

**Minneapolis Pedestrian Advisory Committee Meeting  
Wednesday, November 5, 2014**

Present: Neal Baxter, Shaina Brassard, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Bob Loken, Kathleen Mayell, Don Ostrom, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Mike Mechtenberg, Julie Danzl, Joe Bernard; guest: Sen. Scott Dibble

**Site Visit—Richard T. Kreuser, Construction Management Coordinator, Mpls Public Works Dept.**

Prior to the meeting, the PAC met at 4<sup>th</sup> St. & Hennepin to look at a site where the City is testing resin bonded aggregate. The material is under consideration for the furnishings zone of the rebuilt Nicollet Mall. The material is porous, and allows water to run through it. The two recipes for the aggregate, 30% and 40% void, differ slightly. The 40% felt more slippery underfoot to many, and made a less comfortable surface for a wheelchair.

Back at City Hall, Chairman Mayell called the meeting to order at 4:27 PM, and asked all present to introduce themselves.

**Approval of the Minutes for October 2014**

Bob moved to approve the minutes; Scott seconded. Approved.

**Legislative Update—Senator Scott Dibble**

Sen. Dibble, chairman of the Transportation & Public Safety Committee, shared his insights into the coming legislative session. The Republican Party will command a majority in the Minnesota House in January.

Funding for pedestrians has included hitherto Safe Routes to School, a very popular program. DFL wants to finish the 2008 Transportation Bill, which provided 33% of what members then thought the state needed to spend. Passing the 2014 bill before the session runs out is questionable. Includes money for roads, bridges, bike & ped projects, policy reform. A higher metro sales tax will pay for the bike-ped works. Scott wants to revise Minn's standards for street design, which are not really ped friendly nor up to ASHTO standards.

Don: how will the election affect spending for highways, LRT, etc.?

GOP caucus dislikes LRT, Complete Streets. New roads are probably off limits, too. The Senate will pass their bill; the House will have to work with Gov. Dayton on theirs. At minimum, the DFL will insist on a balanced bill with transit.

Donna: I graduated from trade school, and the state paid the tuition. That program helped a lot of us get a start. Can the state resurrect that program?

Dibble: a program with MNSCU schools, which includes free tuition for the first 2 years, is under discussion.

Kathleen: Any talk of redistributing funds w/o new taxes?

Dibble: No, but similar schemes include local option for county roads, Corridors of Commerce program, and revenue increases from some sources due to economic growth. But 2008 is bound to be the last infusion of large money we see.

Bear in mind that pedestrian initiatives have little political leverage in the Legislature, less

moving forward. Please work with partners to keep these agendas moving. He cited Jeremy Miller of Winona.

Shaina: public safety and pedestrian deaths. Are there creative ways to push changes in street design as a solution?

Dibble: Towards Zero Deaths initiative comes to mind. A program with results, but even TZD focuses on auto fatalities, not on pedestrians.

Scott: various state policies, esp. minimum standards, could be changed w/o cost, and maximum effect. Why doesn't this happen more often?

Dibble: the design standards are very ingrained, even though the manuals are more flexible than staff lets on. They don't like re-thinking their paradigms.

Consider joining, as a coalition partner, Ruth Callinan's Move Minnesota campaign.

### **Monthly Agency Feature—Julie Danzl, Minneapolis Public Schools**

Safe Routes to School continues to have an “amazing” impact in Mpls. Other programs include: October International Bike/Walk to School Day, and May's National Bike/Walk Day. Even 1 day promotes more long-term walking. We changed the “No bus for your kid” notice to provide more information about getting to school w/o a car. Seven schools arrange once each week to drop their scholars off buses half-a-mile from school, and walk the balance. Schools also have bike fleets, and train walkers in Phy. Ed class. We've also published a “Walking Routes for Youth” map (which Julie passed out).

### **Programs & Policies Subcommittee—Scott Engel**

The ADA Act required all communities to adopt an ADA Transition Plan, spelling out how & when to install up-to-date curb ramps, audible APS signals, and what not. We will continue to monitor the City's progress in this matter.

We are working on a list of sidewalk gaps, to prioritize these and include them in the CLIC budget process.

Scott put forward the following resolution:

**Background:** Hennepin County has been providing \$200,000 in matching grant funds for municipalities in the County to address pedestrian facility gaps and safety issues.

### **Recommendation of the PAC:**

The Minneapolis Pedestrian Advisory Committee (PAC) commends Hennepin County's effort to improve pedestrian facilities by partnering with municipalities to fill sidewalk gaps and address safety issues. The most dangerous streets in Minneapolis for pedestrians are Hennepin County roadways such as W. Broadway Ave, Cedar Ave, Franklin Ave, Lake St, Lyndale Ave, etc. We believe the following changes are needed to make the program more effective and equitable:

- The annual \$200,000 budget allocated for pedestrian improvement projects is insufficient to make an impact in a County as large as Hennepin. The annual budget dedicated for bicycle facilities totals \$600,000, by comparison. The PAC requests more funding for pedestrian facility improvements- more in line with what is budgeted for

bicycle facility improvements.

- Hennepin County procurement rules require County municipalities to contribute a 75% match for pedestrian projects with the County only providing 25%. The same rules dictate a 50/50 municipality/ County match for things like bicycle facilities and government monuments. The 75% match requirement seems arbitrary and inequitable. The PAC recommends a revision to Hennepin County's procurement rules to allow for a 50/50 match for pedestrian projects, as well.

Neal seconded. **Approved.**

### **Infrastructure & Engineering Subcommittee—Michael Jischke**

The Park Board continues to look at more durable road markings for trails, especially. Michael put forward the committee's proposed resolution on West 54<sup>th</sup> Street. The road feels like a freeway, and has more room for parking than the neighborhood uses.

### **Resolution regarding 54<sup>th</sup> St. W. Reconstruction Project**

#### **Background:**

The 54<sup>th</sup> St. W. Reconstruction Project between Penn Ave. and Lyndale Ave. is planned for 2016. At the west end, Penn Ave. S was recently reconstructed in 2013 and 2014. On the east end, Lyndale Ave. was recently reconstructed in 2012 and 2013. Both endpoints are busy commercial intersections. Current sidewalk widths along 54<sup>th</sup> are sub-standard and boulevards are too narrow for trees. Residents cross 54<sup>th</sup> St. on foot often to access Minnehaha Creek and Minnehaha Parkway to the north.

