

Minneapolis BAC Meeting Agenda
Wednesday, May 22, 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. Education, Encouragement, and Enforcement Subcommittee, Marin Byrne (4:10 – 4:20)
 - Full Cycle
 - Parking Permits Related to Alternative Transportation
4. Engineering Subcommittee, Lisa Peterson Bender (4:20 – 4:50, see attachment 2)
 - Minnehaha Avenue - **ACTION**
 - Brackett Park
 - Central MS Riverfront Regional Park, Citizen Advisory Committee Representative
5. [Washington Avenue Reconstruction](#) – **ACTION**, Paul Frenz (4:50 – 5:20)
[Online Surveys](#) due by May 31st
6. Update on Transportation Funding, Ethan Fawley & Nick Mason (5:20 – 5:30)
7. Update on Bike Lane Bills, David Peterson (5:30 – 5:35)
8. [Open Streets](#), David Peterson (5:35 – 5:45)
9. [Bike Walk Week](#), Nick Ray Olson (5:45 – 5:55)
10. Announcements (5:55 – 6:00)
 - Metro Transit Award
 - Midtown Corridor Alternatives Analysis [Open House](#)

Next BAC Meetings:

Thursday, June 13th: Education, Encouragement & Enforcement Subcommittee

Tuesday, June 18th: Engineering Subcommittee

Wednesday, June 19th: Executive Committee

Wednesday, June 26th: Whole Committee

Minneapolis Bicycle Advisory Committee Minutes
May 22, 2013, 4 PM – 6 PM
Room 333 Minneapolis City Hall

Members Present: Richard Anderson, Lisa Bender, Joe Bernard, Billy Binder, Marin Byrne, Bill Dooley, Ethan Fawley, Paul Frenz, Brian Funk, Robin Garwood, Janice Gepner, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Greg Sautter, Ciara Schlichting, Georgianna Yantos, Bob Byers (for Rose Ryan), David Peterson (for Shaun Murphy)

Members Absent: Bob Hain, Roy Hallanger, Gary Nelson, Jennifer Ringold, Jim Skoog, Sarah Stewart, Peter Wagenius

Others Present: Angie Brown, Nick Ray Olson, Scott Schaffer

Actions

1. The Bicycle Advisory Committee adopted a **Memorandum** to present to Hennepin County Commissioners and Minneapolis City Council Members that summarizes data supporting the **safety of cycletracks**. See Appendix.
2. The Bicycle Advisory Committee recommends including a cycletrack in Hennepin County's plan for **Washington Avenue Reconstruction** (as proposed in Designs 3A and 3B), reducing car traffic to 5 lanes, including green buffer areas (trees) between traffic and a cycletrack and between the cycletrack and a pedestrian sidewalk, and that a CPED Representative be included in the Hennepin County team for this project.

Summaries of Discussions

The meeting was called to order at 4:03 pm and initially chaired by Ciara Schlichting, and then chaired by Nick Mason. Following brief member introductions, Hōkan suggested corrections to the April Minutes. A modified Agenda and the corrected Minutes were unanimously approved.

1. **Education, Encouragement, and Enforcement Subcommittee** Report from Marin Byrne
 - **Full Cycle Homeless Youth Program**
 - Crystal, from Full Cycle, a bicycle shop at 35th & Chicago, discussed their program to support homeless youth.
 - They use bikes and bike repair to work with homeless youth in a nonthreatening setting.
 - They provide free bikes and their paid internships teach bike repair and basic job skills.
 - When asked what could help her program, she responded that protected bike lanes would support homeless youth who worry about biking safety.

- **Alternative Transportation Parking Permits**
 - Cars get towed for not being moved after 72 hours.
 - Particular problem for people who own cars but prefer to bike.
 - Subcommittee will be working on a potential solution which would be a sticker to show car is not abandoned.

