

Minneapolis Bicycle Advisory Committee Minutes

Wednesday, October 25, 2018, 4 PM – 6 PM

Room 333 Minneapolis City Hall

Members Present: Jenny Bordon, Erika Dani, Wes Durham, Matthew Dyrdaahl, Steve Elmer, Paul Frenz, Robin Garwood, Joshua Houdek, Liz Johnston, Jordan Kocak, Chris Linde, Nick Mason, Dan Miller, Tyler Pederson, Elissa Schufman, Aaron Shaffer, Sarah Stewart, Anthony Taylor, Mackenzie Turner Bargen, Emily Wade, Georgianna Yantos

Members Absent: Richard Anderson, Tony Drollinger, Janice Gepner (excused), Matthew Hendricks, Jaime Makepeace, Greg Sautter, Emily Smoak (excused)

Others Present: Millicent Flowers, Arman Rajaeian, Steve Mosing, Kate Matusinec

Actions

1. The Minneapolis Bicycle Advisory Committee supports the **Hiawatha Trail Crossing at 26th Street Signalization Project** with a preference for white zebra crossing markings, and for the project to maximize the green time for the train. Additionally, the Committee thanks staff for their investment of time and effort to complete the project.
2. The Minneapolis Bicycle Advisory Committee supports the **Elm Street SE** resurfacing project as presented, and recommends reducing the speed limit from **35 to 25 MPH as allowed by Minnesota State Statute 169.14.**

Summaries of Discussions

The meeting was called to order at 4:03 pm and was chaired by Nick Mason. The September minutes were unanimously approved with the following amendment:

- Under Item 3, bullet “Golden Valley Road Bike Lanes,” substitute “cross sections” for “intersections”

1. Hiawatha Trail Crossing at 26th Street East presented by Steve Mosing - **ACTION**

- Steve presented on the planned changes to the Hiawatha Trail Crossing, which will expand the crossing signal zone to improve safety for people walking and biking.
- The intersection will be signalized for walking and biking: there will be a beg button for people walking that activates a walk/don't walk light, and video detection for people on bikes that will have a red bike/green bike.
- Project will also remove the “free right” for people in cars traveling westbound and turning onto Hiawatha northbound: it will become signalized and the right turn lane will be removed with a curb bump-out. There will be a no right turn on red sign added also.
- The curb bump-out is currently orange cones, and will be installed permanently with concrete in 2019. The goal of the signal is to be installed and operational by January 1, 2019.
- The trail will have two lights (one east of the trail and one west of the trail) to help reduce problems with drivers waiting in the trap zone / blocking the tracks.
- Bike will have right of way when cars are going north/south with no turns, and when the gates are down for the train.

- This intersection is consistently in the top 5 for vehicle collisions in the City, and there have been 16 cars collisions with people biking or walking since the trail opened.
- Steve expects there will be changes and fine-tuning after opening. The complexity of the intersection with the LRT component means that they needed two signal controllers connected to get the intelligence needed to operate the intersection effectively.
- Nick noted a preference for white striping instead of green striping, as people on bikes who are hit by cars have no right of way and no rights in green conflict zones.
- Robin asked if the cars travelling northbound on Hiawatha and turning right onto 26th Street could have a yield sign, or another measure that would de-prioritize such a low-use intersection, in order to improve the amount of green signal time for people biking and walking.
- Emily asked about video signalization and its effectiveness based on her experience using that on Washington Ave. Washington Ave's current setup requires that they give priority to oncoming drivers turning left, which is why the system may sometimes feel ineffective for people on bikes.
- Robin made a motion to support the project with additional recommendations.
- The motion passed unanimously.

2. 5E Subcommittee Report presented by Elissa Schufman & Nick Mason

- **Northside Greenway Discussion**, Elissa Schufman
 - 5E Subcommittee reviewed the 5 key findings from the report presented by Sarah
 - Overall, people wanted a Greenway on their street, and people with the full Greenway were most likely to be supportive of the concept
 - People have been exhibiting the same level of support over the many years of engagement around this project, so the City can confidently say it's something the community wants
 - Matthew continues to work on the Greenways Study next steps and how that links to the Transportation Action Plan.
- **Strategic Visioning**, Elissa Schufman
 - Work on strategic visioning continued. The committee had a really good discussion about the role of enforcement, which brought to light some conflicting viewpoints about the role of enforcement as it relates to 5Es (some folks wanted to be working with police, others did not).
 - Not sure yet what level of commitment will be appropriate for the workplan (do we make a statement about how enforcement fits in Vision Zero, for example, or do we only say that we want to influence what the plan says?). Will continue working on it at our November meeting.
 - Chris/Elissa/Emily have restructured the next meeting to allow much more time for conversation moving forward, as it was very fruitful.
- **Transportation Action Plan Bicycle Workgroup Update**, Nick Mason
 - Currently the group is working a lot on the Engineering aspect of the plan through route mapping, and will continue to review the map over 2-3 meetings.
 - The first meeting concentrated on the south/southeast parts of the City, and looked at key corridors while asking a series of discerning questions, such as "How useful is this corridor?"
 - Goal is to really be thinking about an all ages and abilities network. Robin encouraged that this conversation really be aligned with the winter maintenance discussion.
 - The timeline is really fast, and aside from Engineering the other Es really aren't showing up currently. While the last plan had 200+ pages of policy, this has nothing, and there may be room for a compromise in the middle.

