

**Minneapolis BAC Meeting Agenda**  
**Wednesday, May 28, 2014**  
**4 PM – 6 PM**  
**Minneapolis City Hall – Room 333**

1. Member Introductions and Sign-in (4:00- 4:05)
2. Approve BAC Agenda and Minutes (4:05-4:10, see Attachment 1)
3. Engineering Subcommittee, Paul Frenz (4:10-4:35, see Attachment 2)
  - Penn Avenue Community Works
  - 2014 Hennepin County Overlay Program
  - LaSalle Avenue
  - Small City Projects: 4th Ave. S., 5th St SE and 32nd St. E.
4. CLIC Update, Joshua Houdek (4:35- 4:45)  
[2015-2019 Capital Budget Request](#)
5. Protected Bikeway Open House Recap, Simon Blenski (4:45- 4:50)
6. Announcements (4:50-5:00)

**Social Hour following meeting**

Please note that this is the final BAC meeting of the 2012-2014 appointment cycle. To celebrate the Committee's accomplishments over the past two years, we will have a social hour following the meeting at the downtown Pizza Luce (119 N 4th St).

**Next BAC Meetings:**

Thursday, June 12, Education, Encouragement & Enforcement Subcommittee

Tuesday, June 17, Engineering Subcommittee

Wednesday, June 18, Executive Committee

Wednesday, June 25, Whole Committee

**Minneapolis Bicycle Advisory Committee Minutes**  
**Wednesday, May 28, 2014, 4 PM – 6 PM**  
**Room 333 Minneapolis City Hall**

**Members Present:** Richard Anderson, Joe Bernard, Simon Blenski, Ginger Cannon, Bill Dooley, Ethan Fawley, Paul Frenz, Robin Garwood, Janice Gepner, Matthew Hendricks, Hōkan, Joshua Houdek, Nick Mason, Gina Mitteco, Greg Sautter, Ciara Schlichting, Jim Skoog, Sarah Stewart, Peter Wagenius, Kelley Yemen, Georgianna Yantos

**Members Absent:** Billy Binder, Lisa Bender, Marin Byrne (excused), Brian Funk, Bob Hain (excused), Roy Hallanger, Jessica Hill, Gary Nelson,

**Others Present:** Tim Davis, Andrea Irber, Andrea Jenkins, Jeremiah Osokpo, Scott Shaffer, José Luis Villaseñor

**Actions**

1. **The Hennepin-Lyndale Project** provides a critical opportunity to improve safety, connectivity, and aesthetics. The Minneapolis Bicycle Advisory Committee supports the following as part of the project and also recognizes the strong importance of making pedestrian and transit related improvements in this corridor:

- Providing a continuous sidewalk separate from the Loring Bikeway on the east side of the project.
- Improving intersections to make it easier for bicyclists to cross along and across the streets, including, but not limited to:
  - Carrying the bike lanes continuously through on Oak Grove-Vineland.
  - Incorporating elements of Protected Intersections into the designs of intersections, especially at the Oak Grove/Vineland intersection. These include leading signals for bicyclists and pedestrians, clear bicycle waiting zones, and no-right-turn-on-red (or other changes).
  - Turning radii should be narrowed as much as possible to limit speeding turns that are especially problematic for people walking and biking.
  - Better curb ramps that align with the bikeway.
- Adding a bike path on the west side of Lyndale Avenue between Dunwoody Blvd and Vineland Place. Dunwoody is a direct link to Van White Blvd and North Minneapolis and has been discussed as a future trail connection. Adding this link allows for a seamless bike connection from South to North Minneapolis in the future with an addition on Dunwoody—a connection that currently does not exist.
- Providing a direct link from the Loring Bikeway to Franklin Avenue. While this section is currently outside the scope the current project, we request that this connection be added. Franklin and Lyndale is one of the highest bike crash intersections in the City and a lot of that is because there isn't a connection to the Loring Bikeway.

- Removing one or more vehicle lanes on Hennepin-Lyndale if feasible while better channelizing vehicles to reduce weaving and the congestion and safety challenges that come with it. Removing one or more lanes provides space for walking, biking, and aesthetic improvements while also shortening the crossing distances for everyone.
2. The Minneapolis Bicycle Advisory Committee urges Hennepin County to take more time on the **46<sup>th</sup> Street West** resurfacing project to include a dedicated bicycle facility and pedestrian improvements. The BAC encourages Hennepin County to work with Minneapolis Council Members, the Minneapolis Bicycle and Pedestrian Advisory Committees, and local stakeholders on a public process about these improvements.
 