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

- **Minnehaha Avenue Cycletrack Safety Memo – ACTION**
 - Lisa presented a Memo to present to Peter McLaughlin and the City Council outlining the evidence supporting the fact that cycletracks improve safety and bicycle use.
 - The Memo is in response to the County decision not to have a cycletrack on Minnehaha, citing safety as their reason.
 - Robin noted that the study by Dr. Ann Lusk included streets very similar to Minnehaha Avenue, and found cycletracks to significantly improve safety and increase bicycle ridership.
 - Joe Bernard said that Dr. Lusk’s work is controversial and her conclusions are not universally accepted.
 - BAC would like to have input on details of final layout of bike lanes. Bob said he will talk to the project manager about coming to the June Subcommittee meeting.
 - The Memo was adopted with one no vote from Hökan and abstentions from Gina Mitteco, Georgianna Yantos and Brian Funk.
- **Brackett Park Update**
 - Park Board will address safety concerns at Brackett Park which include the narrow sidewalk after Greenway ramp and drainage problems in winter when ice accumulates.
 - Path will be widened, benches moved and drainage improved.
 - Improvements expected to be completed in late summer.
 - David Peterson reported that the Park Board has a new fund to improve sidewalks in parks so forward ideas to Jennifer Ringold or Ginger Cannon.
- **Central Mississippi Riverfront Regional Park Citizens Advisory Committee**
 - Park Board Citizens Advisory Committee (CAC) studying this park needs a BAC member who will report back to the Subcommittee with updates.
 - CAC will study access, connections, use, conflicts.
 - CAC will meet monthly from fall, 2013 through spring, 2014.
 - David will send out a note to find someone interested in serving on the CAC.

3. **Washington Avenue Reconstruction** presented by Paul Frenz – **ACTION**

- Deadline for filling out an online survey on 4 proposed designs is May 31st.
- Since Engineering Subcommittee won’t meet again until June, should full BAC make a recommendation now?
- Proposed designs are as follows: 1. Do nothing for bikes, 2. On street bike lanes, 3A. Cars, buffer, cycletrack, green space, sidewalk. 3B. Cars, green space, cycletrack, buffer, sidewalk.
- Coalition proposal to narrow street to 5 lanes was not being considered.

- Ethan proposed we endorse a cycletrack that combines A and B and includes more green space and more buffer, with the extra room coming from removing a car travel lane.
- He questioned assumptions made in the traffic analysis that supported keeping the lane.
- Keeping 6 travel lanes is a policy decision favoring car travel time over green space.
- PAC supported 5 travel lane option and it was consistently favored at public meetings.
- Successful cycletrack and wide sidewalk could help spur area development.
- CPED Representative should be included in the Hennepin County project team.
- Bob Byers said a 5 lane option is unlikely to be accepted.
- Livability of the street is important all day whereas traffic is only a problem during the rush hour.
- The city's Climate Action Plan has mode goals and supports more green space.
- A proposal recommending a cycletrack, 5 traffic lanes and the CPED representative was passed unanimously with abstentions from Brian Funk and Bob Byers (for Rose Ryan).

4. **Transportation Funding** Update from Ethan Fawley

- New dedicated funding for transit, roads, cycling, and walking fell short.
- There is new state funding for noninfrastructure for Safe Routes to Schools.
- Plan to try again next legislative session but will be difficult since an election year.
- Last minute requirement for MnDOT to continue to fund some projects that include bike/pedestrian improvements.

5. **Bike Lane Bills** Update from David Peterson

- There was a handout that showed the language that was approved in Conference Committee stating that cars may not pass on the right by driving in a bicycle lane, and cars are prohibited from parking in bike lanes.
- Nick noted that bikes are now allowed to ride on shoulders, bikes can have bells or horns, bikes can lack pedals, fixed gear bikes may be allowed, and lights can replace reflectors.
- Ethan reported that MnDOT has a new promotional video on the importance of transportation that mentions bicycling several times and features bike trails.
- No hearing for Vulnerable User Law or PedalMN license plates.