- Other sections of the plan and other groups will be much more focused on the implementation of policy because they impact people walking, people biking, people with disabilities, etc.
- Unclear how those policy pieces will be informed by workgroups when the workgroups are operating simultaneously. Simon Blenski will be coming to the next 5Es meeting and would be a good question for him. He can also speak to the specifics of planned public engagement.

3. Engineering Subcommittee Report presented by Chris Linde & Tyler Pederson – ***ACTION***

- **Girard Avenue Reconstruction**, Chris Linde
 - Project came to committee at 0% and left at 0%.
 - Only 1 block, but a shared street opportunity.
 - There's a survey, linked on the minutes information sheet, that everyone should take which will help inform the project.
 - Liz Heyman with the City will be back to present again in December with design options.
- **Diamond Lake Road**, Chris Linde
 - Also at 0% and will be returning to Engineering in November or December.
 - Currently there are concerns about the parking loss by the park, but only 3-16% parking usage.
- **Elm Street SE**, Chris Linde - ***ACTION***
 - Existing 5' lanes currently include 2' of gutter pan; will be expanded to 7' including 2' of gutter pan.
 - Chris made a motion to recommend the Elm Street SE resurfacing project as presented with a recommendation to reduce the speed limit.
 - Motion passed unanimously with no abstentions.
- **Blaisdell Avenue Protected Bikeway**, Chris Linde
 - Project will be coming back to the Engineering Committee again after the layout is produced this winter.
 - Scope is Blaisdell from 26th Street to 29th Street.
 - Possibly exploring protected intersections.
- **Minnehaha Parkway Detour**, Tyler Pederson
 - Huge sewer detour needed for a 3-year project on Minnehaha Parkway.
 - Project is being coordinated by the Metropolitan Council. Bids are going out in winter, and expecting to start construction in April of 2019.
 - Have to dry out pipes inside of concrete underground, so will be putting three 3-foot pipes on the north side of the sidewalk to detour the sewage.
 - The current idea is to route people walking and biking on the Grand Rounds / Hiawatha Trail to the west of the current connection, using 34th Avenue to connect to Minnehaha Parkway.
 - There may be 2 split bikeways or paths installed on Minnehaha, each following the one-ways of car traffic.
 - Information will be sent to neighborhood residents in November (probably via a meeting).
 - Tyler will route thoughts to the Metropolitan Council team working on the project.

4. Capital Improvement Plan 2020-2024 Recommendations, Matthew Dyrdaahl

- It's time for the BAC to make its annual wish list of projects for the 5-year Capital Improvement Program, so Matthew is re-introducing the process and its purpose.
- Process is as follows: BAC and other committees develop wish lists. City department takes those and decides what they want to propose. Another City Committee, the Capital Long Range Improvement

Committee (CLIC), reviews the all the proposed capital projects for the City and makes a recommendation about what to fund. Then the Council/Mayor review and approve/change it. The final decision becomes the Capital Improvement Plan.

- Matthew will be bringing more detail about the CIP process to future meetings, and hopes to have a working session with the committee to determine what goes on the wish list.
- Reviewed the list the committee put together for the last CIP and what has been funded/programmed or not. Some items are easier to make progress on because funding is the only barrier, while others have jurisdictional issues or other dimensions that make them hard to prioritize / actualize.
- Dan and others requested advance materials so they would have adequate time to review and reflect before Matthew's proposed work session.

5. Announcements

- Wes: The new iteration of the draft comprehensive plan goes to the Planning Commission on Monday, October 29 at 4:30 p.m. There are lots of rules about how commenting will work: people will get numbers on arrival and the Commission will only take the first 3 hours of testimony; if you are repeating something that someone has already said you will be asked to shorten your remarks; there will be written comment cards; you must sign in if you want to speak. The draft plan will go to City Council next, on November 14.
- Mackenzie: There is a bus-bike tour of the 35W construction project area, leaving from the Kingsfield Farmers Market at 10:00 a.m. on Sunday. October 24 is the last day to register, see Mackenzie for the sign-up link.
- Nick: BikeMN's annual educators conference is coming up on November 3, for all people who consider themselves bicycle and pedestrian educators. RSVP on the BikeMN website.

The meeting was adjourned at 6:02 pm.

Minutes respectfully submitted by Elissa Schufman