The City determined existing parking on both sides of road is underutilized so the proposed cross section removes parking from one side, except at Penn, which is a commercial node. The design would narrow the roadway and create greater opportunity for standard sidewalk widths, wider boulevards which can accommodate trees, and on-street bike lanes.

#### **Recommendation of the PAC:**

The PAC generally supports the proposed cross section for the 54th St. W. Reconstruction Project presented at the October 16<sup>th</sup> Infrastructure and Engineering Subcommittee meeting with the following comments.

1. Sidewalks should be a minimum of 6' wide – the City standard.
2. Boulevards should be a minimum of 6' wide to successfully accommodate healthy trees.
3. Sidewalk bumpouts should be provided at all intersections to shorten the 54<sup>th</sup> St. crossing distance.
4. In the block immediately east of Penn Ave., sidewalks should be maintained at least as wide as existing conditions at this busy commercial area.
5. Light poles should be installed to match Penn Ave. that improve visibility for safety while also enhancing aesthetics.

(Over for cross section graphic)

Scott seconded. **Approved.**

The committee's 2<sup>nd</sup> resolution concerns East 38<sup>th</sup> Street, between Hiawatha & Minnehaha. Much development has gone up here, thanks to the nearby LRT stop.

## **Resolution regarding 38<sup>th</sup> St. E. Reconstruction Project**

### **Background:**

The 38<sup>th</sup> Street Reconstruction Project is a three block project between Hiawatha Avenue and Minnehaha Avenue. It is near the 38th Street Blue Line LRT station and will connect it to Hennepin County's Minnehaha Avenue project.

### **Recommendation of the PAC:**

The PAC supports Layout Option 4. It is desirable to maintain separation between bicyclists and pedestrians by creating dedicated on-street bike lanes. Layout Options 2 and 3 invite bicyclists onto the sidewalk, creating conflicts in a location already challenging for pedestrians crossing the busy highway. If Option 2 or 3 is selected, despite this inherent problem, it is essential that there be clear visual and tactile distinctions between the pedestrian and bicycle paths through the use of both materials and pavement markings.

Additionally, if an 8.5-foot boulevard width, as shown in Layouts 1 and 3, is adequate for tree health, etc., the PAC would like to see the 6-foot sidewalk in Layout 4 widened to 7.5 feet to accommodate multiple users in this area of growing pedestrian density.

Neal seconded. **Approved.**

Also, the Capital Improvements Group has a draft list of problem areas, which you received. The PAC will review this in December.

### **Announcements and Updates**

Mackenzie: the Park & Recreation Board and the City will soon begin developing a Downtown Public Realm Framework and MPRB Downtown Service Area Master Plan. These documents will guide planning and development of streets, open spaces and parks downtown. A Technical Advisory Committee of 29 stakeholders, including PAC, will help draft these documents. The Committee will hold 7 meetings. I will send everyone the dates so you can plan to set time aside if interested. We can send an alternate as needed.

Julia: It's time for PAC's annual report to the Council. We need a volunteer to write this. I'll help, some.

Scott moved to adjourn, and Neal seconded. Approved, and adjourned at 6:05 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, October 1, 2014**

Present: Philip Ailiff, Emily Antin, Neal Baxter, Trevor Born, Shaina Brassard, Scott Engel, Dan Herber, Michael Jischke, Bob Loken, Jason Lord, Kathleen Mayell, Don Ostrom, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Gina Mitteco, Mike Mechtenberg, Julie Danzl, Kelley Yemen, Shannon McDonough

Chairman Mayell called the meeting to order at 4:05 PM, and asked all present to introduce themselves.

**Approval of the Minutes for September 2014**

Phil moved to approve the minutes; Scott seconded. Approved.

**Announcements**

Don: Sarah Stewart was in the paper the other day.

Sarah: Yes, the City Council's Transportation Committee asked me to report on residents' responses to the proposed North Minneapolis Greenway.

Julie: Wednesday is Walk/Bike Day, and 30 Minneapolis schools have already chosen to participate.

**Monthly Agency Feature—Gina Mitteco, MnDOT**

Gina showed PAC how MnDOT is structured, and which divisions handle pedestrian matters. The Department's focus, under Commissioner Zelle, has grown from cars to include bikes and pedestrians. Pedestrian interests are addressed principally in the following divisions:

Modal Planning & Operations, which includes ADA compliance.

The Pedestrian & Bike Section, which has undertaken to frame a state-wide Pedestrian Plan. This division also includes Safe Routes to School, the Share the Road Safety Campaign, the state's Non-Motorized Transportation Advisory Committee, and provides data (through ped & bike counts) and design guidance.

The ADA section.

The Office of Traffic Safety & Technology, home of research & data collection, the Toward Zero Deaths Initiative, and Temporary Pedestrian Access Route Guidance in Work Zones.

Gina serves in the 8-county Metro District. Responsibilities of each District include the highways and the bridges over them. Principal contacts in her District are Gina, the Bike/Ped Coordinator, and Ron Rauchle, West Area Engineer.

One of her responsibilities these days is oversight of the 3<sup>rd</sup> Avenue Bridge project, in downtown Minneapolis.

**Programs & Policies Subcommittee Report—Scott Engel**

Joe Giant of CPED joined us. He explained the City's ordinance requiring landscaping around parking lots, and allowed that the City wants to redouble enforcement of the ordinance. We wrote the following resolution:

Resolution: Parking Lot Landscaping & Screening

The Pedestrian Advisory Committee (PAC) strongly supports the City's efforts to enforce the existing Parking Lot Landscaping & Screening ordinance. Surface parking lots that lack landscaping are unsightly, produce storm water runoff, and lead to an unwelcoming pedestrian experience. We encourage decorative fencing that does not encroach into the public sidewalk, a green buffer between the parking lot and the sidewalk, and trees to provide shade as landscaping priorities. **Approved**, as changed.

Mike Kennedy discussed snow & ice removal again, though he could offer no updates.

We also wrote a resolution about the Mayor's proposed snow removal budget. **Approved**.

### **Infrastructure & Engineering Subcommittee Report—Michael Jischke**

We discussed the proposed changes to W. 29<sup>th</sup> Street. Open houses with the neighbors have shown local interest in the “woonerf” option; residents wanted to know more about this mixed use scheme.