6. **Open Streets** Update from David Peterson

- MN Bicycle Coalition is the contractor hired to work on the events.
- Details still being worked out. One event per month.
- Events are June 23 on Lyndale Ave from 22nd to 42nd St, July on Central Ave from 27th Ave NE to 18½ Ave NE, August 11 on Minnehaha Pkwy from Godfrey Pkwy to almost Lake St, end of September on Lowry Ave in North to coincide with the Harvest Fest.
- Project manager, Colin, will come to next 3E Subcommittee meeting.

7. **Bike Walk Week** Update from Nick Ray Olson

- Saturday, June 9 through Sunday, June 15
- Biggest event is annual downtown Minneapolis celebration in front of City Hall on the Thursday.
- Wednesday breakfast at the Greenway building.
- Bike classes, free bike tune-ups, elderly walking event, commuter pit stops, team events.

- Find information at bikewalkweek.org

8. Announcements

- Brian Funk: Metro Transit received the APTA (their industry association) Gold Safety Award.
- Ethan Fawley: Midtown Corridor Alternatives Analysis Open Houses today and tomorrow. Ethan is the BAC representative and will provide us with updates.
- Robin Garwood: Law enforcement has started a new bicycle registration program. We will invite someone to the next 3E Subcommittee meeting to tell us about it.
- Bob Byers: Hennepin County is gearing up to do a Bicycle Transportation Plan. They will include a BAC representative and update us. A draft should be completed by next summer.
- Bob Byers: Hennepin County has already begun Minneapolis repaving projects. Still discussing 44th and Penn options with neighborhood.
- Nick Mason: Will survey people on a best time for Traffic Skills 101 Course.
- David Peterson: is in the process of updating the Bike Map which will be out in about a month.
- Joshua Houdek: Our CLIC memo was delivered and a response is being crafted.

The meeting was adjourned at 5:46 pm.

Minutes respectfully submitted by Janice Gepner

APPENDIX: Bicycle Advisory Committee Memorandum to County Commissioner Peter McLaughlin and Minneapolis City Council Members

Re: Cycle tracks on Minnehaha Ave S

The Bicycle Advisory Committee and Pedestrian Advisory Committee have both formally supported the cycle track layout for Minnehaha Avenue.

According to the University of British Columbia study *Bicyclists' Injuries and the Cycling Environment*,ⁱ cycle tracks are both the safest type of bike facility and the safest-feeling type of bike facility. Cycle tracks are significantly safer than bike lanes, especially bike lanes on major streets with parked cars. It found that the "adjusted odds ratio" for injuries was just 0.11 for major streets with well-designed cycle tracks compared to 0.69 for a major street with an unprotected bike lane and parked cars.

In addition to the University of British Columbia study, a recent study by the New York City Department of Transportation has found that protected bike lanes reduce crashes that result in injuriesⁱⁱ. The protected bikeway on 8th Ave reduced injuries for all street users by **35%** and a parallel facility on 9th Ave reduced injuries by **58%**. A contraflow protected bikeway on Union Square N reduced injury crashes by **26%**.

A 2011 study by Dr. Anne Lusk from the Harvard School of Public Healthⁱⁱⁱ and published in the *Journal Injury Prevention* found that cycle tracks provide a **28%** lower rate of injury than on-street riding. The study also finds that **2.5 times** more people use cycle tracks than standard streets. This research is highly relevant to Minnehaha Avenue, as **four of the six** bike facilities studied (Rue Rachel, Berri Street, Avenue Christophe-Colombe, and Boulevard René-Levesque) were two-way cycle tracks on one side of a two-way roadway, equivalent to the proposed west-side cycle track on Minnehaha.^{iv} Three of the cycle tracks in question also featured parking.

The relevant academic research indicates that cycle tracks, including two-way cycle tracks on one side of two-way roadways, are at least as safe as other treatments if not significantly safer, and attract significantly more bicyclists.

