

**Minneapolis Bicycle Advisory Committee Minutes**  
**Wednesday, December 20, 2017, 4 PM – 6 PM**  
**Room 333 Minneapolis City Hall**

**Members Present:** Mackenzie Turner Bargaen, Jenny Bordon, Bill Dooley, Wes Durham, Matthew Dyrdaahl, Paul Frenz, Janice Gepner, Matthew Hendricks, Joshua Houdek, Jordan Kocak, Chris Linde, Hilary Lovelace, Nick Mason, Tyler Pederson, Nathan Pentz, Ann Postera, Greg Sautter, Peter Wagenius, Georgianna Yantos

**Members Absent:** Richard Anderson (excused), Tony Drollinger, Steve Elmer, Robin Garwood, Juana Sandoval (excused), Elissa Schufman, Scott Snelling, Sarah Stewart (excused)

**Others Present:** Abdullahi Abdulle, Ethan Fawley, Kelsey Fogt, Liz Heyman, Virginie Nadimi, Francis Stevenson

**Actions**

1. Whereas the Midtown Greenway is the most well-used bicycle facility in Minneapolis,

Whereas there are more total users of the Midtown Greenway (pedestrians, bicyclists, etc) on an average day than 90% of Minneapolis streets (pedestrians, bicyclists and cars, etc),

Whereas the City of Minneapolis voted in 2007 to reject the former 35W & Lake Street Access Project, which did not include a transit station at Lake Street and instead design the 35W & Lake Transit/Access Project with specific criteria that a transit station be included and that a “high quality connection” to the Midtown Greenway be built to that transit station.

Whereas the City’s project partners (Hennepin County, Met Council and MNDOT) accepted those criteria and the Transit/Access Project has been designed as intended to include the “high quality connection” to the Midtown Greenway and is currently under construction,

Whereas, the Minneapolis Bicycle Advisory Committee anticipates that the Midtown Greenway will be an important means of access to the BRT station from day one of Orange Line operations,

Whereas, the primary purpose of transit station names should be to help users easily find their way to and from the stations and it would be wasteful to not include “Midtown Greenway” in the station name after all the effort and money that has been invested to ensure that connectivity,

THEREFORE BE IT RESOLVED that the Minneapolis Bicycle Advisory Committee recommends to the Metropolitan Council “**Lake St/Midtown Greenway**” as the name for the **BRT station on the Orange Line**.

2. The Minneapolis Bicycle Advisory Committee recommends changing the **5E Subcommittee date and time** to the 2nd Wednesday of the month from 5:00 pm to 6:30 pm starting in January, 2018, and reassessing time and date by June, 2018, at the latest.

## Summaries of Discussions

The meeting was called to order at 4:06 pm and was chaired by Nick Mason. The Agenda was revised to include discussion of the Orange Line station name and unanimously approved. The October and November Minutes were unanimously approved.

1. **Orange Line BRT Station Name** led by Peter Wagenius
  - The Met Council is considering naming the station “Lake St” instead of “Lake St/Midtown Greenway,” which has been the name agreed upon by the City.
  - Including “Midtown Greenway” in the name emphasizes the great connection to the Greenway from that Station.
  - It’s not a question of the name being too long; several stations have longer names.
  - Jordan K said the County supports good connections to bikeways and would support including the Greenway in the name.
  - Peter’s motion to support naming the Orange Line BRT Station “Lake St/Midtown Greenway” passed unanimously.
2. **Appreciation of Peter Wagenius** led by Nick Mason
  - Peter has been the Mayor’s representative on the BAC for 16 years, including both Mayor Rybak and Mayor Hodges.
  - Nick presented Peter with a plaque to thank him for his service.
3. **20 Year Streets Funding Plan (YSFP)** led by Abdullahi Abdulle
  - Abdullahi presented an overview, including principles, community engagement, project selection process, plan outcomes and next steps.
  - This is the 2<sup>nd</sup> year of an ordinance passed in 2016.
  - Plan will be updated every year to incorporate public feedback.
  - Core principle: plan is “data driven,” using data to select streets for projects.
  - Data will be used to assess street condition, how much it is used, and who uses it.
  - Pavement Condition Index (PCI) score depends on 3 categories: asset condition, “equity – community demographics”, and “equity – uses and modes”.
  - Asset condition includes infrastructure condition, safety and utility needs.
  - Road condition evaluation uses a van that is driving the entire city, taking pictures and assigning a score.
  - “Equity – community” will focus on whether street users are nonwhite majority, concentrated poverty, and vehicle availability.

