



Bike Edina Task Force: News & Meeting Outcomes

August 9, 2012

Purpose: The Bike Edina Task Force (BETF) meets to serve citizens and partner with City staff and elected officials to promote bicycle improvements in Edina for education, encouragement, infrastructure, enforcement, and ongoing assessment. We support implementation of the approved [City of Edina Comprehensive Bicycle Transportation Plan](#) that serves all levels of bicyclists, connects key destinations including safe routes to schools, and integrates with the Twin Cities' regional bike network. Our **vision** is a progressive bicycle-friendly community where citizens can integrate cycling into their daily lives.

Time & Location: BETF monthly on the 2nd Thursday of each month at 8 p.m. in the Mayor's Conference Room at Edina City Hall. For questions contact Peter Kelley, Chair. Guests are welcome.

Distribution: BETF, guests, City Manager, City Engineer, Edina Police BETF Liaison Sgt. Timothy Olson, SHIP contact Robyn Wiesman, and Mayor & City Council. Also Dianne Plunkett Latham to post for the Edina Energy and Environment Commission and Ned Nelson of the Hennepin County Bicycle Advisory Committee

- **Present:** Don Eyberg, Tom Randall, Kirk Johnson, Carl Follstad, Larry Olson, Peter Kelley, Alice Hulbert, Jennifer Janovy, Rob Erickson
- **Absent:** Ellen Jones, Marty Mathis, Alex Johnson, Sally Dunn, Carl Gulbranson, Brad Schaeppi
- **Guests:** Lori Richman
- **Recorded by:** Kirk Johnson, Peter Kelley

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1. **BETF Organization:** Discussed options for future structure of the task force. Voted in favor of investigating a closer association (subcommittee or working group of) of the Edina Transportation Committee. Peter will summarize rationale and invite any feedback from City Council, Wayne Houle, and Scott Neal. Jennifer will discuss with Edina Transportation Committee.

2. Bicycle Lane News: The four roadways planned for striping include West 70th, Antrim, Valley View, and Cahill. The group reviewed the initial design plans provided by Wayne Houle and had the following observations.

- a.** Page 1 of plan: Consider a cycling advance box on eastbound 70th at the intersection with the 100 entrance ramp. This would allow bikes waiting for the light to be placed in front of waiting cars. A similar treatment would be useful on the West side of the intersection (page 2).
- b.** Page 1: Give attention to the intersection of eastbound 70st and Normandale road going south. There are two lanes on 70th at that point, one of which is mainly a turn lane into Normandale, but the road narrows to one lane before the existing bike lane picks up farther east.
- c.** Page 3: Give special attention to the intersection of 70th and Metro Blvd, particular east bound traffic. There are two turn lanes, the the turn radius is very sharp and there really isn't anywhere for bikes to turn into(the plan proposed share the road markings).
- d.** Page 9: On the intersection of 70th and Tracy Ave, the bike lane becomes a share the road along with two westbound lanes for cars. It's very unclear how these two lanes resolve west of Tracy, is the northern lane a turn lane only? If not, then traffic will be merging into the bike lane on the west side of Tracy. Is there any possibility of continuing the bike lane through this intersection and not turning it into a share the road for a couple hundred feet?
- e.** Page 11: Similarly, can the bike lane on 70th continue directly onto the bike lane on Antrim rather than changing to a share the road for 100 feet. There is no stop sign there and this is a prime route to get to the high school and Valleyview middle school. It may not be within the scope of this project, but this would be an ideal place to provide some type of physical lane separation at the corner (i.e. a curb or narrow boulevard).
- f.** Page 14/15: The current plan has share the road facilities on the westbound side of Valleyview as it approaches the intersection with Antrim. There are 6 foot bike lanes on the eastbound side. The westbound side is an uphill climb and would be better suited to full lanes. Would it be possible to flip where we have full lanes and where we are doing share the road-- i.e. put the share the road marking going downhill and allow a regular lane for the uphill climb?
- g.** Page 15: Given the width of Valleyview, could any consideration be given to some type of buffer markings between the bike lanes and the car lanes. This could simply be a short width of diagonally stripped roadway. Given the uphill climb and the proximity to the schools, this could improve the safety and percieved safety of biking along Valleyview.
- h.** Page 24: Pay special attention to the intersection of Cahill and Dewey Hill road--particularly the southbound lane with the odd split intersection. We also need to consider how best to handle the parking issue on the block fronting Lewis Park.
- i.** Dangerous road conditions for cyclists were noted on Valleyview Road on the westbound lane near the intersection of Valleyview and Tracy Ave, south of Hwy 62.