

Minneapolis Bicycle Advisory Committee Minutes

Wednesday, July 22, 2020, 4 PM – 6 PM

[Online Meeting via Microsoft Teams]

Members Present: Mackenzie Turner Bargen, John Barobs, Jennifer Bordon, Wes Durham, Matthew Dyrda, Paul Frenz, Robin Garwood, Janice Gepner, Heather Gillich, Matthew Hendricks, Joshua Houdek, Chris Linde, Nick Mason, Dan Miller, Tyler Pederson, Elissa Schufman, Aaron Shaffer

Members Absent: Richard Anderson, Dan Boody (excused), Tony Drollinger, Steve Elmer, Liz Johnston, Jordan Kocak, Jaime Makepeace, Greg Sautter, Emily Smoak, Anthony Taylor, Georgianna Yantos

Others Present: Millicent Flowers, Chris Kartheiser, Jesse Thornsen

Actions

1. Transportation Action Plan (TAP) Resolution: see Appendix I.

2. The Minneapolis Bicycle Advisory Committee supports the Grand Avenue South Reconstruction project as presented and asks Public Works to remove one side of parking to expand the 10 foot off-street path and to accelerate the construction of the Pleasant Avenue South Bikeway as soon as feasible.

3. Luella A Anderson Area Reconstruction

The Minneapolis Bicycle Advisory Committee approves of the subset 42nd Street E reconstruction and its pedestrian and bicycle improvements as presented to our Engineering Subcommittee, July 14, 2020 with the following recommendations:

As part of the project that the transition from off-street trail to road at 46th Avenue be clarified for the west-bound bicyclists as the current layout lacks clarity. Additionally, visually reinforce for all roadway users with refreshed bike blvd symbols and signing between 42nd and 46th Avenues.

In addition to the proposed intersection zebra crossing pavement markings and pedestrian signing, that the inset parking zone boundaries are striped.

As part of the reconstruction, a new kiosk is added prominently identifying the RiverLake Greenway including a map with distances and information to landmark intersections and destinations along its route between West River Road and Lake Harriet. This should be installed along with trail markings at the conclusion and same year of the 42nd Street reconstruction.

That the BAC is forwarded the final plan before being presented to Council.

That a post project review is presented to the BAC within a year of completion with an opportunity to discuss potential revisions.

4. Community Safety Resolution: see Appendix II.

Summaries of Discussions

The meeting was called to order at 4:03 pm and was chaired by Nick Mason. The June Minutes were unanimously approved by roll call vote. Dan M's motion to amend the agenda to postpone the Community Safety discussion to the last item was unanimously accepted.

1. BAC Membership Update presented by Matthew Dyrda

The June 2020 start date for new BAC members has been postponed due to pandemic.

Applications for new members will go live Aug 30 and are due by Sept 30.

All past applications will still be considered.

New members will probably be approved by the City Council in October.

New terms will begin at the following BAC meeting and continue through 2022.

2 new citizen members have already been appointed by the Park Board, Kyle & Cadence; they can start next month.

Mackenzie said that MnDOT has asked her to abstain from BAC voting.

There was a discussion on agency members voting since they don't vote on PAC.

Nick M and Robin G spoke to why agency members vote at the BAC.

2. 5E Subcommittee Report presented by Elissa Schufman – **ACTIONS**

Community Safety Discussion – ACTION (see item 4. below)

Transportation Action Plan Motion – ACTION

Nick presented a motion that he put together from people's comments.

Dan M amended motion to add a section on neighborhood greenways.

Wes D suggested revising the language about onstreet parking.

Jenny B suggested adding pedestrian network to the schools section.

The motion passed unanimously with an abstention from Mackenzie TB.

Stay Healthy Streets Routes (postponed for a future meeting)

3. Engineering Subcommittee Report presented by Chris Linde – **ACTIONS**

Grand Avenue South Reconstruction – ACTION

The subcommittee focused on short shared-use facility from 31st to Lake St.

Chris presented a motion to support the project with suggestions.

Matthew D added that PAC agrees with our concerns.

The motion was modified to strengthen our request to remove parking.

The motion passed unanimously with an abstention from Mackenzie TB.

Dan M mentioned there is a virtual Open House on this tonight.

