

Minneapolis Bicycle Advisory Committee Minutes

Wednesday, October 28, 2020, 4 PM – 6 PM

[Online Meeting via Microsoft Teams]

Members Present: John Barobs, Jennifer Bordon, Wes Durham, Matthew Dyrdaahl, Steve Elmer, Paul Frenz, Robin Garwood, Janice Gepner, Heather Gillich, Kadence Hampton, Matthew Hendricks, Jordan Kocak, Nick Mason, Dan Miller, Tyler Pederson, Arman Rajaeian (for Tony Drollinger), Elissa Schufman, Aaron Shaffer, Jesse Thornsens, Georgianna Yantos

Members Absent: Richard Anderson, Dan Boody (excused), Liz Johnston, Kyle Larson (excused), Chris Linde (excused), Jaime Makepeace, Greg Sautter

Others Present: Luke Cunningham, Millicent Flowers, Karl Hedlund, Joshua Houdek, Chris Kartheiser, Kathleen Mayell, Daniel Ratellic, Aaron Tag

Actions

1. The Minneapolis Bicycle Advisory Committee supports the **Transportation Action Plan** as presented and we are excited to see the plan implemented and are grateful for staff work on this. When the plan is revisited, we would like to see winter maintenance and increased frequency to Metro Transit's high frequency network prioritized.
2. The Minneapolis Bicycle Advisory committee urges the City of Minneapolis to encourage MnDOT to adopt the list of priorities below as part of determining the primary purpose and need of the **Rethinking I-94 planning process**, and to plan for a reduction in traffic and vehicle travel lanes. Together, these priorities help reduce air and climate pollution, improve walking and biking access across and adjacent to the highway, and help create communities that are more accessible for everyone.
 - Establish a fundamental goal to reconnect neighborhoods along I-94 with safe, high-quality, and direct grade-separated crossings for people bicycling, walking, rolling, or accessing transit.
 - Bury the freeway in key areas by funding and constructing land bridges or freeway lids which reconnect communities and create more walkable, bikeable neighborhoods. Develop and implement a historically-informed reparations framework for this restored land to ensure that development does not have displacement impacts on communities of color. Work with the City of Minneapolis, Minneapolis Park and Recreation Board, City of St. Paul and the St. Paul Parks and Recreation Department to create active, passive, and useful spaces above freeways.
 - Make the highway exits and frontage roads safe, inviting, and accessible for people bicycling, walking, and rolling along and over the freeway. In order to achieve this goal,

limit vehicle through-traffic on frontage roads with infrastructure such as diverters and narrowed vehicle lanes (10 feet).

- Using an equity framework, provide continuous and substantial bicycle and walking connections, such as over I-94 from Ayd Mill Road in Saint Paul, to a future Prospect Park Trail to 27th Ave SE, or a future extension of the Midtown Greenway in Minneapolis.
- Commit to planning for reduction in traffic and vehicle lanes and convert existing lanes to provide dedicated transit lanes.

The City of Minneapolis should do everything in its power to improve walking and bicycling conditions, and prevent the expansion of highway lanes in Minneapolis, which would increase pollutants and traffic fatalities, induce demand for driving, and undercut the City's Climate Action Goals.

3. The Minneapolis Bicycle Advisory Committee supports many of the improvements made to the **Street Design Guide** that will create better streets for people walking, biking, and rolling. In order to maximize safety and comfort of these users in accordance with the Complete Streets policy, use of 11-foot lanes should be minimized to the highest possible degree, and only be considered in the rare case that there is a significant benefit to transit service. The Street Design Guide should also clearly communicate how different designs advance the Complete Streets policy of prioritizing people walking, rolling, and biking, and encourage designs that de-prioritize cars in favor of other modes.
4. In accordance with the 5Es frameworks used and promoted by the League of American Bicyclists and National Safe Routes to School Partnership, the Minneapolis Bicycle Advisory Committee's "Education, Encouragement, Enforcement, Equity, and Evaluation Subcommittee" shall be changed to the "**Education, Encouragement, Equity, Engagement, and Evaluation Subcommittee.**"
5. The Minneapolis Bicycle Advisory Committee supports the **Whittier Safe Routes to School** project, with the addition of a median to Blaisdell to further improve crossing safety for students. The BAC recommends reducing travel to one lane through the intersection of Pleasant and 28th Street.
6. The Minneapolis Bicycle Advisory Committee supports the **43rd Street/Nicollet Avenue S Pedestrian Safety Improvements** project and urges the city to include a median to enhance pedestrian safety and the future proposed low stress bikeway on 43rd Street.

Summaries of Discussions

The meeting was called to order at 4:02 pm and was chaired by Nick Mason. The September Minutes were efficiently and unanimously approved during roll call.