A cycle track on Minnehaha would be safer than bike lanes in the following ways:

1. Moving the bicycle facility to the west side of the parked cars would narrow the perceived width of the roadway, and result in better adherence to the speed limit. Improved compliance with speed limits results in fewer accidents and lower fatality rates for all modes.
2. The cycle track design allows for shorter pedestrian crossings, especially if pedestrian safety is prioritized over the creation of a large turning radius at each corner.
3. Separated facilities tend to attract more bicyclists, and increasing the numbers of bicyclists improves the safety of bicyclists as a group. In Minneapolis, as bike mode share has increased, crash rates have decreased. Increasing the number of bicyclists on Minnehaha will make motorists more aware of the presence of bicyclists in the corridor, and increase safety.
4. The cycle track design eliminates visibility problems that would cause a car to push a bicyclist into moving traffic when exiting a driveway. To adequately address this risk in the bike lane configuration, parking spaces near major driveways would need to be removed.
5. Better public health outcomes - obesity and related diseases kill many more Americans than traffic accidents do. According to the National Institutes of Health, an estimated 300,000 deaths per year are due to the obesity epidemic, and according to the U.S. Census, there were 33,808 traffic fatalities in the U.S. in 2009.
6. A cycle track allows interactions between transit and bicyclists to be managed. In the bike lane layout, conflicts between buses and bikes are a significant problem that remains unresolved by the proposed bike lane design. Buses move across bike lanes to load and unload passengers. A good cycle track design will give transit riders a safe 'landing zone' at each bus stop, and indicate that bikes must yield to pedestrians.
7. A cycle track design is more consistent with trails in Minnehaha Park, as well as the Midtown Greenway just north of the project terminus. Buffered bike lanes between Lake Street and the Greenway could provide a 'quick fix' connection until reconstruction occurs on that segment of Minnehaha. A cycle track is more consistent with the level of high-quality trails that currently see thousands of bicycle trips/day near the north and south termini of the project. Even with no change, the current bike lanes on Minnehaha north of Lake Street are safer and more inviting than the proposed bike lanes south of Lake, as they are beside the curb rather than parked cars (see the University of British Columbia study above).
8. The cities with the best safety records have extensive cycle track networks. There are many variables to explain this, of course. But consider: helmet usage is rare in these

cities, and they still have fewer fatalities per bike mile travelled, by a very large margin, than we do in Minneapolis.

9. Under a cycle track design, midblock collisions – which make up roughly 1 in 5 collisions – are eliminated.
10. A cycle track design eliminates the threat of ‘dooring’ accidents, which remain a problem in the proposed bike lane design.
11. The cycle track would reduce sidewalk riding, which improves the environment for pedestrians.

Cycle track design at intersections

Intersection design is important to the safety of cycle tracks. At minor, non-signalized intersections, we propose that the cycle track cross intersecting streets at sidewalk grade, over a “speed table” that would alert drivers to the presence of the bikeway and discourage high-speed crossings of the bikeway. At signalized intersections, we recommend the use of colored pavement markings, similar to the very successful colorized markings the City has installed on 15th Avenue SE, and separate signals for bicycles and pedestrians. The signals for non-motorized travelers could provide a head start across the intersection, improving visibility and establishing right-of-way, or if necessary, could provide an entirely separate signal phase. These are not new ideas, generated by the BAC. They are national best practices that have been implemented in other U.S. cities. All of these best practices were shared with Hennepin County staff at the cycle track symposium Hennepin County organized on April 16, 2013, by Alta Planning and Design, Toole Design Group, and the City of San Francisco.

Why street design should address health

Crash avoidance is a shared responsibility. Ultimately, it is each driver's responsibility to drive safely. Engineers should design streets with as many safety-enhancing elements as possible, to promote and encourage the driving behaviors that maximize safety. In the same way, public health is a shared responsibility. Ultimately, it is each person's responsibility to maintain her/his health. Engineers should design streets with as many health-enhancing elements as possible, to promote and encourage the active transportation trips that maximize health. Because health problems related to obesity and sedentary lifestyles claim many more lives in our country than traffic collisions do, it would be problematic the design of our streets to ignore the larger problem, while focusing exclusively on the smaller one.

