

Minneapolis Bicycle Advisory Committee Minutes

Wednesday, February 26, 2020 4 PM

Room 333 Minneapolis City Hall

Members Present: John Barobs, Jennifer Bordon, Tony Drollinger, Wes Durham, Matthew Dyrda, Paul Frenz, Robin Garwood, Heather Gillich, Matthew Hendricks, Joshua Houdek, Liz Johnston, Nick Mason, Dan Miller, Tyler Pederson, Mackenzie Turner Bargin, Elissa Schufman, Georgianna Yantos

Members Absent: Richard Anderson, Dan Boody (excused), Steve Elmer, Janice Gepner (excused), Jordan Kocak, Chris Linde (excused), Greg Sautter, Abdi Salah, Aaron Shaffer, Emily Smoak (excused),

Others Present: Ted Duepner, Ethan Johnson, Millicent Flowers, Liz Heyman, Robin Hutcheson, Michele Molstead, Tom Thao

Actions

CIP Recommendations

The Minneapolis Bicycle Advisory Committee joins the City of Minneapolis in envisioning a future where people of all ages and abilities can easily walk, roll, bike, or use transit as they navigate the City.

The infrastructure we fund and build now will shape how people get around for decades to come. With the current climate emergency, and the City's commitments to climate justice, racial justice, and complete streets, we must act with urgency. Every infrastructure project has the potential to create rapid progress—or to maintain the status quo that limits economic opportunity, damages our climate, and endangers the lives of people who walk, roll, bike or use transit. The City has outlined this clear vision for transformative change in its climate emergency declaration, Complete Streets policy, Vision Zero Action Plan, and Transportation Action Plan.

To achieve these goals, City streets need to be rebuilt so that cars have minimal access to the right of way, and that people walking, rolling, biking, and using transit are receiving investments that begin to undo decades of investment in car-only and car-primary infrastructure.

Proposed transportation investments from Public Works should only be for programs that radically improve conditions for people walking, rolling, biking, and using transit. The 2020-2024 CBR requests for Street Paving alone were \$324M, yet dedicated funding for bicycle and pedestrian related programming was a small fraction of that level, with only \$40M in funding proposed. While some resurfacing and reconstruction projects included biking and walking elements, this misalignment in proposed projects is a decided investment in the status quo and will not result in the changes people in our city need.

To that end, the Minneapolis Bicycle Advisory Committee makes the following recommendations to Minneapolis Public Works regarding the 2021-2025 Capital Improvements Program:

- Create and propose a 2021-2025 Capital Budget Request to fund neighborhood greenways
- Create and propose a 2021-2025 Capital Budget Request to fund transit improvements

- Create and propose a 2021-2025 Capital Budget Request to fund evaluation-based spot improvements and infrastructure adjustments to remedy gaps in recent capital projects
- Increase proposed funding amounts for pedestrian and bicycle-specific capital programs, including Safe Routes to School (BP001), Defective Hazardous Sidewalks (SWK01), Sidewalk Gaps (SWK02), Pedestrian Street Lighting Corridors (TR024), Pedestrian Safety Program (BP004) and Protected Bikeways (BIK28)
- For the next five years, only implement reconstruction projects that include a design that represents significant improvements for walking, rolling, biking and transit use
- Consider safety oriented street modifications that leave existing curb and gutter structures in place as a cost effective option for improving resurfacing projects in order to implement lower cost curb bumpouts and other safety treatments
- Ensure that design guidelines for pavement infrastructure projects account for the mode shift goals outlined in the City's Climate Action Plan, so that streets prioritize people walking, rolling, biking, and using transit; and that winter maintenance and snow storage will reallocate space from cars rather than people on sidewalks or in bike lanes
- Ensure all pavement projects that seek federal funds through the Metropolitan Council's 2020 Regional Solicitation process meet the above criteria
- Construct all unprogrammed protected bike lanes identified in the Protected Bikeway Plan on City of Minneapolis streets, including:
 - Grant St
 - Oak St
 - 9th St S/10th St S
 - 1st Ave S/Blaisdell Ave S
 - Dunwoody Blvd/Hennepin Ave
 - Loring Bikeway Gap

As appropriate, we also encourage Public Works to explore scope changes for existing projects funded through the Regional Solicitation in order to align these projects so that their designs represent significant improvements for people walking, rolling, biking, and using transit, especially given that these shifts will not affect many key considerations of the projects.

Grant St/2nd and 1st Ave Protected Bikeway

The Bicycle Advisory Committee approves of the plan as presented with the following recommendations.

- Add bike lane protection on both ends of the Grant St. bus station.
- Narrow the NB 1st Avenue left turn lane radius, so vehicles do not enter the EB 16th St lane while turning.
- Reduce width of the meter farm exit onto 1st. Avenue

29th St E. Safety Improvements

The Bicycle Advisory Committee suggests that Public works explores a median at the 29th St and Bloomington Avenue intersection and revise the signal timing at Lake St and 28th St where they intersect Bloomington Avenue to discourage speeding.

Luella Anderson Residential Reconstruction

The Bicycle Advisory Committee recommends a fully protected bikeway or neighborhood greenway that includes an off-street trail on 42nd Street in order to significantly improve the RiverLake Greenway.

Elm St/Rollins Ave Resurfacing/Striping

The Bicycle Advisory Committee asks if paint striping for bike lanes can be continued from Elm St onto Kasota Ave to the city limits.

Summaries of Discussions

The meeting was called to order at 4:10 pm and was chaired by Nick Mason. The December Minutes were unanimously approved.