Luella A Anderson Neighborhood Reconstruction – ACTION

Chris presented a motion to support this project with several suggestions.

Project currently at 30%.

Project's bike impact is a 10-ft 2-way cycle track on the south side of 42nd St from 46th Ave to W River Pkwy next to Minnehaha Academy.

Paul shared his concerns about where the bike facility ends at 46th Ave.

Discussion on how best to label this intersection.

Motion was amended to request clarity at that intersection.

Motion passed unanimously with an abstention from Mackenzie TB.

Bryant Avenue South Reconstruction

Section from Lake to 50th St.

Liz Heyman presented, and she'll be back to subcommittee on this.

Franklin Avenue Reconstruction

Katie White presented this project to the subcommittee.

Section between Hennepin Ave and Lyndale Ave.

Hennepin Avenue South Reconstruction

Becca Hughes presented this project to the Subcommittee.

Section from Lake St north to Douglas Ave.

There is a community advisory committee with no BAC representation.

4. Community Safety Discussion – ACTION

Elissa S presented a resolution which resulted from a year and a half of conversation and input, with help from Robin G and Matthew H.

She said discussion should focus on this resolution with people making formal motions to amend it.

She said that police behavior directly affects how safe people feel biking.

Dan M said he has a different motion he would like people to consider.

Matthew H said that deleting lines 32-48 and 66-70 might make it easier for people to support the motion.

Robin G said he was open to deleting the “whereas” clauses.

Tyler P said the “whereas” clauses could be important to explain our thinking.

Dan M’s motion was shared so we could vote to substitute that as our motion.

Matthew D said that Dan’s motion strikes too much out of the original motion.

Paul F supported the substitute motion saying we should stick to bike issues.

Jenny B said that systemic racism does affect how comfortable people feel biking.

Robin G said it’s important to keep all the “be it resolved” wording from the original motion.

Heather G said we have to remember that racism is a public health crisis.

Joshua H says we’re in a powerful moment now where strong language is important.

The vote to replace the original motion was defeated: 8 no, 3 yes, 2 abstentions.

Nick M presented a motion to strike lines 11-58 of the original motion. That proposal was defeated: 7 no, 4 yes, 2 abstentions.

The original motion presented by Elissa passed: 9 yes, 3 no, 2 abstentions.

5. Announcements

Dan M: the Broadway trail between Stinson and Industrial Blvd and the new trail on Industrial Blvd between Broadway and Ridgeway Pkwy have been striped.

Mackenzie TB: said Goodbye. This is her last BAC meeting. Jesse Thorsen will take her place as the MnDOT representative.

The meeting was adjourned at 6:50 pm.

Minutes respectfully submitted by Janice Gepner

APPENDIX I: TRANSPORTATION ACTION PLAN RESOLUTION

The Minneapolis Bicycle Advisory Committee supports the **Transportation Action Plan** (TAP) overall, commends the City of Minneapolis and especially the Public Works department for this important effort towards a city that is accessible by everyone regardless of their mode of transport, and supports the Plan’s focus on citywide goals around climate and equity.

We also have the following recommendations for changes to the draft TAP:

Engagement:

We encourage the TAP include a community engagement plan for project identification, plan review and evaluation. Some points worth considering include;

A transparent process where individuals, advisory committees, and neighborhood organizations can provide input on project selections and understand its Capital Improvement Program scoring. This process should lift the voices in the City's stated values and include those most frequently left out, including Black, Indigenous, people of color, people with disabilities, people who are queer and trans, people with low incomes, people experiencing homelessness, etc.

A PAC and BAC plan review process which goes beyond 0 and 30% design review, including all CIP street and parkway projects that have been identified as having possible pedestrian-bicycle improvements.

PAC and BAC review of annual Parkway and Street resurfacing projects for possible pedestrian-bicycle improvements.

Upon project completion, a PAC and BAC evaluation and funded revision process.

Racial Disparities and Racial Justice:

Include specific goals to reduce racial disparities and increase racial justice. Biking, walking, rolling and transit directly address many ways historic transportation planning has created or exacerbated racial disparities (air quality/health, cost of living, roads designed for dangerous speeds/driver behavior) and should be appropriately named as part of the solution. Refusing to name the racialized impacts our transportation system has on people is a form of institutional racism.