Neighborhood livability is improved with the cycle track design

Choice neighborhoods – walkable urban neighborhoods – are considered preferable to car-oriented neighborhoods. Hwy 55 is a hostile environment for pedestrians, because it prioritizes high-speed, high-capacity motorized travel. With the reconstruction of Minnehaha, Hennepin County has the opportunity to create a more pedestrian-friendly corridor, and create a better balance in the area. Rebuilding Minnehaha with a cycle track will make the neighborhood more inviting to pedestrians, bicyclists, and people looking for a place to live. In the suburban context, the mobility of automobiles is often considered secondary to the livability of a street - as evidenced by interrupted grid patterns and cul-de-sacs. Compared to these suburban strategies for balancing livability with mobility, the cycle track design on Minnehaha represents a subtle change – we are not proposing to interrupt Minnehaha with barriers or create cul-de-sacs. Minnehaha is a neighborhood street with many residents directly facing the street, and the narrowing of the street by converting the bike lanes to a cycle track represents a reasonable method for making Minnehaha Avenue a better place to live.

Cycle tracks improve economic vitality

The recent NY DOT study (see above) also indicates that protected bike facilities have a major positive impact on business corridor vitality. The protected bikeway on 9th Avenue, which was constructed in 2007, has helped local businesses. Stores between 23rd and 31st streets have seen a **49%** increase in sales, compared to an average of 3% for Manhattan as a whole over the same time period.

Transit access is improved with a cycle track design.

Creating world-class transit lines is not enough to increase transit ridership. In order to realize the full potential of transit, the neighborhoods near good transit lines must be designed to maximize pedestrian safety and comfort. One daunting pedestrian barrier (Hwy 55) between Longfellow and the Hiawatha LRT stations already exists. The Longfellow community does not benefit from Minnehaha being a second barrier between pedestrians and LRT stations. The cycle track design, combined with smaller curb radii, would allow for crossings as short as 22 feet. The bike lane design, by contrast, requires that pedestrians cross a roadway that is at least 34 feet wide. It also introduces an operational 'double threat' for pedestrians crossing the street, because the bike lane is used by cars making right turns and by cars passing vehicles waiting to make left turns. Whether Longfellow residents are accessing the bus route along Minnehaha or the LRT line, a Minnehaha Avenue with a cycle track and narrower crossings represents an improvement in transit access for local residents.

Other cities' experience

Cycle tracks are being implemented in many other cities in the U.S. and Canada, including New York, Chicago, San Francisco, Washington, D.C., Portland, OR, Vancouver, Montreal and Seattle. This type of facility has been used for years in the European cities with the highest bicycle mode shares (most above 30%), including Copenhagen and Amsterdam. These cities also have significantly fewer accidents per bicycle mile travelled than Minneapolis does. According to the Census, the percentage of commuting trips made by bicycle in Minneapolis has *decreased* slightly since 2008. Our peer cities are continuing to increase bicycle commuting mode share; all but two of the top 10 bike-commuting cities in the U.S. increased their mode share between 2009 and 2011, and Minneapolis is one of those two. As a result, we have dropped from 2nd place in the nation to 4th place in the nation, behind Portland, San Francisco, and Seattle – all cities that are investing in protected bikeway networks.^v

ⁱ <http://cyclingincities.spph.ubc.ca/injuries/the-bice-study/>

ⁱⁱ <http://www.nyc.gov/html/dot/downloads/pdf/2012-10-measuring-the-street.pdf>

ⁱⁱⁱ <http://injuryprevention.bmj.com/content/17/2/131.full>

^{iv} <http://injuryprevention.bmj.com/content/17/2/131/T1.expansion.html>

^v <https://docs.zoho.com/sheet/published.do?rid=b0tmjb34e59c0d6f645899baab2d1ddb1ed2c>

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 - ^v <https://docs.zoho.com/sheet/published.do?rid=b0tmjb34e59c0d6f645899baab2d1ddb1ed2c>