The BAC further encourages Hennepin County to bring future planned resurfacing projects to the BAC, PAC, Minneapolis policymakers and interested local stakeholders in a more timely manner to ensure that there is an opportunity for community input without causing unnecessary delays.
  3. The Minneapolis Bicycle Advisory Committee is committed to maintaining the City's leadership as one of the best bicycling cities in America and applauds Public Works for their critical role in achieving this recognition. A citywide network of 30 new miles of protected bikeways by 2020 will help increase bicycling to goals identified in the Bicycle Master Plan, as identified in the City's Climate Action Plan. The BAC therefore encourages Minneapolis Public Works to submit **Capital Budget Requests** for future protected bikeways as soon as possible. At minimum, we look forward to seeing 2015 Capital Budget Requests for \$750,000 for the Protected Bikeway Network, and \$750,000 for the North Minneapolis Greenway project. We are glad that Public Works is thinking about maintenance needs and costs as they plan for these important capital investments.

## **Summaries of Discussions**

The meeting was called to order at 4:07 pm and was chaired by Nick Mason. Following brief member introductions, an item was added to the Agenda, and the revised Agenda and April Minutes were accepted unanimously.

2. **Engineering Subcommittee** Report from Paul Frenz – ***ACTIONS***
  - **Penn Avenue Community Works**
    - Most of presentation was about future Bus Rapid Transit for the corridor.
    - No bicycle infrastructure being discussed yet.
  - **2014 Hennepin County Overlay Program**
    - Main issue raised was the delay of Cedar/Franklin to allow more study.
    - Bob Byers will keep us informed as plans develop.
  - **LaSalle Avenue**
    - We again brought up the need for protected bike lanes to downtown.
    - One-way southbound bike lane planned for 8<sup>th</sup> or 9<sup>th</sup> Ave to Grant.
    - Just a resurfacing so no protected lane possible.
  - **Small City Projects: 4<sup>th</sup> Ave S, 5<sup>th</sup> St SE and 32<sup>nd</sup> St E**
    - Simon Blenski briefly discussed these short projects.

- **Hennepin-Lyndale Project – ACTION**
  - Ethan Fawley presented a motion that summarizes the BAC concerns and suggestions for improving the project area.
  - The motion was revised to fix grammar and add to the first paragraph.
  - Simon Blenski confirmed the likelihood that the intersection’s high crash rate was due to a lack of bicycle infrastructure, in response to a question from Ginger Cannon.
  - Joe Bernard suggested we include something about the conflict between bicycles and transit users in the corridor.
  - Nick Mason asked about the PAC position.
  - The revised motion was passed unanimously.
- **Hennepin County 46<sup>th</sup> St Project – ACTION**
  - Bob Byers told the subcommittee that high traffic volumes and narrow street width precluded including bike lanes even though the street is on the Bike Plan Maps.
  - Robin Garwood presented a motion that asks the County to reconsider adding a bicycle facility and requests advance notification in the future.
  - The entire length from Lyndale to Cedar is being resurfaced.
  - The city was not given ample advance notification of the project so there has been insufficient opportunity to provide input.
  - Council Members have gotten lots of requests for pedestrian and bicycle improvements on the street.
  - For much of the length of the street, there is unused parking on both sides.
  - Andrea Jenkins (Policy Aide for CM Glidden) said that most of the parking isn’t needed since residents have driveways and garages.
  - Andrea also said that she gets lots of complains about traffic speed from constituents and that bicycle facilities would have a traffic calming effect.
  - School and Crisis nursery at 4<sup>th</sup> Ave have concerns about traffic. Also big churches on both sides of I-35.
  - She said she would like to recommend a 4 to 3 conversion for the street and that she has a meeting with the CM next week to discuss this.
  - General consensus that more public process needed here.
  - Kelley Yemen said she will follow up on need for a bicycle facility and the possibility of a 4 to 3 conversion.
  - Peter Wagenius said he is thrilled to have County rethink their project since he used to live nearby and the wasted space contributes to traffic speed.
  - The motion was slightly modified to emphasize the need for more public input.
  - The revised motion passed unanimously.