1. **Transportation Action Plan Update** presented by Kathleen Mayell – **ACTION**

- The Plan will be presented to the City Council Transportation and Public Works Committee on Nov 18 to start the formal adoption process.
- The draft was released March 9, then the City shut down due to Covid and the comment period was extended 1 month to May 22.
- The next week was George Floyd's murder and there was concern that the plan include more about equity and social justice in transportation.
- Summer was spent processing comments and using feedback.
- Kathleen presented the major changes made on this version of the Plan.
- Equity Goal was amended to include: "acknowledge and reverse historic inequities in our transportation system."
- New Strategies and Actions were added; some were clarified, or details added.
- Some Actions were changed from "support" to "do" and there were some revisions to level of difficulty.
- Both old and new versions of the Plan will be published online so changes will be clear.
- Miles and improved connections added to both bike and pedestrian networks.
- Racial justice/equity added to Forward and as an Action Plan.
- Time frames added to all Actions: first 3 years, next 4 years, final 3 years, or ongoing.
- Janice suggested again that the All Ages and Ability (AAA) Network name include the word "Bicycle" for clarity.
- Major themes from Engagement included: winter maintenance, building AAA network ASAP, transit safety and security, reducing traffic lanes and mode priorities.
- Members of the Sierra Club pushed for goal of carbon neutrality and increased transit support.
- Members of Our Streets suggested using design changes instead of Enforcement to change behavior.
- Other related City efforts include: updating the City Complete Streets Policy in early 2021, adopting a strong curbside management policy and updating the Street Design Guide.
- There is no specific schedule for updating this Plan but it will be updated as needed.
- Matthew H presented a motion to support the Plan and emphasize our interest in winter maintenance and improved transit.
- The motion passed unanimously with one abstention from Jesse T.

2. **MnDOT Rethinking I-94 Project** presented by Joshua Houdek – **ACTION**

- Project is part of an environmental impact study that is now establishing purpose and need and setting scope.
- Stake holders, including the City of St Paul, are organizing and identifying priorities.
- It's an opportunity for us to weigh in with our priorities.
- Robin G said that both Minneapolis and St Paul should say no more freeway lanes unless they are for mass transit.
- Elissa presented a motion that includes our priorities.
- Motion was amended to add a bullet about mass transit.

- After discussion, the phrase about restoring property-tax generating land was removed.
- The amended motion was passed unanimously with abstentions from Arman R, Steve E and Jesse T.

3. **5E Subcommittee Report** presented by Elissa Schufman – **ACTIONS**

- **Street Design Guide – ACTION**
 - Ethan Fawley presented a draft of the new version to the Subcommittee.
 - Elissa presented a motion to support the updated Guide with a few suggestions.
 - The motion passed unanimously with abstentions from Jesse T and Steve E.
- **MnDOT I-94 Environmental Review** – (See Agenda item 2 above)
- **Upcoming BAC Elections**
 - Application deadline for new members was extended to Nov 1.
 - After we add our new members (probably in January), we will hold elections for officers.
 - Think about running for an Office!
- **5E Subcommittee Name Change – ACTION**
 - Our “E’s” were based on frameworks from the League of American Bicyclists and the National Safe Routes to School Partnership.
 - They changed the E for Enforcement to Engagement.
 - Elissa presented a motion to revise our E, too, to stay consistent with them.
 - The motion passed unanimously with abstentions from Jesse T and Arman R.

4. **Engineering Subcommittee Report** presented by Dan Miller – **ACTIONS**

- **Whittier Safe Routes to School Project – ACTION**
 - The project includes improvements to 3 locations: W 26th & Grand Ave, W 27th St & Blaisdell Ave, and Pleasant Ave & W 28th St.
 - Project now at 15% and Community Engagement phase; design will be this winter and construction expected in 2021-2022.
 - Dan presented a motion to support the project with suggestions.
 - Motion was revised to suggest reducing traffic through 28th & Pleasant to one lane.
 - The revised motion passed unanimously with abstentions from Jesse T and Arman R.
- **Near North Safe Routes to School Project**
 - This is an exciting project that is just at 0%.
 - Project is on 16th Ave N between Queen Ave N and Aldrich Ave N
 - It will consist of traffic calming and bike and pedestrian improvements such as traffic circles, signing and other intersection improvements.
- **Hennepin Ave E & 1st Ave NE Multimodal Improvements**
 - This is now a study looking to connect some streets with a variety of needs.
 - Intersection of 5th St NE & 1st Ave is currently difficult to cross by bicyclists.
 - Jordan K added that there is federal money to improve Hennepin Ave, to add some type of bikeway as well as pedestrian upgrades.
 - The type of bikeway to be added is up for discussion; we should stay informed.

- We will wait until alternatives are presented to make a motion.
- **43rd St & Nicollet Ave S Pedestrian Safety Improvements – ACTION**
 - This project was driven by a pedestrian death.
 - Project is in the early planning stage and should be completed in 2021.
 - Aaron S said that the intersection is a busy business mode and discussions are underway to make it safer.
 - Big push back from businesses when city proposed a median.
 - 43rd St has been proposed as a low stress bikeway.
 - Aaron proposed a motion to support the project with support for the median.
 - The motion passed unanimously with an abstention from Jesse T.

5. Announcement

- Dan M: The 18th Ave Bike trail is down with a new crossing on Johnson St.

The meeting was adjourned at 6:05 pm.

Minutes respectfully submitted by Janice Gepner