1. Introduction, presented by Robin Hutcheson

- Robin Hutcheson wanted to stop by the Bicycle Advisory Committee to put faces to names and will drop in for a few minutes at a future meeting also.
- Robin thanked the committee for its work and noted how important bicycling is to climate action and equity.
- The draft Transportation Action Plan will be released soon.

2. CIP Recommendations, presented by Elissa Schufman - ACTION

- Draft recommendation synthesizes the specific list of recommendations as well as the desire to include more visionary framing language.
- List was ideated at 5Es and Engineering, a draft was brought to 5Es for discussion and feedback, and then edited in advance of the full meeting.
- Liz initiated discussion about the bullet point referencing a “50% minimum” of right of way space for people walking and biking, wanting to reframe it as a positive.
- Robin G. noted the word “repaving” was not helpful because of the contextual difference in what’s possible to change in reconstruction and resurfacing.
- Heather noted that the updated language did not seem as visionary.
- Wes noted that from a planning perspective, it could encourage people follow the minimal math instead of the maximum.
- Matthew H. suggested language around spot improvements.
- Elissa presented the motion.
- The motion passed unanimously.

3. CIP Discussion, presented by Liz Heyman

- Minneapolis is adding a 6th year to the CIP.
- Current CIP project types include standalone bike and pedestrian improvements, street reconstruction, pavement maintenance, and bridge maintenance and reconstruction.
- Liz reviewed the list of projects in 2020, 2021, 2022, and 2023-2026.
- 2023-2026 is in a very draft stage, and currently significantly overprogrammed. The number of projects to program is variable depending on how many projects are concrete versus more temporary measures. They are also weighing equity considerations.
- Liz reviewed the map of projects.

- Jenny B. requested that Public Works explore adding a pedestrian-bicycle bridge at 34th street, which would support safer walking and biking access to Green Central Park Elementary School.

4. **BAC Appointments**, presented by Matthew Dyrdaahl

- Applications for appointments for the next 2-year term (July 2020 – June 2022) are now open.
- Council members appoint their individual representatives. Now is a good time to reach out.

5. **5Es Subcommittee Report**, presented by Elissa Schufman

- Dan B. came to the last 5Es meeting to gather further input on ways that the crash reporting process could be made better for people biking. The discussion will continue at 5Es as there are opportunities to weigh in. Josh H. suggested connecting to a crash attorney for additional ideas. Robin G. suggested the committee explore a resolution in the future.
- CIP items and recruiting items were discussed earlier in the meeting.

6. **Engineering Subcommittee Report**, presented by Dan Miller

Grant Street/2nd and 1st Ave Protected Bikeway

- Project will be constructed in 2020 and revisited for additional improvements during a 2023-2024 reconstruction.
- Dan presented a motion in support of the project with additional recommendations for improvements.
- The motion passed unanimously.

Whittier/Lyndale Bikeway and Whittier Elementary School SRTS project

- Project is at 0% and they are in the community engagement stage.
- Includes temporary paint and bollards improvements in 2021.
- There is a lot of project information on the project webpage, including a survey.
- The project will return later in the spring.

29th St. E Safety Improvements

- Resurfacing scheduled for 2020 that includes improved connection between 17th Ave bicycle boulevard and the 18th Ave Greenway entrance.
- Matthew H. noted there were concerns about visibility with a proposed center median at Bloomington Ave intersection.
- Elissa S. noted that signal timing and speeding was a big issue on the stretch of Bloomington between Lake Street and 28th Street.
- Matthew H. brought a motion to explore a median and signal retiming.
- Motion passed unanimously.

Luella Anderson Residential Reconstruction

- 2021 neighborhood street reconstruction. Preliminary evaluation indicates 42nd will need a total reconstruction and others will be rehabilitated.
- Discussion about the use of the word “greenway” and whether the existing status of 42nd as the River Lake Greenway helped or hindered the case for a car-free street.
- Dan M. presented a motion for a fully protected (car-free) bikeway.
- The motion passed unanimously.

Elm St./Rollins Ave Resurfacing/Striping

- Fall 2020 resurfacing project that will include new paint striping for existing bike facilities and narrow driving lanes.

- Bus stop improvements and improved neighborhood access points are beyond project scope. Project will return in April.
- Robin G. noted that while projects like this are good, the city needs to be thinking about “then what” and working on more logical termini for projects and including that as part of the presentation.
- Dan M. presented a motion to support extending paint to city limits.
- The motion passed unanimously.

28th Ave S Pedestrian Safety Project

- 2020 construction to create a safer pedestrian crossing of 28th Ave S at 43rd St E. Upgrades include ramps and reduced crossing distance.
- Public Works was willing to come back in April and was asked to present only at the PAC since there were no bicycle elements in the project.

7. Announcements

- Tom Thao has joined the Minneapolis Health Department team and will be working with Heather Gillich on a variety of projects. He will likely attend future meetings with Heather.
- Nice Ride draft plan is out. It is very similar to the proposed plan brought to the BAC and 5Es earlier this year, so they will not be re-presenting at the BAC.
- Paul F. is serving on a Southwest LRT information workgroup, which is almost entirely residents except Paul. There will be monthly meetings for the next 2-3 years.
- The draft Transportation Action Plan is set to go to Council’s Transportation & Public Works Committee on March 9. Robin G. suggests that the committee discuss the draft during March and April in order to submit a comment within the draft’s comment period.
- MPS Safe Routes to School is hosting a Bike Leader Gathering on Friday, March 27 from 9 – 11 a.m. at the MPS Culinary Center. The event is learning and sharing skills and resources.
- During the April 5Es meeting, Elissa S. will be traveling, and Emily S. will be on parental leave. They are still looking for a volunteer to chair the meeting.

The meeting was adjourned at 5:55 pm.

Minutes submitted by Elissa Schufman