Steve Hay of the City laid out for the committee how the CIP list and CLIC contribute to the final budget. He added that, if PAC wants to see work on improved pedestrian facilities in the next 5 years, we need to draw up a wish list quickly. Michael asked PAC if anyone wanted to help frame our recommendations, and 4 members volunteered: Emily, Scott, Shaina & Neal.

Steve also discussed Regional Solicitations for federal funding for 2018/2019. Applications are due before Thanksgiving. Scott & Mackenzie drew up a short list of projects (Lyndale-Hennepin, 10<sup>th</sup> Ave. bridge, North Loop, 8<sup>th</sup> Street) which have progressed far enough for application for funding.

Bev Warmka & Jeff Handeland brought the latest updates about the Minnehaha Avenue project. The BAC wants buffered bike lanes, so City staff wanted PAC's opinion (PAC doesn't support buffered bike lanes here). More updates to come.

### **Administrative Updates—Kathleen Mayell & Mackenzie Turner Borgen**

Presenting PAC's proposed new resolution format. Members expressed delight with it (adds pizzazz & context to the resolution), and suggested adding a CC line.

The Bike/Ped Coordinator position may be filled by year's end. At least 50 applications came in, and the deadline for applying has passed.

PAC website: Mackenzie walked PAC through the site (still under construction). She suggested that the chair, vice-chair and committee chairs include their e-mail addresses on the site. Discussion led to changes in where PAC's resolutions will be found.

Parklets have been set up, and will remain for about a month. MTB played a video showing how parklets are built. Parklets are public space, so restaurants and cafes cannot build and reserve them for customers. Bob asked whether anyone makes up lost parking meter revenue. “Not yet” was the reply.

Adjourned at 6:04 PM.

### Resolution: Mayor's 2015 Budget Recommendations

The Pedestrian Advisory Committee (PAC) supports the Mayor's inclusion of the following items in the City's 2015 budget:

- \$200,000 in ongoing General Fund appropriation to clear snow from all street corners within five days after the end of a snow emergency, *see* 2015 Mayor's Recommended Budget at F248.
- \$300,000 in the Sidewalk Inspections Fund to cover the increasing costs of clearing snow and related enforcement, *see* 2015 Mayor's Recommended Budget at F248.
- \$350,000 in General Fund resources for the Pedestrian Safety Initiative designed to reduce pedestrian and biking injuries and fatalities by providing for improved access and right-of-way markings, including crosswalks and similar signage, *see* 2015 Mayor's Recommended Budget at F243.
- \$300,000 in ongoing General Fund appropriation to enhance transportation planning, right of way/public realm planning, and asset management which covers the costs associated with adding 3.5 FTE to support these services, *see* 2015 Mayor's Recommended Budget at F253.
- \$75,000 in one-time General Fund money to study intersections identified by the Pedestrian Advisory Committee for pedestrian improvements, *see* 2015 Mayor's Recommended Budget at F253.

In addition, since the Director of Transportation Maintenance and Repair has informed the PAC that \$200,000 in ongoing General Fund appropriation is unlikely to be adequate funding to clear snow from all street corners in the City within five days after the end of a snow emergency, the PAC requests that *additional* ongoing funds be appropriated to ensure that, *at a minimum*, all of the street corners along the Pedestrian Priority Corridors identified in the attached map are cleared of snow within five days after the end of a snow emergency.

These appropriations are critical to provide a safe and efficient transportation system for pedestrians and are necessary to implement the City's Pedestrian Master Plan.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, September 3, 2014**

Present: Philip Ailiff, Emily Antin, Neal Baxter, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Bob Loken, Kathleen Mayell, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Gina Mitteco, Joe Bernard, Mike Mechtenberg, Julie Danzl; guests Martha Hegg; Peter Wagenius, Mayor's Policy Director

As Chairman Mayell was detained, Vice Chair Julia Tabbut called the meeting to order at 4:02 PM, and asked all present to introduce themselves.

**Approval of the Minutes for August 2014**

Michael moved to approve the minutes; Phil seconded. Approved.

**Announcements**

Mackenzie: September 4, from noon to 2 PM, the Met Council will present the draft of its Transportation Planning Policy at a public workshop to be held at the Minneapolis Central Library.

Joe B: additional comments about this document may be directed to the City Council.

**Infrastructure & Engineering Subcommittee—Michael Jischke**

We discussed 5 projects and wrote resolutions (see end of minutes) for each at our last meeting.

Lowry Avenue: the sidewalk is too narrow here, and accommodating truck traffic and much needed wider sidewalks will be tricky. Neighbors want 11-foot walks and more trees. Concept B included one lane in each direction, plus a shared turn lane, but no bike lane. Concept F features an eastbound bike lane, and a shared bike-car lane westbound. Resolution approved.

26th-28<sup>th</sup> Streets: resurfacing these streets will begin in 2015, and include the roadways between 35W and Hiawatha Avenue. To reduce speeds, one proposal would reduce width to 2 lanes. Committee asked about feasibility of returning both streets to 2-way traffic, and received a negative response. Curb extensions and narrower traffic lanes will be added. Resolution approved.

Nicollet Mall: David Frank presented for the City. The sidewalk will be level with the street, detectable for the blind in some way, and all the intersections will be raised to create a curb-less crossing. Resin-bonded aggregate paving is under consideration for the seating areas, concrete for the pedestrian through path. Resolution approved.

Washington Avenue: owner of building between 3<sup>rd</sup> & 4<sup>th</sup> Avenues wants cafe seating and a U-shaped driveway, unacceptable to PAC. Resolution approved.

Minnehaha Avenue: the neighbors want to keep the current on-street parking in the area. Resolution approved.

(Chairman Kathleen Mayell took charge of the meeting at this time)

**PAC Administrative Items—Mackenzie Turner Borgen**

Please hurry to finish the mandatory Ethics training, and the optional diversity survey soon.

The job of Bike-Ped Coordinator has been posted at last. Applications will be accepted until September 15.

MTB is hard at work on the PAC website.

Parklet update: the 3 parklets in the pilot project will be installed next week. See these spaces at Emerson & Broadway. 212 N. 3<sup>rd</sup> Avenue and 25<sup>th</sup> & Nicollet. All measure 6-feet wide by 32-feet long and are level with the sidewalk. Tables and umbrellas will be found there, and the full season for parklets will run from mid-April to the end of October. The City will take applications for more of these very soon.

