

Minneapolis BAC Meeting Agenda
Wednesday, June 26, 2013
4 PM – 6 PM
Minneapolis City Hall – Room 333

1. Member Introductions and Sign-in (4:00 – 4:05)
2. Approve BAC Agenda and Minutes (4:05 – 4:10, see attachment 1)
3. Southwest LRT Update, Don Pflaum (4:10 – 4:40): [June 4th T&PW Letter](#); [June 4th T&PW PowerPoint](#)
4. Education, Encouragement, and Enforcement Subcommittee, Marin Byrne (4:40 – 5:00)
 - Bicycle Registration Program
 - Open Streets Update
 - Diversity Report
5. Engineering Subcommittee, Lisa Peterson Bender (5:00 – 5:25, see attachment 2)
 - Minnehaha Avenue
 - Penn/Osseo/44th Avenues N – **ACTION**
 - Other County Bicycle Projects
 - Bluff Street Trail - **ACTION**
6. Hennepin Avenue and 5th Street S UMN Capstone Presentation , Forrest Hardy (5:25 – 5:45)
7. Bicycle Master Plan Updates, Shaun Murphy (5:45 – 5:50)
8. Bicycle Ride Ideas for Future BAC Meeting, Nick Mason (5:50 – 5:55)
9. Announcements (5:55 – 6:00)

Next BAC Meetings:

Thursday, July 11th: Education, Encouragement & Enforcement Subcommittee

Tuesday, July 16th: Engineering Subcommittee

Wednesday, July 17th: Executive Committee

Wednesday, July 24th: Whole Committee

Minneapolis Bicycle Advisory Committee Minutes
June 26, 2013, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Lisa Bender, Billy Binder, Marin Byrne, Bill Dooley, Ethan Fawley, Paul Frenz, Brian Funk, Robin Garwood, Janice Gepner, Bob Hain, Roy Hallanger, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Shaun Murphy, Jennifer Ringold, Rose Ryan, Greg Sautter, Ciara Schlichting, Jim Skoog, Sarah Stewart, Peter Wagenius, Georgianna Yantos

Members Absent: Joe Bernard, Matthew Hendricks (excused), Jessica Hill, Gary Nelson

Others Present: Mackenzie Turner Bargen, Alex Ginstead, Forrest Hardy, Don Pflaum, Scott Schaeffer, Mike Strelka

Actions

1. Minneapolis Bicycle Advisory Committee Recommendations on Minnehaha Avenue Reconstruction

The Minneapolis Bicycle Advisory Committee commends Hennepin County Public Works for taking more time to design a better layout for a protected bicycle facility on Minnehaha Avenue, and requests that Hennepin County Public Works return to the BAC Engineering Subcommittee to further discuss details of a protected bicycle facility design for Minnehaha Avenue, including:

- Designs for bus stops that will give bus riders adequate space to board and exit buses, and define the conflict zone between bus riders and bicyclists in the protected bikeway, without an unnecessary loss of boulevard trees. Options include:
 - o Stopping buses in the travel lane, rather than in bus pull-out areas. With service once every half hour, this should not have a significant impact on congestion or travel times for vehicular traffic, and in-lane stops will be better for transit riders, bicyclists, pedestrians (especially those crossing Minnehaha at bus stops) and boulevard trees.
 - o Reducing the width of the bus pull-out areas. Currently, the travel lane and bus pull-out areas together are 20.5 feet wide. It would be possible for virtually all vehicles to pass stopped buses in a much narrower space; interactions with wider vehicles will be rare enough to cause very little delay.
 - o Reducing the width of both the protected bikeway and the bus loading and unloading zone. Ten feet for both the trail and the loading/unloading zone, for a total of twenty feet of width, is much more space than is necessary to facilitate safe loading and unloading and crossings of the protected bikeway.
- Designs for intersections that will address the County's legitimate safety concerns, including such options as:
 - o Colorized conflict zones, possibly using the thermoplastic product that the City has used on 15th Avenue Southeast for increased durability.

- Bike phases at signalized intersections. These likely do not need to be entirely separate from vehicular phases, but to lead those phases that will allow vehicles to turn across the protected bike facility.
- Speed tables on non-signalized intersections. There is a question as to whether MSA will allow speed tables on MSA streets, and that question should be answered. If a variance is required for this treatment, it should be considered.
- Bike boxes or other options to facilitate turns by bicyclists across Minnehaha.
- Innovative motion-activated warning signs, similar to what has been installed on the University of Minnesota Transitway.
- Rethinking of parking restrictions near intersections, to bring them into line with the recommendations in the NACTO protected bikeway guide.
- Design of the connection from a two-way cycletrack on the west side of the roadway to the two existing one-way bike lanes to the north.
- Design of a protected bikeway connection north to the Midtown Greenway.