At a minimum, de-prioritize traffic enforcement as a historically and currently racist tool that exacerbates racial disparities. Decisions on enforcement should be made in collaboration with most-impacted communities (people with low incomes and communities of color) and should align with criminal justice debt reform policies that intersect with traffic enforcement outcomes.

Infrastructure changes should consider and mitigate gentrification and displacement pressures, and specific care taken to partner with Black communities, Indigenous communities, and communities of color in making infrastructure changes.

Schools:

All schools should be connected to at least one network (All Ages and Abilities Network (AAA) and or the Pedestrian Network).

The city should dedicate funds (recommended minimum of \$50k annually) to support capital and maintenance for bike fleets for Minneapolis Public Schools and the TAP's stated goal of universal bike education.

Consistent Operation of the Network:

The city should design and operate the AAA Network to prevent and minimize blocked lanes, which is currently a major issue with existing facilities.

The city should maintain the network explicitly during construction (6.2) and replace with an equal facility during construction.

The city should prioritize and clear the AAA Network to at least the same standard as snow emergency routes, and additionally monitor them to keep them clear and/or safe during freeze/ thaw cycles using best practice equipment and treatments.

Minimize On-street parking and eliminate automobile Level of Service:

The inclusion of an oversupply of free on-street parking has long-gutted better or even minimal pedestrian and bicycle facilities from corridors. TAP should minimize on-street parking inclusion following guidance from the Complete Streets Policy.

Ensure Complete Streets principles are explicitly included in Action 3.1, which currently calls for an increase in “other modes” without specificity as to priority.

In Action 3.1, replace “zero or decreasing motor vehicle trips” with language that calls for a decrease in motor vehicle trips in alignment with the City’s final Climate Action Plan goal of 100% carbon neutrality by 2050. Planning for “zero” or minimal change in motor vehicle trips runs contrary to entirety of the Transportation Action Plan, Climate Action Plan, and Complete Streets Policy.

AAA Network Clarity:

Consider the audience of this plan and use the language All Ages and Abilities “Bicycle” Network to minimize confusion.

Walking and Rolling:

The Minneapolis Bicycle Advisory Committee defers to and supports the Pedestrian Advisory Committee’s asks around walking and rolling in the Transportation Action Plan.

Update to Action 1.1:

48 miles of new neighborhood greenways that manage motor vehicle volume and speed, improve safety **and minimize wait times** at major crossings, **reduce the number of minor crossings**, and **eliminate** stopping at minor crossings. Start with the Northside Greenway and the Southside Greenway.

Neighborhood Greenways:

Reconsider the titling of “Neighborhood” Greenways and their identity:

Minneapolis has an organizational naming protocol of neighborhoods, communities, wards, park districts, and county districts with neighborhoods being of the smallest demographic and geographic entity. The City’s Greenways span multiple neighborhoods, communities and districts. They serve as direct connections to parks, schools, cultural and business destinations and to the Grand Rounds Regional Trail which encircles the City perimeter. The importance of these greenway routes should be emphasized with special attention to their identity, signing and pavement markings. They are a special category within the “all ages and abilities” network and should have elements similar to the regional trail system to encourage their use and public understanding. It is worth considering;

- Specific greenway identity and directional signing.
- Kiosks with specific route mapping and destinations.
- Signs providing mileage distances to critical crossroads along the route.
- Pavement markings that include zebra crossings and stop lines at intersections along the route.

Existing city greenway signing and pavement markings are often a confusing mix along individual greenways as well as the entire greenway network. Efforts should be made at standardization as well as allowing individual greenways to be unique.