### **Monthly Agency Feature—Mackenzie Turner Borgen**

MTB walked us through the organizational charts of the City and the Public Works Department, and showed us where she directs our resolutions amongst City departments.

Peter Wagenius added that the Mayor has proposed a new division of Public Works, a Transportation Planning and Programming division, which would think further ahead than the City can now do as regards implementing City goals and guidelines. Peter urged PAC members to promote this initiative with our City Council members. Mackenzie asked whether she should present PAC resolutions to City Council members as they are passed.

Kathleen urged that as PAC was formed as an advisory body, PAC resolutions are advise and thus quite in order. Scott added that he has passed down PAC resolutions to Council Members and other interested parties for some time.

Kathleen asked Agency Members to volunteer to present to PAC in months to come. The following schedule developed: Gina Mitteco in October; Julie Danzl in November; Mike Mechtenberg in December; Joe Bernard in January; Sarah Stewart in February; Kelley Yemen in March.

### **Programs & Policies Subcommittee Report—Scott Engel**

Joe Giant, CPED Planning, was to speak to the subcommittee last month, but will present this month instead. We discussed the Met Council's Transportation Policy Plan, and picked through the Mayor's budget. We will continue to look through the proposed budget next meeting. We also began analyzing the Pedestrian Master Plan, starting with sidewalk gaps. We'll propose which gaps to fill in first.

### **Peter Wagenius**

asked the Chair for permission to speak to the PAC. He pointed out new spending of interest to PAC in the Mayor's proposed budget.

---"Hot Spots", \$75,000 to spend on pedestrian improvements at 8 high-risk intersections. Peter called this "catch up money" to quickly insert these projects into the CLIC project timeline.

---\$350,000 for pedestrian-bike safety: \$50,000 for improved vehicular lane markings, \$25,000 for bike works, \$250,000 for pedestrian improvements.

---\$200,000 for clearing snow at corners along high-priority corridors, and to promote stronger enforcement of the shoveling ordinance.

The Chair proposed adjournment. Approved, and adjourned at 5:50 PM.

### **Resolutions (all 5 adopted September 4, 2014)**

#### *Lowry Avenue*

Lowry Ave NE currently has very narrow sidewalks precluding street trees or other amenities and putting pedestrians directly adjacent the curb without any buffer. The Minneapolis Pedestrian Advisory Committee supports the following concept alternatives that would enhance both the sidewalk and overall street character:

- West of Central Ave – ~~Concept B~~ **CONCEPT C**
- East of Central Ave – Concept F

Furthermore, include the following in subsequent plan development:

- Grass boulevards in most residential areas
- Street trees
- Ornamental street lights

Additionally, the PAC requests the opportunity to review and comment on further design development of major intersections when they are available in the near future.

### *26<sup>th</sup> & 28<sup>th</sup> Streets*

The 26<sup>th</sup> St S and 28<sup>th</sup> St S one-way pair currently prioritize car traffic. In the current road resurfacing project that is primarily limited to between the curbs, the PAC supports the implementation of a dedicated on-street bike facility and removal of one vehicle lane. We oppose Concept 1 that maintains three car lanes. If Option 4 (with a 2-way protected bike lane) is selected, both streets should still be reduced to two car lanes.

Include the following design features which will be of benefit to pedestrians.

- 11' car lanes to slow traffic
- Sidewalk corner curb extensions
- Continental style crosswalk markings with durable materials instead of painted single lines and ADA-compliant corner curb ramps

### *Nicollet Mall*

The PAC is enthusiastic about the designs for the Nicollet Mall renovation. In particular, the following design features will be of benefit to pedestrians:

- A clear minimum 10' wide "through-walk" adjacent building frontages
- A designated café/planting/seating zone at back of curb
- Raised intersections enabling level pedestrian crossing
  - Note – this will be a unique condition and further detailed development of the edge design is necessary to provide adequate warning and correct tactile orientation to blind or low-vision pedestrians
- Potential skyway connections directly from the street with accessible paths of travel
- Other amenities that will refresh and enliven the character of the street

The PAC is also interested to visit the planned "test" sidewalk area for pavers and the resin-bonded pavement and be advised of the evaluation results, especially as regards ADA compliance.

### *Washington Avenue*

At Hennepin County's request, the Minneapolis Pedestrian Advisory Committee Infrastructure and Engineering Subcommittee reviewed several proposed sidewalk/cycle track/transit stop layout options at the meeting on August 21, 2014. In light of the ongoing discussion over the proposed adjacent private development proposal, The PAC recommends the following:

- Maintain a separate minimum 6' clear sidewalk.
- The sidewalk and cycle track should not be combined which could create potential conflict.
- Do not impede lateral pedestrian circulation from the sidewalk to the transit station or the boarding zones.

- Any sidewalk café seating should be located within the 3' frontage zone along the building and not impede pedestrian movement.
- Explore opportunities for "greening" within the taper areas between the sidewalk and cycle track.

#### *Minnehaha Avenue*

The PAC supports City staff's Option B that narrows the road (curb to curb) by 4' and adds a boulevard zone on the east side of the road. A boulevard is also desirable on the west side, but the PAC understands the desire to preserve a significant number of mature trees currently behind the walk. As the skewed intersections are studied further, removing slip-lanes and triangular pedestrian islands is generally preferred, but the PAC is interested to review other options that staff develop as well.

**Minneapolis Pedestrian Advisory Committee Meeting  
Wednesday, August 6, 2014**

Present: Philip Ailiff, Emily Antin, Neal Baxter, Shaina Brassard, Scott Engel, Michael Jischke, Bob Loken, Kathleen Mayell, Don Ostrom, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Joe Bernard, Gina Mitteco, Dan Patterson (for Kelley Yemen), Emily Ziring

Chairman Kathleen called the meeting to order at 4:00 PM, and asked all present to introduce themselves.

**Approval of the Minutes for July 2014**

Scott moved to approved the minutes; Joe P. seconded. Approved.

**Announcements**

Mackenzie: The Swedish Institute will again host a meeting this evening, from 6-8 PM, on the proposed alterations on 26<sup>th</sup> & 28<sup>th</sup> Streets. Meeting #3, on August 27, will be very important, as the final public input on this project. Also, Franklin Avenue will be reserved for non-motorized traffic from 10-4 on Sunday, August 17, the next Open Streets event.

