site analysis, including, but not limited to:
    a. outlining the scope of the feasibility study and site analysis,
    b. gathering existing data relevant to the proposed bicycle center project,
    c. contacting potential partners for the bicycle center project (e.g., Hennepin County, the Metropolitan Council, the Downtown TMO, the Downtown Council, the Minneapolis Coalition of Bicyclists, and Transit for Livable Communities, etc.),
    d. engaging the public in the feasibility study and site analysis process, and
    e. obtaining the services of necessary outside consultants; and
4. Establish a realistic timetable for the completion of the feasibility study and site analysis phase of this bicycle center initiative, preferably before the end of 2014, with regular status reports provided to the Mayor and City Council.

4. The Minneapolis Bicycle Advisory Committee recommends to Minneapolis Public Works (MPW) that the question of whether MSA standards regarding minimum design speeds of 30 mph precludes **speed tables on MSA routes** be considered in upcoming cycletrack analysis, that MPW advocate that these standards be changed to permit speed tables on cycletracks on MSA routes, and that the Minneapolis Pedestrian Advisory Committee look at this issue.

Summaries of Discussions

The meeting was called to order at 4:04 pm and was chaired by Nick Mason. Following brief member introductions, the Agenda was slightly revised to add discussion of the city's Complete Streets policy. The revised Agenda and October Minutes were accepted unanimously.

1. **Minnesota Cycling Center Proposal** presented by Jason Lardy – ***ACTION***
    - Jason told us about his proposal to build a multi-purpose event center in northeast Minneapolis that would include a velodrome.
    - Events planned for the center include lots of youth programming including apprenticeships, after school programs, youth leagues, and summer camps.
    - The Center could serve as a community meeting place, and will include street level retail, a transportation museum, a Bike Center, and a community friendly fitness center.

- Site is owned by CP Rail and they support the proposal.
- Historic preservation of the Roundhouse is part of the plan.
- Velodrome would be 200 m (250 m required for Olympics), with a track banked at 47 degrees, and seating for 2500 people. Exterior would be 300' x 400'.
- Estimates $30-40 million needed in 3 phases.
- Possible sources of funding include naming rights, personal and corporate investment, and city and state grants slated to promote healthy lifestyles.
- Goal is for construction in 2015-2017 with a grand opening in 2017.
- Blaine velodrome only expected to last a couple more seasons.
- Roy Hallanger pointed out that the city needs a place for teens to hang out.
- Nick suggested we include a facility like this when we update the Bike Master Plan.
- Bob Hain made a motion that the BAC supports this proposal.
- The motion passed unanimously.

2. **Safe Routes to Schools** Update presented by Jennifer Bordon
   - Jennifer works for Minneapolis public schools to promote biking and walking.
   - Biking and/or walking to school improves student performance more than breakfast.
   - Barriers to biking to school include access to bicycles, locks, helmets, adequate bike parking, distance, skills.
   - Used a "little money" in 2012 to buy bike fleets of 15 bikes each for two schools: Lucy Laney and Northeast Middle School.
   - MnDOT money provided bike fleets and bike maintenance shops in 6 schools in May.
   - Bike fleets used for school programs, field trips, bike clubs, curriculum.
   - Growth in participation in "Walk and Bike to School Days."
   - Now involving staff in biking and working to work.
   - Contact info for Jennifer: Jennifer.bordon@mpls.k12.mn.us
   - Not enough money to provide bike racks to all the schools that want them.

3. **Minneapolis Complete Streets Policy** presented by Robin Garwood – ***ACTION***
   - Robin shared a copy of the city Complete Streets policy. Feedback to Don Pflaum requested by Nov 8.
   - General consensus that policy is a good start but needs significant revisions.
   - Concern that the November 8 deadline doesn't provide the BAC time for input.
   - Concern that the proposed policy is not specific enough and a step backward for the city.
   - Robin presented a resolution explaining the need for revision and more time for input.
   - The resolution suggests a more inclusive process.
   - PAC also would like more time to provide input and suggest revisions.
   - The resolution passed unanimously with one abstention from Sarah Stewart.

4. **November and December BAC Schedules** have been revised. All meetings will be a week earlier than usual.

5. **Education, Encouragement, and Enforcement Subcommittee** Report from Hōkan.
   - **Downtown Bike Center – *ACTION***

    - Hōkan presented a resolution brought to the subcommittee from Mark Berg to endorse funding his proposal for a Downtown Bike Center.
    - Agreement to remove specific amount of money for feasibility study (at least $75,000, estimated from Portland) from resolution.
    - Billy Binder said the Bike Center would help increase the number of women who bike commute.
    - The resolution was approved unanimously.

- **Enforcement** Update from Simon Blenski.
    - U of M Police Department asked Shaun to tailor bike safety posters to enforcement.
    - "Learn the Law" added to posters. Copies were circulated.

6. **<u>Engineering Subcommittee</u>** Report from Paul Frenz.
    - **Speed Tables on Municipal State Aid (MSA) Routes – *ACTION***
        - Robin reported that during Minnehaha discussion, Speed Tables were suggested to improve safety at intersections with cycle tracks.
        - Hennepin County said that MSA standards prevent allowing Speed Tables on MSA routes.
        - Paul presented a resolution that Minneapolis Public Works advocate that the MSA standards be modified to permit Speed Tables on cycle tracks on MSA routes.
        - The resolution was approved unanimously.

    - **Minneapolis Park Board Citizen Advisory Committee Report**
        - Eric Newman is the BAC representative on two Park Board CACs considering improvements to trails along the Mississippi River downtown.
        - Eric provided an update to the subcommittee which Paul will email to us.
        - The Subcommittee discussed improvements they would like to see such as better lighting and signage.
        - Proposed improvements include repaving, widening of paths, moving parking meters.
        - Plan is for improvements to be done in the fall of 2014.
        - Jennifer Ringold said that removal of planks will be part of next plan.
        - Public hearing for improvements on Nov 6 at 6:30 at Park Board Headquarters.
        - Deb Bartels will come back to the BAC when plan is more detailed.

    - **Detour Routes for SW LRT** not discussed but keep this on Agenda.

    - **Dinkytown Greenway Access.** Robin reported that a stairway with ramp for bicycles is funded.

7. **<u>Announcements</u>**
    - Robin Garwood reminded us to vote on election day.
    - Matthew Hendricks told us that the North Minneapolis Greenway project got funding from Blue Cross/Blue Shield to move forward on planning and outreach. $400,000 over 3 years.

- Billy Binder reported that Edina has reduced a street from 4 to 2 lanes.
- Hōkan was impressed with Edina's contribution of about a $1 million/year for infrastructure and a staff person.
- Nick Mason: 4 Minnesota communities were designated Bicycle Friendly Communities for the first time: Richfield, Grand Marais, Duluth and Winona.
- Talk to your City Council Member about the County plan for Minnehaha Avenue before they vote on municipal consent on Nov 18. The plan being put forward by the County does not include cycle tracks. BAC has repeatedly asked for cycle tracks.

The meeting was adjourned at 6:00 pm.

Minutes respectfully submitted by Janice Gepner