



## Request for City Council Committee Action from the Department of Public Works

**Date:** July 8, 2014  
**To:** Honorable Kevin Reich, Chair Transportation & Public Works Committee  
**Subject:** **2014 Pedestrian Program Update**

**Recommendation:** Receive and File

### Department Information:

Prepared by: Mackenzie Turner Borgen, Pedestrian Planner

Approved by: \_\_\_\_\_

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Mackenzie Turner Borgen, Pedestrian Planner

### Supporting Information

#### Background

The Pedestrian Program implements projects that address the goals and objectives identified in the 2009 Minneapolis Pedestrian Master Plan. The Minneapolis Pedestrian Master Plan includes seven comprehensive goals and identifies specific implementation strategies for making Minneapolis "a great walking city where people choose to walk for transportation, recreation, and health."

#### Minneapolis Pedestrian Master Plan Goals

1. A Well-Connected Walkway System
2. Accessibility for All Pedestrians
3. Safe Streets and Crossings
4. A Pedestrian Environment that Fosters Walking
5. A Well-Maintained Pedestrian System
6. A Culture of Walking
7. Funding, Tools and Leadership for Implementing Pedestrian Improvements

When Public Works has a street repaving project, they identify and implement pedestrian improvements. Paving projects that include signalized intersections and crosswalks are enhanced with durable crosswalk markings. Interim improvements at pedestrian crossings along these projects may include painted curb extensions.

When Public Works replaces traffic signals they add Accessible Pedestrian Signals (APS), countdown timers, and Leading Pedestrian Interval (LPI), which gives pedestrians a head start crossing the street. Some traffic projects increase pedestrian crossing time.

Larger-scale projects such as sidewalk improvement, partial road reconstruction, and full road reconstruction have more resources to facilitate comprehensive pedestrian infrastructure improvements, such as:

- ADA compliant curb ramps
- curb extensions
- pedestrian crossing medians
- sidewalk gap infill
- pedestrian zone expansion
- improved street lighting

#### Additional Pedestrian Projects

Stand-Alone:

- 7<sup>th</sup> St N (NTP)
  - Olson Hwy to Bryant Ave N

Shared Use:

- W 36<sup>th</sup> St pedestrian path and protected bike lane project
  - Bryant Avenue South and Lake Calhoun
- James I. Rice and West River Parkway Trail reconstruction
  - Plymouth Avenue to Franklin Avenue
- Bluff Street Trail
  - Dinkytown Greenway Bridge No. 9 to 13<sup>th</sup> Ave S

#### Pilot Programs

The 2014 Pedestrian Program includes two new pilot programs - a parklet pilot program and a plaza pilot program.

The 2014 Parklet Pilot will include three parklet installations along city roadways. A parklet is a temporary space in the public right-of-way dedicated for public use. It is an expansion of the existing sidewalk designed for the public to gather and enjoy the urban environment.

The 2014 Plaza Pilot will be implemented in up to three locations where existing right-of-way will be repurposed for pedestrians and outfitted with plantings, seating, and other amenities to create inviting public spaces. Public Works will evaluate 2014 pilot programs as well as those implemented in 2013.

#### Planning Projects

In addition to 2014 project implementation, staff will be planning future pedestrian improvements along Franklin Avenue, W Broadway and a shared use project along Broadway Street NE.

## **Attachments**

### **A: Presentation – Pedestrian Program Update**