Kathleen: another Franklin-Cedar Study Area meeting is set for August 7.

Don: the public meeting at The Walker Art Center on August 5 was well-attended.

**PAC Administrative Items—Kathleen Mayell & Mackenzie Turner**

We sent, via e-mail, a calendar for the coming year. We hope this schedule of deadlines will allow members to obtain resolutions, etc., a few days before meetings. Also, the sooner the public can find PAC's minutes on-line, the better for PAC's impact. Posting all PAC's paperwork would be a boon, in fact.

Julia: We need to start working on PAC's Year in Review for 2013/14 soon. Volunteers are needed to draft this.

MTB: the BAC has an agency member each month explain how their work furthers PAC agendas. We might try that.

Also, now that the PAC has such cache, shall we enforce attendance?

Scott moved that PAC adopt an attendance policy limiting members to three unexplained absences per year, after which the member will be asked if availability is a problem; Neal seconded. **Approved.**

**Programs & Policies Subcommittee Report—Scott Engel**

At our last meeting we met Lacy Shelby, who is head of the Downtown Public Realm Framework. Her group is taking an inventory of nearly anything of interest to pedestrians and bikers: trash cans, benches, bike racks, flower beds, what-not. CPED wants to systematize signs, too, from bus stop signs to maps of downtown.

The committee also met with Matt Laible and Mike Kennedy, who outlined the media the City employs to urge citizens to shovel walks. We urged the City to add that clean sidewalks are safer and a property owner's legal responsibility, too.

At our next meeting, the Zoning Dept. will discuss commercial parking and how the City might enforce its own standards for parking facilities.

**Infrastructure & Engineering Subcommittee—Michael Jischke**

Committee discussed the Hennepin-Lyndale project. Improved bike & pedestrian counts led to changes that were not shown at the Walker on August 5. The City will approve a plan in September for this work.

Michael read the resolution, and after discussion, Julia moved to approve as amended; Scott seconded.

**Approved.**

We also proposed a new resolution on the LaSalle Avenue project, incorporating Don's comments (among others). Don moved to approve the resolution; Scott seconded. **Approved.**

(Discussion followed about emailing approved resolutions, and who should receive them.)

The I-35W & Lake Street junction came up next. The new transit station there will improve access to the street and to the buses on the freeway. Two exit ramps will be added in this area. After discussion, Scott moved to approve the amended resolution; Julia seconded. **Approved.**

Finally, Michael introduced the subcommittee's resolution on the changes to Target Center. Joe Bernard urged the committee to ask for a circulation plan, to illuminate how the City expects 20,000 people in attendance at the Target to merge with downtown traffic. Julia moved the resolution, Kathleen seconded. **Approved.**

#### **Brainstorming Session Recap—Julia Tabbut**

As time had run short, Julia proposed to look at this in September.

#### **Future Topics**

The following ideas came out during discussion:

the week between the Executive meeting and PAC is too short to ask guests to prepare a visit; let's use Julia's brainstorm for neglected topics; resume occasional walking tours; discuss projects in our several wards; a focus on West Broadway and pedestrian deaths; projects that agency members know about.

Mackenzie asked members to complete the City's Ethics test, and the Board member survey, soon.

Kathleen moved to adjourn; adjourned at 6:01 PM.

## **Resolution on Hennepin/Lyndale Avenue Reconstruction Project**

The PAC would like to thank Hennepin/ Lyndale project planners for incorporating our feedback into proposed plans. The concept does a better job of balancing the needs for all users.

Specifically, the following changes improve the comfort and safety for pedestrians:

- Elimination of one of a northbound and portions of the southbound traffic lanes and narrowing of all other lanes, which will reduce crossing distances for pedestrians.
- Creation of larger pedestrian medians between vehicle directions.
- Improved safety and space available at transit stops, in particular at Hennepin Avenue and Groveland Terrace.
- Elimination of most slip turns to and from the roadway. We recommend elimination of all slip turns including the one at the Oak Grove intersection in conjunction with the creation of the dedicated left turn lane from southbound Hennepin-Lyndale.
- Separation of the Loring Bikeway from the sidewalk along the east side of the project area.
- Improved vehicle signage to minimize driver distraction.

We look forward to more information about whether these project elements are feasible as planning continues:

- Minimizing cut-through traffic on the block adjacent to Hennepin Avenue between Groveland Terrace and Douglas Avenue.
- Allowing street parking during off-peak hours to create a buffer for pedestrians and calm traffic even further.

Finally, we look forward to more detail about landscaping and streetscape improvements along the corridor to provide shade and visual interest.

## **Resolution on LaSalle Avenue Reconstruction Project**

The Pedestrian Advisory Committee (PAC) appreciates that Public Works engaged the group and incorporated our feedback into the proposed design for LaSalle Avenue. Specifically, the addition of bump-outs and a bike lane will calm traffic and improve conditions for pedestrians.

LaSalle Avenue from 12<sup>th</sup> Street to 8<sup>th</sup> Street has largely been a service corridor for its adjacent, parallel avenues, most notably the Nicollet Mall, allowing trucks to load and unload merchandise for the retail stores and providing parking for shoppers and workers who commute to downtown. With its numerous loading docks, parking ramps, and driveways, the Avenue is likely to retain this service function for the foreseeable future.

However, even while retaining this function the Avenue could be made more appealing and comfortable for pedestrians, adding to the value of downtown Minneapolis. Toward this goal, the PAC recommends the following for LaSalle Avenue:

- Narrow all traffic lane widths to 11' (maximum 12'), reducing crossing distances and calming traffic. Use the additional space to widen sidewalks and bump-outs, and create bike lanes on both sides of the street.
- Reduce the width of driveway entrances into the numerous parking ramps, thereby maintaining as much sidewalk as possible and as little roadway on the sidewalk trajectory. In particular, tighten up the

turning radius on the entrance/exit ramps (e.g., on the entrance to the ramp on the east side of LaSalle between 8th and 9th Streets). (See Figure 1 & Figure 2)

- Reduce the turning radii at several of the intersections to make them more of a right angle, for example at 9th and 11th Streets turning west.
- Add bump-outs on the north side of 11th Street, making room for them by tightening up the proposed 15' northbound traffic lane, the 13' southbound traffic lane, and the 12' southbound turn lane.
- Significantly extend bump-outs at the SE corner of 8<sup>th</sup> Street and LaSalle Avenue to create more visibility of pedestrians for motorists in the two parallel right turn lanes.
- Add boulevard trees and pedestrian-level lighting throughout the corridor.

