

May 1, 2025 BPAC Meeting Minutes - called to order 2:40

Introductions / Agenda Preview (Andrea) - 5 min

BPAC Goals

- Safe, all season design for bike/ped infrastructure
- Addressing Network Gaps
- Education and Training Opportunities

Introductions/Attendees: Mike Wenholz, Andrea Crouse, Vic Lund, Mae Sommerfeld, Nick Turner, Dick Haney, Judy Gibbs, Andie Heil, Cari Pederson, Mimi Stender, Pat McGraw, Elinor Rosenberg, Skip Williams, Ricky Sarran, Ron Chica, Maren Webb, James Gittemeier, Dennis Sauve

Committee Business - 10min

- Approval of meeting notes from 2/2025 - Andrea (delay to Aug.)
- BPAC Members update - Andrea
 - Remove those BPAC members who have stepped back
 - Voting
 - Justin Dean - bike/ped rep,
 - Jason DiPiazza - Citizen Rep/MSA professional.
 - Non-voting
 - Matt Andrews - City Trails coord,
 - Shawna Mullen - Essentia Transportation,
 - Vidar Sanchez - WISDOT
 - Mindy Granley - City of Duluth Sustainability
 - Add Mimi Stender (Citizen rep - Duluth Aging Support)
 - Define Process about filling roles
 - By-laws: ([2024 list](#)) 12 standing members (6 from bike/ped industry and 6 from governmental entities) and 2 citizen members. Each serving a 3 year term. No max on # of consecutive terms someone can serve.
 - Post openings this summer and recruit members - one or two from bike/ped industry, room for additional technical advisors (Parks and Rec trails)
 - Bike Cave Rep?
 - COGGS
 - Someone from Hermantown/Proctor?
 - Invite interested/potential members to attend Aug meeting and learn about group and share about their interest/background
 - Vote new members and leadership on in Nov
 - New members and leadership team starts in Jan

- Confirmation of future meeting dates -Andrea
 - BPAC Meeting Aug 7, 2:30-4:30pm

Topics for Discussion - 100 min

- **2025 Bike Plan Debrief and Next Steps (15 mins)**
 - 5 year update passed policy board
 - Policy Board Feedback on the bike plan
 - Set goals for jurisdictions (work on metrics and goals for next 5 year plan)
 - See Chapter 5 “Implementation - Performance Measures” on pg 5.6
 - Stronger language desired for designs that improve cyclist safety
 - See Chapter 5 “Implementation - General Recommendations” on pg 5.4 - consider strengthening this language in future iterations?
 - Next steps on implementation
 - Goals/Priorities for next 5 years
 - Separating bike car facilities,
 - Securing Right of Way,
 - Issues of shoulders - how to do the next best thing when big changes aren’t possible now
 - Potential Next Steps
 - Review Priority Spreadsheet
 - Share prioritized routes in a survey and get public input on areas people want to see addressed
 - Work on policy recommendations
 - Skip:
 - whenever possible - separated bike facilities from motor vehicles and from peds also.
 - Long term planning to secure/maintain right of way along roads for better future facilities.
 - Denis:
 - Noted need for safer bike facilities/shoulder on Grand Ave.
 - Not currently prioritized within a MnDOT project so no current plan to address the corridor. Will definitely look different when they do come through in the future.
 - Andrea:
 - Improve process for communicating when projects are programmed and when input is sought by road authorities. Look for interim projects/ “next best thing” during resurfacing or other projects
 - James:
 - important to prioritize top 10 significant bikeways to be studied - BPAC should identify what they think should be studied.

- Important to measure progress, how effective are the city's facilities, and how do we note this?
 - Maren
 - Grand Ave is technically on the Bike Map as a facility, but the quality of the facility is still bad.
 - Identify facilities that need improvement (not just those that don't exist)
- Data gathering for measuring progress -
 - Andrea
 - currently missing a mechanism for gathering the data (how to actually gather that data regularly)-note that the plan already lists lots of good data to use.
 - Bike ped counts
 - Bike counts at schools
 - Safety metrics
 - Measure latent demand for biking and walking and transit (need for bike access including temp/bike share programs)
 - Communicate about resources in community (who is responsible for communications like this? BPAC? Partner Org?)
 - Milage/type of facility installed
 - Connecting existing facilities or improving facilities
- Plan for regular follow up on progress reports
 - Question - who/how do we track data from the plan?
 - BPAC Exec team to id what data is already being collected and then suggest to fill in gaps.
- ID Gaps in plans
 - List the top facilities in the prioritization metric
 - New list - where do we want to see an *improved* facility (currently only shows existing)
- **Bike/Ped Design Training (10 mins)**
 - MNDOT Bike and Ped Design Training - takeaways from James, Andrea
 - Design from the outside in
 - This includes considering the context surrounding the corridor, not just the road/sidewalks
 - Walking audit measuring slop of sidewalks (cross slopes as well as longitudinal slopes)
 - Design should encourage biking
 - Facility design manual responses to routine responses during street design processes:
 - Sidewalks are only needed on one side of the street