The BAC further recommends that the County revise both the protected bikeway and standard bike lane concepts to:

- Improve the safety of the intersection of Lake Street and Minnehaha Avenue.
- Reduce the turning radii at intersections to (a) shorten pedestrian crossings and (b) discourage high-speed turns, thus improving pedestrian safety.
- Wrap the curb bump outs around the corners, so that the pedestrian crossing distances across E-W streets are shortened, similar to the way the curb bump outs are intended to shorten the crossings of Minnehaha.
- Responding to the community priorities presented in the Hennepin County Community Works & Transit outreach, maximize green space in the corridor, including prioritizing trees over lane expansions and the addition of left-turn lanes, adding left turn lanes only where strictly necessary.
- Reduce the southbound roadway to a single lane north of Lake Street, in order to (a) minimize the pedestrian crossing distance of Minnehaha at Lake Street, (b) avoid the merging of traffic lanes along the block south of Lake Street, which has frequent mid-block pedestrian crossing activity.
- Use current or reduced volumes of traffic when projecting future motorized vehicle volumes, so that the project remains compliant with the policies adopted in the Minneapolis Climate Action Plan. Analysis of the need for left-turn lanes should be based on current traffic volumes.

Because Hennepin County has not designed and implemented cycle tracks, the Minneapolis BAC recommends that Hennepin County hire a traffic engineering firm that has experience with designing and implementing cycle tracks to help with the design of Minnehaha Avenue.

2. The Bicycle Advisory Committee supports the proposed plan for the **Bluff Street Bicycle Trail** with one suggested revision, that 13th Ave S be revised as follows: reduce traffic lanes from 13 to 11 feet, increase the bicycle lanes from 5 to 6 feet, and add 1-foot buffers between traffic and bicycles.

3. The Bicycle Advisory Committee supports the Hennepin County design for **Penn Av N at 44th Av** that includes 2 traffic lanes and buffered bicycle lanes.

Summaries of Discussions

The meeting was called to order at 4:04 pm and was chaired by Nick Mason. Following brief member introductions, Nick suggested a correction to the May Minutes. The Agenda and the corrected Minutes were unanimously approved.

1. **Southwest LRT Update** presented by Don Pflaum

- Don started with a general review of the project but focused mainly on trail impacts.
- Project now in Met Council hands and work on Final Environmental Impact Statement.
- Location of Royalston Station will affect walkability and connection to ball park.
- At Van White Station there's a possible second bridge span to benefit bikes and buses.
- Penn Ave Station can connect to North Minneapolis and future transit.
- City has taken a strong position against co-location of freight and transit along Kenilworth. Don outlined some co-location and re-location issues.
- For Cedar Lake Parkway crossing, city staff agrees with Park Board on grade separation.
- Goal is municipal consent and 30% design complete by the middle of 2014, with construction beginning in 2015.
- Met Council, Governor and Legislature have final say so let them know how you feel.
- Biking along the planned route was suggested for the BAC August meeting ride.
- September 22 Sierra Club ride will highlight planned stations.
- City's position is that shutting down trails for construction should be treated like shutting down a highway for construction.

2. **Education, Encouragement, and Enforcement Subcommittee** Report from Marin Byrne

- **Bicycle Registration Program**
 - Luther Kruger from Minneapolis Dept of Crime Prevention spoke about program.
 - Idea started in Mayor's Office and came through Police Chief.
 - Value of program is to help return lost or stolen bikes and to identify a rider after an accident.
 - Still a work in progress.
- **Open Streets Update**
 - Colin Harris from the Minneapolis Bicycle Coalition gave the update.
 - Two things needed: volunteers and getting the word out.
- **Diversity Report**
 - Shaun distributed "The New Majority," a diversity report from the League of American Bicyclists and the Sierra Club.
 - Rates of adopting bicycling are higher in communities of color.
 - Bill Dooley had the following suggestions about minority outreach:
 - The BAC should include a member whose job is outreach to minorities,
 - BAC ward reps should send a copy of this report to their Council Members, and

- The BAC should invite minority community leaders to speak to us.
- A sub-taskforce was formed to decide which groups and people should speak to the full BAC about minority outreach. If interested in joining them, see Bill.
- After meeting with minority leaders, we will decide if and how to add a BAC member.
- Gentrification issue important, too.
- Joshua Houdek mentioned that the Sierra Club is holding a webinar on the report.
- This topic will be ongoing for the Subcommittee.