### **Resolution on I-35W Transit Access Project**

The Minneapolis Pedestrian Advisory Committee appreciates the opportunity to review and comment on the proposed design for the I-35W Transit Access Project. Our comments focus on three primary aspects of the project: the transit station itself, Lake Street, and the connection to the Midtown Greenway.

- Transit Station
  - The proposed accessible station in the center of the highway with weather-protected waiting areas for transit riders will be a vast improvement to the existing facilities.
  - Provide additional amenities including heating, benches, trash receptacles, and wayfinding signage which are not currently shown in the renderings.
  - The lobby areas that provide vertical access between Lake St. and the highway platform level currently appear cold and austere. Use additional finish materials that convey a sense of warmth such as natural stone, architectural precast, or tile to complement the concrete, metal panels, and glass.
  - Provide even and adequate lighting that is both functional and aesthetic throughout the lobbies and area under the bridge.
  - Consider additional programming for the lobbies and area under the bridge such as newsstands or food/beverage vendors to add positive activity.
- Lake Street
  - Continue the streetscape improvements that exist along the rest of Lake Street including lighting, trees, decorative fencing, and furnishings.
  - Maximize the sidewalk widths within the available right-of-way.
- Midtown Greenway Connection
  - A new pedestrian access to the Greenway is exciting since none currently exists between Nicollet Ave. and 5<sup>th</sup> Ave. Unfortunately, the narrowness of the space sandwiched between the highway and Stevens Ave. may result in an isolated, unsafe experience for pedestrians. Include an emergency call-box, adequate lighting, and active policing for safety.
  - Remove the turn lanes from southbound Stevens Ave. approaching Lake St. to reduce the pedestrian crossing width.
  - Make provisions for adequate long-term maintenance of the trees, landscaping, and public art planned, or otherwise the space may become unkempt and vandalized.

## Resolution on Target Center Renovation

The Minneapolis Pedestrian Advisory Committee (PAC) whole-heartedly endorses the goal of the Target Center Renovation to enhance the pedestrian realm around the arena. The original design of the building was ill-suited to its urban environment when it was built and has become even more conspicuous as the area continues to be revitalized with recent development and pedestrian improvements.

The existing building is too large for its site, restricting pedestrian movement; its façade is bland and uninteresting and affords no glimpses from the outside of the vitality that occurs inside; the unnecessarily stout piers and low ceiling of the pedestrian arcade along N 1<sup>st</sup> Ave create an unwelcoming and unsafe pedestrian environment. The design team of the renovation has many innovative ideas for transforming this building into an asset for the area. Despite the innovative ideas, there is pressure to increase the footprint of the already hulking building to accommodate enclosed loading areas. If this occurs, it is vital that the surrounding pedestrian space be increased and enhanced as much as possible.

In particular, the PAC strongly encourages City staff to incorporate the following recommendations in the project plans:

- Eliminate the redundant segment of N 7<sup>th</sup> St that skirts southern edge of Target Center, consolidating the existing pork chop island with the Target Center block; reroute vehicular traffic to the southern segment of N 7th St just north of the O'Donovan's/Seville block
- Reduce the footprint of the proposed loading area to eliminate the pedestrian bottleneck near the intersection of N 1<sup>st</sup> Ave and N 7<sup>th</sup> St.
- Create a food/beverage establishment on the street level of Target Center at N 1<sup>st</sup> Ave that can be open to the public during regular business hours – not just during games and events.
- Perforate the façade with windows wherever it is feasible as current architectural renderings show.
- Recess the second story on N 1<sup>st</sup> Ave to create a taller, brighter, more inviting arcade as current architectural renderings show.
- Eliminate street parking on Target Center side of 1st Ave and use the reclaimed right of way to increase the sidewalk width.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, July 2, 2014**

Present: Philip Ailiff, Emily Antin, Neal Baxter, Shaina Brassard, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Bob Loken, Jason Lord, Kathleen Mayell, Don Ostrom, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Joe Bernard, Kelley Yemen, Gina Mitteco

Mackenzie Turner Barga called the meeting to order at 4:03 PM, and asked all present to introduce themselves.

**Approval of the Minutes for June 2014**

Phil moved to approved the minutes; Scott seconded. Approved.

**Announcements**

Mackenzie: the next Open Streets event will take place July 27 along Central NE. Also, the City is kicking off the 26<sup>th</sup> & 28<sup>th</sup> Street Improvement; Project with an open house at the American Swedish Institute, July 14 from 6 to 8 PM.

**PAC Orientation—Mackenzie Turner Barga**

Mackenzie; explained the mission, principles and responsibilities of the PAC. She asked us to consider adopting sometime an attendance policy (requiring attendance or an excused absence). PAC membership has become a desirable appointment, and we need to members to attend meetings.

**PAC Leadership Elections—All Voting Members**

Julia nominated Kathleen Mayall for Chair; she accepted the nomination.

Scott nominated Julia Tabbut for Vice-Chairman; she also accepted.

Donna nominated Neal Baxter for Secretary; Neal accepted.

Scott nominated Michael Jischke for Chair of the Infrastructure & Engineering Subcommittee; Michael accepted.

Dan nominated Scott Engel for Chair of the Programs & Policies Subcommittee; Scott accepted.

Don Ostrom nominated himself for Vice-Chair of the Infrastructure & Engineering Subcommittee.

Donna nominated Dan Herber for Vice-Chair of the Programs & Policies Subcommittee; Dan accepted.

All nominees were unopposed, and declared elected.

**Infrastructure & Engineering Subcommittee—Scott Engel**

Jeff Handeland of Public Works discussed the 26<sup>th</sup> Avenue N. resurfacing project.

The Committee also saw the latest plan for LaSalle Ave. (between 8<sup>th</sup> & 12<sup>th</sup> Sts.). Finding the plan lacking, a resolution was drafted which Kathleen Mayall read to PAC members. Discussion of the resolution ensued:

Don: I disagree with the intent of the resolution, as LaSalle acts principally as a delivery alley for the businesses on Nicollet, and as access to and from the parking garages used by commuters. Pedestrians avoid LaSalle by and large, as it lacks points of interest for them.

Scott: but pedestrians still need to cross LaSalle to proceed between Hennepin and Nicollet.