- 8C.6.3 - walkways placed on only 1 side of the street weakens the ped network and requires ped to make additional street crossings, exposing them to unnecessary conflicts with vehicular traffic
 - It's not safe for people to cross here - let's restrict crossings
 - 8.2.1.E - while signs can be used to restrict crossings, and technically eliminate crosswalks, their use is strongly discouraged. People will walk the straightest path to their destination. Disallowing an intersection crossing usually only impacts people using mobility devices or people who are blind/low vision
 - There's not room to add on a walking/biking facility
 - 6.4.B - consider roadway cross section and realistically evaluate needs of all users groups. Avoid characterizing ped facilities as add ons or enhancements that be be removed or downgraded
 - 2-7 - Bike facility design should not be consider an add on or after though
 - No one walks here
 - 8A.H, 8A.D
 - No history of ped/bike crashes here
 - 8c.6.2.3.2.b
 - There's nothing in a local plan calling for better walking/biking facilities here
 -
- **Street Project Updates (65 mins)**
 - 40th Ave W - St Louis Co - Vic Lund
 - Presentation (20 minutes)
 - Primary as a major arterial - need to balance uses
 - Narrow 40th Ave W bridge over I-35 would allow connection to the Cross City Trail, not planned to be replaced soon but...
 - Truck hit bridge with oversized load (will be replaced in 2031) - will note need to accommodate bikes/peds on bridge
 - County leads project north of Grand
 - Possibly County taking over road from I-35 to Grand (road swap with City of Duluth) in future
 - MnDOT owns I-35 interchange
 - Key Issues/Opportunities
 - Mobility and safety for vehicles and active transportation
 - Traffic signal at Grand ave
 - Railroad crossing signal replacement 2027
 - Schedule

- Engagement began fall 2023 with 3 stakeholder groups (Business, general public, agency reps)
- Currently approaching 60% design in June - this is where it's more crystalized. Want any input by end of May. Design was shared with Vibrant Streets Duluth for review as well.
- Want to reach 90% design by Aug 2025 so state can review and open the construction bid in Nov. 2025
- This fall 2025- Project Info meeting - design is crystalized, will know all the impacts
- Spring 2026 - construction info meeting
- Give input to Vic and Carol.
- Eval of options (7 alternative explored)
 - Ultimately mini-roundabout was safest
 - Higher reduction of crashes on the extreme end
 - 60% reduction of crashes on peds
 - Mini Roundabout FAQ: <https://mdl.mndot.gov/flysystem/fedora/2024-07/2024RIC03.pdf>
 - Mini roundabout was best for traffic flow
 - Some congestion during peak times, recovers more quickly than a signal
 - Public preference for traffic signal vs roundabout
 - Mini was cheaper than a signal
 - Benefit cost ratio was highest for roundabout
- 60% design in June
 - This is coming to crystallization now - want comments by end of May
 - Raised median near Tortoise and Hare means r in, r out. Considering improvements to alley. Can use roundabout as a u-turn
 - Shared use path on E side of road, continues over rail road
 - 4' median, raised 4" - beveled edge to allow fire trucks to mount curb
 - Note that 4' is not a ped/bike refuge
 - There are depressed crossing on median
 - Broken at alleys for garbage truck access
 - Raised crosswalks on side streets - considering drainage now
- Question: where should RRFB go on corridor? Maybe 7th or 6th? Has an all-ways stop at 8th St – Point for BPAC Input
 - Will have a marked crosswalk at 8th and where RRFB goes

- Extending sidewalk all the way to alley on West side, below RR. It's a public area so extending to that
- Education - Alliant is on this
 - Truck/bus drivers - that you can go over the center of the roundabout, and medians, if needed
 - Cyclists need education about how to use roundabouts
 - seeking resources to share this out
- Questions:
 - Stormwater treatment facility in park?
 - Concerned about overflow - how to get it to storm drain at 7th without going over sidewalk and associated icing/hazards
 - Transit considerations?
 - Transit on Grand, not on 40th Ave W (Though this is a key access route for transit so needs good ped infrastructure)
 - Benches?
 - \$\$ is for streetscaping so not funded, but there is space available for these amenities
- 26th Ave E/London Rd Roundabout (15 minutes)
 - MNDOT London Rd Project Page:
 - <https://www.dot.state.mn.us/d1/projects/londonroad/index.html>
 - Project is currently at 90% completion
 - Timeline -
 - 26th AE construction in spring/summer of 2026
 - Summer/fall 2025 - City doing a resurfacing/road diet from 21st to 26th, bike lanes included
 - Related history of our discussion - BPAC
 - BPAC reviewed project in Feb 2023 meeting, expressed concern about design bike/ped and R slip lane
 - Ped infrastructure is improved in updated design
 - Reducing northbound lanes from 2 to 1 allows safer ped (and bike) access especially on corner from Bottle Shoppe to Blackwoods
 - Bike path still not direct with r-slip lane
 - Wayfinding options to help cyclists access Lakewalk earlier or cross street as ped?
 - What options are there for safer crossing of that slip lane?
 - VSD brought a proposal forward that MnDOT is reviewing
 - Hadn't modeled that movement initially, but did now, and it failed for traffic on regular Fri/Sat traffic rates - queuing over 2 miles on freeway, past 21st Ave E exit

