

To: Minneapolis City Council  
Minneapolis Public Works Staff  
Minneapolis Park & Recreation Board Commissioners and Staff

From: Minneapolis Bicycle Advisory Committee

Date: February 22, 2017

Subject: Official comments on the Calhoun / Bde Maka Ska - Harriet Master Plan and trail improvements access study

**Calhoun / Bde Maka Ska – Harriet Plan Comments**

The Minneapolis Bicycle Advisory Committee approved comments for the draft Calhoun/Bde Maka Ska-Harriet Master Plan and the Calhoun/Bde Maka Ska-Harriet Trail and Access Improvements Study Report as shown in the APPENDIX.

## APPENDIX

### **Minneapolis Bicycle Advisory Committee comments on the [Draft Calhoun/Bde Maka Ska-Harriet Master Plan](#)**

The Minneapolis Bicycle Advisory Committee disagrees with the proposal (page 96) to “Eliminate bicycle trail [under the West Lake Street Bridge alongside the lagoon] and convert to pedestrian trail only under the bridge and along the lagoon.” This is a vital, two-way, off-street bicycle connection that should be maintained. Many cyclists, including children, will not be comfortable crossing Lake Street, a major arterial road with heavy vehicular traffic, at grade.

The Minneapolis Bicycle Advisory Committee, prefers *continuous* two-way bicycle trails around the lakes in order to accommodate families and people not comfortable on the road. At minimum, a two-way bicycle trail should exist from the South Calhoun/Bde Maka Ska and William Berry focus area to the Northeast Calhoun/Bde Maka Ska focus area.

Defined cow paths along the Northeast quarter of the Calhoun/Bde Maka Ska Lake show the desire to have a two-way bicycle path in this area to connect Tin Fish with the beach and playground. It is not realistic to expect children and other trail users to circumnavigate several miles around the lake when arriving or departing the playground and beach, thus the need for a two-way path in this area. A steep hillside and stairs make it impractical for people on bicycles to access the roadway directly from the beach or playground.

The proposed at-grade crossings of East Lake Calhoun Parkway at West Lake Street and Lagoon Avenue must have high visibility pavement markings and adequate traffic signal timing to allow for full, safe crossing for both pedestrians and bicyclists.

The BAC supports closing Lower East Harriet Parkway to motor vehicle traffic to create more space for people walking and biking, as well as more parkland. It would allow a two-way bike path connecting the trails on Minnehaha Parkway to the bike facilities on Roseway Road and from there to West 40th Street, Bryant Avenue, and the rest of the city system.

Long-term, the BAC supports improving the connection between Lake of the Isles and Lake Calhoun by creating a land bridge over Lake Street between Thomas Avenue and the Lagoon.

## **Minneapolis Bicycle Advisory Committee comments on the [Calhoun/Bde Maka Ska-Harriet Trail and Access Improvements Study Report](#)**

The Minneapolis Bicycle Advisory Committee supports:

1. Concept A for Focus Area 1, the Lake Street bridge area.
2. Concept B for Focus Area 2, including the new grade crossing of Lake Street, but only if a 2-way bicycle facility is retained under the Lake Street bridge. **The BAC feels strongly that a two-way facility is the only design that reflects the reality of how the facility will be used, and is critical for people who do not feel comfortable riding on-street to make the connection to the Midtown Greenway and Isles Pkwy.** A well designed two-way bicycle facility can solve the current congestion and conflict points, especially with some percentage of people on bikes choosing to take the proposed new at-grade crossing. The BAC supports this outcome for the safety of all users – pedestrians and bicyclists - and the circulation plan says that non-motorized transportation should be prioritized.
3. Keeping the bike facility to the east of the pedestrian facility south of Lake Street, rather than having it swap sides twice.
4. Concept C north of Lake and Lagoon, retaining a two-way bicycle-only trail.
5. Concept C for the intersection of Minnehaha Pkwy and Lake Harriet Trail, with a two-way bicycle facility on the north side of Irving Ave S. The BAC's second choice for this location would be Concept B.