Joe: we can agree that the street has its uses for commerce, etc., but still needs to accommodate those who need to walk it.

Kelly: the 15-foot lanes, though wide, are required for trucks pulling into loading docks.

Mackenzie: major changes, when they are made, will be presented to the PAC.

Dan: let's table this resolution, and revise it (Scott consented to this).

**34<sup>th</sup> Avenue Resolution**

Mackenzie allowed that divining the objections of Lisa Cerney (Surface Water and Sewers) and Public Works has been difficult. She will direct this resolution to them in any event.

The Minneapolis Pedestrian Advisory Committee (PAC) supports the efforts of the Seward Neighborhood Group to build a rain garden on the 2400 block of 34<sup>th</sup> Avenue S. The neighborhood began to investigate this project because of the high volume of children crossing back and forth across the street, and what appeared to them to be the relatively low volume yet high speed of vehicles that travel the block.

The SNG successfully engaged the Mississippi River Watershed Management Organization and was able to secure a planning grant from them to develop the design concept of the Rain Gardens. The community group worked with a design firm to develop a site design that calms traffic, provides benefit to the watershed district, and beautifies the block with six extended, landscaped curbs.

The SNG is looking to move forward with the construction of the 34<sup>th</sup> Avenue Rain Gardens and is currently seeking approval from Minneapolis Public Works.

The PAC recommends the city pilot the Rain Garden project on 34<sup>th</sup> Avenue S. not only because the project merits the opportunity to solve community issues the neighborhood feels deeply about, but also because it serves as a potential model for other neighborhoods throughout the city. In particular, the PAC supports piloting the Rain Garden project because:

--The proposed design creates a more livable street for residents and visitors to the street, both those on foot and in a vehicle;

--The rain gardens are designed to reduce the amount of storm water that enters into the municipal sewer system;

--The neighborhood group has shown its aptitude for innovation and dedication and has committed to helping maintain the rain gardens in the coming years;

--The proposed design adds to the visual interest of the street—an important amenity for pedestrians; and

--The pilot project highlights the conversation about how one of our largest public assets—our public streets—is used. Streets make up a significant portion of public space in our city and we are happy to see residents engaged in trying to make them work more efficiently and effectively for people rather than parked vehicles and those passing through by automobile.

The PAC strongly encourages the City of Minneapolis to use the good design work done to date on the 34<sup>th</sup> Avenue S. Rain Garden project as the basis for a pilot project that will hopefully allow for more rain gardens throughout the city in the years to come.

Kathleen moved to approve the resolution; Scott seconded. **Approved.**

#### **Programs & Policies Subcommittee—Dan Herber**

We looked at the Pedestrian Master Plan, and reviewed the City's implementation and what PAC should work on. We should take on one section per month, flagging areas PAC can address. Also, if PAC members adopted sections of the Master Plan and pursued implementation (contacting staff, etc.), we'd make progress.

#### **Report on Meetings with Elected Officials—Don, Scott & Neal**

We met with Cam Gordon, Linnea Palmisano & Blong Yang of the City Council's Transportation & Public Works Committee, and Marion Green, newly elected Hennepin County Commissioner. Gordon has helped PAC for years; his freshmen colleagues on the committee appeared ready to promote pedestrian policies. Marion Green also seemed most receptive to our agendas. We feel the meetings were useful.

#### **Outreach and Engagement Exercise—Julia Tabbut**

At Julia's instruction, members broke into small groups and discussed how to advance PAC's goals.

Neal moved to adjourn; Don seconded. Approved, and adjourned at 6:01 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, June 4, 2014**

Present: Philip Ailiff, Neal Baxter, Jennifer Edwards, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Jason Lord, Kathleen Mayell, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Joe Bernard, Mike Mechtenberg, Kelley Yemen, Deborah Bartels, Julie Danzl

Vice-Chairman Julia called the meeting to order at 4:06 PM, and asked all present to introduce themselves.

**Approval of the Minutes for May 2014**

Phil moved to approved the minutes; Scott seconded. Approved.

**Announcements**

Kelley Yemen: pleased to introduce Hennepin County's new Bike and Pedestrian Planner. His name is Dan Patterson, and he comes to us from Dakota County.

Mackenzie: Open Streets festivities have begun. The season began June 1 in North Minneapolis on Humboldt & Girard Avenues. June 8 Lyndale closes from Franklin to 42<sup>nd</sup> Street.

Upcoming meetings include an open house at Augsburg College on June 9 about the Cedar Avenue project; June 19 at Whittier Park on the 35W-Lake St. Transit Access project; and a meeting on 26<sup>th</sup> & 28<sup>th</sup> Streets in late June.

Mike: the Green Line light rail line opens on June 14.

Jennie: this is my last meeting, as I've not been re-appointed. I enjoyed the committee and am glad that it has grown into a force to be reckoned with.

**Cedar-Riverside Pedestrian Access—Julia Tabbut**

An unofficial sidewalk through vacant land has closed. The City has leased the lot where Cedar and 5<sup>th</sup> Street meet for 6 months to the bar next door. Having to walk around the fenced-off perimeter causes great inconvenience.

Joe: the lot was part of 5<sup>th</sup> Street before the City vacated that street. The property has no easement for a sidewalk. The City has wanted to build a walk there for years, but is loath to encourage private parties to install sidewalks at their own discretion.

Donna moved the following resolution; Scott seconded.

The Pedestrian Advisory Committee requests that pedestrian connections through the city-owned lot at 427 Cedar Avenue South be maintained.

This stretch of sidewalk is a crucial part of the pedestrian network in a neighborhood where people rely on it—rates of car-ownership are much lower here than in the city as a whole. The sidewalk is currently blocked by a padlocked fence in preparation for a long-term expansion of premises by the neighboring bar. Because of this fence, many residents now have to travel more than three times farther (going around three or more sides of a block rather than one) to reach bus stops and local businesses.

The city has leased this property to the adjacent business owner and granted an extension of premises for the business's liquor license, preventing full pedestrian access through the site. To prevent such disruptions to the pedestrian network in the future, the PAC requests that the city consider the importance of pedestrian access when entering into future such agreements, and to ensure long-term pedestrian access through this site by pursuing an easement on South 5<sup>th</sup> Street between Cedar and 19<sup>th</sup> Avenues and establishing this sidewalk as an official part of the public pedestrian network, as suggested in the Cedar Riverside Small Area Plan ([http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert\\_269987.pdf](http://www.ci.minneapolis.mn.us/www/groups/public/@cped/documents/webcontent/convert_269987.pdf), p.98-99).