- “Equity – uses” prioritizes pedestrians and handicapped users first, then bicyclists and transit and then cars.
- Qualitative considerations focus on nearby projects, best timing, and city goals.
- Current Capital Improvement Program (CIP) for 2018-2022.
- Each year: update data, update feedback and update needs.
- Timeline: Budget requests Jan-Mar, CLIC sends recommendations to Mayor, Mayor sends budget to Council Oct-Dec, Council approves.
- For current CIP go to [website](http://www.minneapolismn.gov/publicworks/20yearplan):  
<http://www.minneapolismn.gov/publicworks/20yearplan>.

#### 4. **Overview of Criteria Development for New Programs in the Capital Improvement Program**

**(CIP)** led by Virginie Nadimi, Kelsey Fogt and Matthew Dyrdaahl (Public Works)

- New effort to use a data driven approach in suggesting new pedestrian and bicycling projects for the CIP.
- Four categories of bike/ped projects: *Safe Routes to Schools*, *Pedestrian Safety Program*, *ADA Curb Ramp Replacement Program* and *Sidewalk/Gap Program*.
- *Safe Routes to Schools* presented by Virginie N
  - Budget is \$400,000.
  - Focus on equity and Vision Zero.
  - Using pedestrian crash data and school demographics
  - School demographics include: % students living in walk zone, % of nonwhite students, and % of students on free/reduced lunch.
  - Qualitative criteria include pairing with capital resurfacing projects.
- *Pedestrian Safety Program* presented by Matthew D
  - Budget \$600,000.
  - Focuses on unsignalized City intersections.
  - Opportunities for significant improvements; much cheaper than improving signalized intersections.
  - Using pedestrian crash data and filter with equity.
  - Qualitative criteria include pairing with othe projects and short term feasibility.
- *ADA Curb Ramp Replacement Program* presented by Kelsey F
  - Budget \$500,000.
  - Stand alone projects at unsignalized City intersections using YSFP criteria.
  - Consider existing ramps, equity and uses.
  - Qualitative criteria include prioritizing clusters of improvements, coordinating with other projects and best time.
- *Sidewalk/Gap Program* presented by Kelsey F
  - Budget \$150,000; brand new category.
  - Focus on sidewalk gaps where homeowners cannot be assessed, such as along cemeteries, or MnDOT or Park Board land.
  - Looking at streets with low scores, so not up for reconstruction, but in high equity, high use areas.

- Matthew D said we are now analyzing data, evaluating feasibility and identifying projects for the next CIP.
- Wes pointed out a paradox of evaluating users: potential users may not use a street because of poor condition.
- Chris L asked whether condition of lighting is considered since that is key to safety.
- Street lighting is up to property owners who are assessed for improvements.

5. **BAC Recommendations for CIP** led by Matthew Dyrdaahl

- Matthew recommended that next month's 5E meeting be devoted to selecting BAC recommendations for the next CIP.
- He will look at the Bike Master Plan and do work ahead of the meeting.
- Categories for projects include: protected bike lanes, safe routes to schools, and stand alone (big) projects.
- Matthew H suggested including the evaluation of existing bike infrastructure.
- Nick suggested a focus on upgrading existing high stress bike facilities to low stress.
- Ethan F said we should consider how the CIP process relates to regional solicitations.
- Peter W pointed out that CIP ranking affects consideration for regional solicitation.
- Nick said we should consider protected intersection upgrades and design features.

6. **5E Subcommittee** Report presented by Hilary Lovelace – ***ACTION***

- **BAC Recommendations for CIP:** working session next month.
- **Subcommittee Meeting Time – ACTION**
  - Hilary presented a motion to change the Subcommittee meeting time to the 2<sup>nd</sup> Wednesday of the month from 5 – 6:30 pm.
  - Motion amended to include evaluation of meeting time change by June, 2018.
  - Amended motion passed unanimously.
- **Vision Zero**
  - Subcommittee discussed concerns about interactions between users and police, difficulty of education initiatives, and options other than tickets.
  - Timeline: 2018: ideas and process; 2019: planning and implementation.
  - Matthew said the City hasn't started yet; now just gathering information.

7. **Announcements**

- Tyler P: the Park Board is soliciting applications for BAC citizen representative appointments. Due Friday, Dec 22. Appointments will be made at Jan 2 Commissioners meeting. Previously all citizen representative appointments ended in May. Tyler will talk to the Park Board about this.
- Ethan F: Hennepin County budget includes \$2 million in new transportation safety funds. Jordan added that safety money will go to biking and walking improvements such as signals, road geometry, bumpouts, and medians. Staff now developing lists of projects.

- Paul F: Effort to extend the Midtown Greenway across the railroad bridge to St Paul is now getting started. Several groups are involved. There will be meetings about this in upcoming months. See Soren Jensen for more information. Jordan K said it's important to consider who will own and maintain the trail.
- Nick M: As of January 1, Hennepin County will have a new Transportation Director.

The meeting was adjourned at 5:46 pm.

Minutes respectfully submitted by Janice Gepner