APPENDIX II: COMMUNITY SAFETY RESOLUTION

Whereas, the Minneapolis Bicycle Advisory Committee (BAC) believes that everyone in Minneapolis should be able to get to where they need to go free of violence or its threat, but recognizes that this is not the city we live in today; and

Whereas, on May 25, 2020, George Floyd was murdered by members of the Minneapolis Police Department (MPD), and his murder and its aftermath are just the most recent incidents in MPD's long history of racism, violations of the rights to free speech and assembly, and direct violence towards people in Minneapolis; and

Whereas, the BAC's vision is of a city where all people, regardless of skin color, can experience the joy of biking and mobility, health benefits, and financial benefits it provides; and

Whereas, the Minneapolis Police Department is a direct barrier to that vision, and is emblematic of the system of policing as a whole, whose U.S. origins are rooted in slave patrols and town watches that forced escaped Black slaves back into bondage, brutalized Black and Indigenous communities, and searched and confiscated property without cause; and

Whereas, while society at large has imagined that police help solve society's toughest problems, the reality is that they have carried this legacy of brutality and racism into our communities today, and that much of what our society has asked police to do is work better done by others; and

Whereas, people have attempted to reform MPD for decades in hopes of changing its fundamental nature, but these attempts have failed, and we can no longer turn to reform as a solution; and

Whereas, City budgets have prioritized policing over other, more effective solutions to community concerns, and changing our City's budget priorities is the best way to create communities where everyone has the resources they need to thrive; and

Whereas, as homelessness can be best solved by housing, addiction can be best solved through treatment, poverty can be best solved by opportunities to work for living wages, and traffic injuries and fatalities—and the unwelcoming environment cars create for people walking, rolling, and biking—can best be solved by changing the designs of our streets and investing in walking, rolling, biking, and transit systems that make driving obsolete; and

Whereas, traffic enforcement is not a good stand-in for education, and education for all street users is insufficient; and

Whereas other types of traffic enforcement, including surveillance and facial recognition technologies, also worsen racial disparities; and

Whereas, Minnesota laws governing fees and fines create poverty penalties and traps, with a minimum \$75 fee attached to fines for all moving violations, and Harvard Law School's Criminal Justice Policy Program calls for the elimination of mandatory fees and surcharges as poverty traps that disproportionately impact low-income communities—which in Minneapolis are also largely communities of color; and

Whereas, Minneapolis has a legacy of street design in low income communities and communities of color that encourage more and worse speeding and thus more enforcement penalties; and

Whereas, case studies of other cities that have used enforcement as a strategy to eliminate biking, rolling, and walking fatalities have seen mixed results at best, and at worst have seen no improvements to biking, rolling, and walking safety while creating or amplifying racial disparities; and

Whereas, enforcement happens at an individual level after the fact, diverts resources away from system-wide preventative actions, encourages people driving to focus on avoiding penalties as their main deterrent instead of reminding people of the responsibility they have to demonstrate care for people walking, rolling and biking, and serves to distract from spending energy on exploring new strategies that don't reinforce disparate outcomes based on race and income; and

Whereas, driver behavior in Minneapolis is also a serious concern, causing injury and deaths, including among people walking, rolling, and biking; and

Whereas, Minneapolis residents are concerned about the safety of their streets, and the dangerous behavior of drivers; and

Whereas, the current approach to public safety has not been effective in ensuring that drivers behave safely and conscientiously, or effective of holding drivers accountable for the negative impact of crashes; and

Whereas, people who walk, bike, roll, and use transit should have the opportunity to determine how our City approaches public safety in public spaces, and a ballot referendum is a far-reaching, efficient way to reach many people at once;

Now, Therefore, Be it Resolved by the Minneapolis Bicycle Advisory Committee,

That the Minneapolis Bicycle Advisory Committee joins Reclaim the Block, Black Visions Collective, and thousands of Minneapolis residents calling for a transformative re-envisioning of public safety in Minneapolis, in a way that de-centers the role of policing in community safety. The BAC supports the Council's commitment to a year-long engagement on the future of community safety, and requests that this engagement include a focus on re-envisioning the way we provide safety for people walking, rolling and biking.

Be it further resolved that the BAC requests that the Enforcement sections of the Vision Zero Action Plan (Safe Streets strategy 1.3 and Safe People strategies 4.1 through 4.7) be removed at this time, and replaced with a more holistic, comprehensive approach to addressing unsafe behaviors by street users when the City's year-long engagement on the future of community safety is complete and a new model for community safety has been put in place.

Be it further resolved that the BAC requests that the City Council move funding from police, including funding for traffic enforcement by MPD, to invest in strategies that address the root causes of violence and community instability, and in building safer streets for people walking, rolling, and biking.

Be it further resolved that the BAC supports placing the Charter amendment put forward by the City Council on the ballot for the election taking place November 3rd, 2020.