3. **Engineering Subcommittee** Report from Lisa Bender.

- **Minnehaha Avenue – ACTION**
 - County staff talked to Subcommittee about designs under consideration.
 - Subcommittee members discussed how they use Minnehaha.
 - Two designs for bicycle facilities were proposed: a bike lane (which is less than the status quo) and a cycletrack.
 - Construction pushed back a year to 2015 to allow more discussion of options.
 - Robin proposed a motion asking Hennepin County to further discuss the cycle track with us, asking the County to revise their designs, and urging them to hire an engineering firm with cycle track design experience.
 - Bob Hain suggested the motion draw attention to safety at Lake Street.
 - Ethan Fawley suggested the motion should include a possible protected connection to the Midtown Greenway.
 - The amended motion was passed with an abstention from Rose Ryan and nay votes from Hōkan and Bob Hain.
- **Bluff St Trail – ACTION**
 - Meseret Wolana presented plans to the Subcommittee for the trail that includes the tunnel under 35W.
 - We suggested narrowing traffic lanes on 13th Av S and widening bike lanes.
 - Peter Wagenius suggested the entire trail including U of M Trail Phase III, the Bluff St Trail, and Bridge 9 be given one name. Joshua, Peter and Robin volunteered to come up with a name.
 - Lisa presented a motion to support the plan with our 13th Ave suggested revision.
 - The motion passed unanimously.
- **Penn/Osseo/44th Avenues N – ACTION**
 - Hennepin County presented two potential designs for the intersection.
 - Lisa moved we support the buffered bike lane option.
 - The motion passed with one abstention from Rose Ryan.
- **Other Hennepin County Bicycle Projects**
 - Bob Byers described other County projects to the Subcommittee.
 - The NACDI project on Franklin Ave is moving forward.
 - There will be safety improvements on Park Ave at the Midtown Greenway.
 - They are still working on Portland Av south of 60th St.
 - They will come back to us with plans for 4th St SE. We discussed moving the bike lane from the left to the right side.

4. **Hennepin Ave and 5th St S U of M Capstone Presentation** by Forrest Hardy
 - Forrest presented us with his capstone project as a U of M graduate student in landscape architecture and urban planning.
 - His project looked at bicycling connections into Minneapolis' central business district.
 - He looked primarily at Hennepin Ave and 5th St S corridors.
 - He presented a graph of latent demand for bicycle facilities.
 - He proposed several designs for cycle tracks on Hennepin and 5th St.
 - He also presented designs for a full service Bike Center at Hennepin County Government Center.

5. **Bicycle Master Plan Update** from Shaun Murphy
 - The Implementation Plan of the Bike Master Plan suggests we review the Plan annually.
 - The Plan was passed 2 years ago so we should think about plans for updates.

6. **Bicycle Ride Ideas for August BAC Meeting** presented by Nick Mason
 - The August BAC meeting usually includes a bicycle ride through areas under discussion.
 - Cedar Lake and Kenilworth Trails are possibilities due to LRT discussion.
 - Forward other ideas to Nick in the next month.

7. **Announcements**
 - Hōkan: requested Brian to speak to the BAC about a new method of bike storage that is being tested by Metro Transit.
 - Robin Garwood: Keep your eyes open for the grand opening for U of M trail.
 - Robin: The city Climate Action Plan should pass the City Council on Friday. It has lots of bicycling provisions in it, including a recommendation for 30 new miles of protected bicycle facilities by 2020.
 - Nick: thanked Jim Skoog for organizing a Hennepin County Bar Association session for lawyers on new and existing bicycle laws.
 - Gina Mitteco: The Met Council is partnering with MnDOT on a regional bikeway system master study. We should attend upcoming meetings on June 27 and July 11.

The meeting was adjourned at 6:03 pm.

Minutes respectfully submitted by Janice Gepner

Minneapolis Bicycle Advisory Committee Recommendations on Minnehaha Avenue Reconstruction

Adopted 6/26/2013 by the Minneapolis Bicycle Advisory Committee

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