2. **CLIC** Update from Joshua Houdek – **ACTION**

- Joshua listed projects in the 2015-2019 Capital Budget Request that have a bicycle facility component. They include the Hennepin-Lyndale project, general parkway paving and asphalt resurfacing projects, Riverside extension, Minnehaha Av from 24<sup>th</sup> to 26<sup>th</sup> St E, 54<sup>th</sup> St W from Penn to Lyndale Av S, 4<sup>th</sup> St SE from 25<sup>th</sup> to 29<sup>th</sup> Ave SE, 18<sup>th</sup> Ave NE trail gap, Hiawatha trail gap between 28<sup>th</sup> and 32<sup>nd</sup> St E, 26<sup>th</sup> and 28<sup>th</sup> St buffered bike lanes from Hiawatha to I-35W, 29<sup>th</sup> St W pedestrian connection in Uptown, several

bridge projects including 1<sup>st</sup> Ave S over the Greenway, 28<sup>th</sup> Ave S over Minnehaha Creek, 40<sup>th</sup> St bike/ped bridge over I-35W and Nicollet Av bridge over Minnehaha Creek

- Joshua presented a resolution asking Public Works to include in their request \$750,000 for a Protected Bikeway Network and \$750,000 for the North Minneapolis Greenway project.
- Ciara Schlichting asked whether CLIC considers geographic equity.
- Joshua said the city is considering a new process, like the one in St Paul, where citizens can propose projects for the Capital Budget.
- The motion passed unanimously.

3. **Protected Bikeway Open House** Recap from Simon Blenski

- On May 8, there was a joint Open House for the Minneapolis Protected Bikeway Plan and the Hennepin County Bicycle Plan.
- Input was sought on which streets to prioritize for the Protected Bikeway Network, and was obtained from comment forms at the Open House as well as online survey and emails.
- Staff now going through all of the comments and data.
- Anna Flintoft will return to the Subcommittee in June or July with a list of candidate corridors.
- Simon replied, “yes” when Ciara Schlichting asked if geographic equity was considered.

4. **Announcements**

- Since this was the last BAC meeting with our current membership, Nick Mason thanked everyone for their service and said he was honored to serve as Chair.
- Nick handed out Certificates to our “retiring” members: Jim, Ethan, Hōkan, Lisa, Billy, and Marin.
- Since new members start next month, no 3E Subcommittee Meeting next month and Engineering Subcommittee Meeting will be short.
- Nick said the next BAC meeting should include our vision, highlights from our current term, a primer on the city’s bicycle/pedestrian session, officer elections, discussion of strategies for updating the Bike Plan, the Hennepin County Bike Plan, evaluation of our subcommittee structure and new member orientation. Email Simon or Nick with other ideas.
- Robin Garwood mentioned an ice cream social at Pratt on Friday regarding the removal of parking on Franklin.
- Ethan reminded us of the upcoming Open Streets events, this Saturday in North Minneapolis and the following Sunday on Lyndale. Volunteers still needed.

The meeting was adjourned at 5:00 pm. Everyone was invited to convene at Pizza Luce.

Minutes respectfully submitted by Janice Gepner.

**Minneapolis Bicycle Advisory Committee (BAC)**  
**Engineering Subcommittee Minutes**  
**May 20, 2014**

**BAC Members Present:** Richard Anderson, Billy Binder, Simon Blenski, Paul Frenz, Robin Garwood, Janice Gepner, Bob Hain, Joshua Houdek, Georgianna Yantos

**Others Present:** Bob Byers, Pierce Canser, Jeff Handeland, Kelly Hoffman, Kelsey Dawson Walton, Beverly Warmka

**No Actions**

**Summaries of Discussions**

The meeting was called to order at 4:04 pm and was chaired by Paul Frenz.

1. **Penn Avenue Community Works** presented by Kelsey Dawson Walton and Pierce Canser
  - Presentation consisted of two parts. First Kelsey described the Hennepin County effort to improve the street, and then Pierce explained Metro Transit's plan for Bus Rapid Transit.
  - Kelsey provided copies of a brochure with a map and the vision.
  - Hennepin County is partnering with the City and Metro Transit to improve connectivity and mobility, stimulate economic development and enhance livability in the corridor.
  - Project includes Penn Av N from I-394 north to 44<sup>th</sup> Ave N and Osseo Rd from 44<sup>th</sup> Av N to 49<sup>th</sup> Av N. It is a 5.4 mile stretch.
  - She emphasized that the project is rooted in the Community.
  - Project Steering Committee includes the County, Council Members, the Park Board, State Senator and Representative.
  - Project includes arterial Bus Rapid Transit (BRT).
  - Pierce described Metro Transit effort to come up with a prioritized list of Routes for BRT. Penn Ave N is No. 3 on the list (C line). (No. 1, or A line, is along Ford Pkwy and Snelling; B line is along W 7<sup>th</sup> St in St. Paul.)
  - BRT would differ from current Bus #19 by being more frequent with fewer stops.
  - BRT stops have curb extensions and bus shelters with additional amenities.
  - Time frame: A line has funding, is in final phases of planning with scheduled opening late in 2014. B line expected to open in late 2016. C line would open late 2017.
  - Other possible prioritized routes are Chicago/Fremont from the Mall to downtown Minneapolis to Brooklyn Center Transit Center, E 7<sup>th</sup> St in St Paul, and Lake St.
  - Billy Binder asked how protected bike lanes fit in with BRT.
  - Economic development efforts would be concentrated at major intersections.
  - Upcoming meeting May 28<sup>th</sup> at Northpoint, 6 pm.
  
2. **2014 Hennepin County Overlay Program** presented by Bob Byers
  - Bob provided a color coded map of the Minneapolis portion of the County Overlay Program for 2014.

- Most bicycle-related projects are finishing and tweaking things that were not completed last year.
- 44<sup>th</sup> & Penn was paved last year. Bumpouts and concrete work remain.
- Cedar/Franklin was delayed for the NACTI project. It was postponed until 2015 pending studying proposed improvements. On the table for study include turn lanes, some alignments, bike lanes and some pedestrian issues from the PAC. Closure of Minnehaha being considered.
- Robin Garwood said that the PAC and Seward Neighborhood asked for a temporary “pilot” closure of Minnehaha from Franklin to Cedar.
- Bob will meet with interest groups in a few weeks when traffic data is completed.
- Time frame: hope for concept in July/August with design in the winter.
- Bob will keep BAC informed as plans for Cedar/Franklin develop.
- Robin asked about 46<sup>th</sup> St which is on the bike maps. Bob said it was studied but that traffic volumes and turning movements prohibit doing “much” for bikes. Current road is too narrow.

3. **LaSalle Avenue** presented by Jeff Handeland and Beverly Warmka (Minneapolis Public Works Transportation, Planning and Engineering)

- Jeff presented the City’s plan. LaSalle Av will be resurfaced from Grant to 12<sup>th</sup> this year and reconstructed from 12<sup>th</sup> to 8<sup>th</sup> next year.
- Utility work already underway.
- Lots of existing sidewalk and gutter in good condition so reconstruction will be limited in some places.
- Plan includes a 6 foot southbound bike lane as suggested in the Bike Master Plan.
- Robin brought up the need for a protected north/south bike lane into downtown.
- Jeff proposed ending the bike lane at 9<sup>th</sup>; people suggested extending it to 8<sup>th</sup>.
- Plan will be presented to TPW on June 17.

4. **Small City Projects** presented by Simon Blenski

- **4<sup>th</sup> Ave S** between 10<sup>th</sup> and Grant St E: removing one travel lane and adding a buffered bike lane to fill a gap.
- **5<sup>th</sup> St SE** between 15<sup>th</sup> Av SE and Oak St: sealcoating project. Modifying turn lanes on a buffered bike lane: using a “bike cross walk” instead of a bike box.
- **32<sup>nd</sup> St E**: 2 ½ blocks. Hennepin County/Hiawatha/Minnehaha Community Works project. Making some curb ramp and pedestrian improvements on Hiawatha. 32<sup>nd</sup> St between Hiawatha and Minnehaha: adding bike lanes except for sharrows east bound for one block.
- Hennepin Av buffered bike lanes should be in early next week.
- 12<sup>th</sup>/11<sup>th</sup>/Johnson taken off schedule since they are MnDOT roads.

5. **Future Subcommittee Agenda Items** led by Robin Garwood

- Franklin Av SE
- Oak St SE
- Anna Flintoff with recommended/candidate corridors for protected bike lanes.
- 26<sup>th</sup> Av N project

- Capital requests – so we can have timely input. Joshua Houdek added there are CLIC proposals for \$750,000 each for a protected bikeway network and the North Minneapolis Greenway project.
- Evaluation of winter maintenance of bike lanes. Need to come up with criteria and then build some data.
- Bike lanes to downtown from NE

Unofficial minutes by Janice Gepner.