Additionally, if future street easements are up for discussion, we ask that the PAC be consulted and given opportunity to comment. **Approved.**

### **Infrastructure & Engineering Subcommittee—Scott Engel**

We discussed several projects, including Penn Avenue, along which a bus rapid transit route is proposed. The route will feature fewer stops and more frequent service than a normal route, and link with the Green Line along Olson Highway. We considered Lake Street from Abbott to Chowen, the site of a proposed station on the Green Line. This area lacks sidewalks, adequate signage and an easement. We started composing a resolution. Committee looked at our Capital Improvement list. None of the areas we cited for work made the City's CLIC schedule.

Crosswalk markings drew our attention. We framed the following resolution:

The Pedestrian Advisory Committee (PAC) recommends the following revisions to the City of Minneapolis' crosswalk marking practices. These changes will improve the visibility and durability of markings and clarify where markings are located.

#### Marking Attributes

Utilize durable markings rather than latex paint because durable options are more visible and last longer than latex paint. Also, durable materials can be installed in cooler temperatures than latex paint, allowing for installation earlier in the year.

#### Funding

Significantly increase the amount of City general fund resources dedicated to marking crosswalks (currently under \$150,000 per year).

Renegotiate the maintenance agreement with Hennepin County to increase funding for crosswalk markings on County roads in Minneapolis.

#### Installation/Timing

Install crosswalk markings during off-peak, weekday hours and weekends, not just overnight hours, in order to install markings more quickly and earlier in the year.

Install markings in April and May each year, not the current May-October timeline.

Install markings first at "Activity Centers" identified on the Pedestrian Priority map before moving on to other locations.

#### Locations

Install marked crosswalks at all 800 signalized intersections.

Install marked crosswalks at stop-sign controlled intersections in areas along Priority Pedestrian Corridors.

Install crosswalks markings at LRT stations that cross at grade.

Install crosswalks markings on existing and reconstructed Nicollet Mall.

Install crosswalks markings adjacent to schools.

#### **Approved.**

Latex paint can only be applied to streets at temperatures above 60° F. (Discussion followed on durable materials and markings).

Dan's committee discussed crosswalk markings in August 2012.

Donna moved to pass the above resolution with the 2012 resolution inserted; Neal seconded. **Approved.**

Mackenzie added that Steve Mosing likes this resolution, and his department is preparing to adopt the stated practices. They can't meet the April/May installation plan, but will start as soon as possible.

### **Programs & Policies Subcommittee—Dan Herber**

Dan put forward a resolution arguing for extending the Snow Removal Pilot Program, and adopt the same as City

policy. Kathleen moved & Scott seconded his resolution (which see below). **Approved.**

Joe B.: Dan should join Public Works as they tell the Council's Transportation & Public Works Committee about snow clearance.

Mackenzie: We need to urge this resolution on Chairman Reich, too.

### **Bicycle & Pedestrian Coordinator Update—Mackenzie Turner Barga**

Public Works has begun to pursue posting this job vacancy.

### **PAC Appointments Update—Mackenzie Turner Barga**

Many thanks to all who serve on this committee! Mackenzie praised especially the contributions of Jennifer Edwards (who was not re-appointed). Jenny's ideas and insights were invaluable.

TCW Committee wanted to re-think membership this year. Members representing the East Side, North Side and youth have been added.

Jennifer & Kathleen suggested that the PAC's heightened interest is a great leverage point, and that unsuccessful applicants be invited to participate, in subcommittee and perhaps elsewhere.

Neal moved to adjourn; Phil seconded. Approved, and adjourned at 5:55 PM.

## RESOLUTION

WHEREAS, the Minneapolis Pedestrian Master Plan was developed by city staff and citizens over the course of 2007-09 and approved by the City Council on October 16, 2009, (HYPERLINK

"[http://www.minneapolismn.gov/pedestrian/pedestrian\\_pedestrian-masterplan](http://www.minneapolismn.gov/pedestrian/pedestrian_pedestrian-masterplan)"  
[http://www.minneapolismn.gov/pedestrian/pedestrian\\_pedestrian-masterplan](http://www.minneapolismn.gov/pedestrian/pedestrian_pedestrian-masterplan).)

WHEREAS, the Minneapolis Pedestrian Master Plan provides:

“Walking is an essential mode of transportation for everyone who lives, works, plays in or visits Minneapolis.”

“Walking and walking in conjunction with transit and bicycling provides equitable access to jobs, recreation, community, goods and services for all citizens. Walking is also a critical component of the public transportation system. In order to make public transit a viable choice for more people, the walking environment to/from and at transit stops must be safe, comfortable and convenient.”

“Incomplete snow clearance discourages people from walking and using transit, poses significant accessibility barriers for many pedestrians, and can pose safety hazards for pedestrians who find it easier to walk in the street. Poor snow and ice clearance on pedestrian facilities is one of the biggest concerns raised through the Minneapolis Pedestrian Master Plan process.”

WHEREAS, the Minneapolis Pedestrian Master Plan's findings include:

“Enforcement of private property owner responsibilities [for sidewalk snow and ice removal] is complaint-based and can be slow.”

“There is no designated timeframe for the snow clearance responsibilities of the City.”

“Transit stops without shelters are often not adequately cleared of snow.”

“Curb ramps and corners are often difficult to clear of snow.”

WHEREAS, the PAC finds that the above findings of the Minneapolis Pedestrian Master Plan remain as true today as they did in 2009 when the Plan was approved by the City Council.

WHEREAS, the PAC places a high priority on improving snow and ice clearance for pedestrians as reflected by its

resolutions concerning same:

10/02/13: supporting inclusion of a budget appropriation for snow and ice clearance at corners;

09/04/13: suggesting improvements to the pilot project using private contractors to clear snow and ice and advocating for a more robust public education campaign on sidewalk clearance obligations and benefits;

03/06/13: resolution recommending (a) better enforcement of snow and ice clearance ordinance, (b) enhanced sidewalk and corner clearance along pedestrian priority corridors, and (c) coordinated clearance of transit stops; and

05/21/12: advising that an administrative fine be established by amending Council Resolution 2011R-351 to include a \$75 fine for failing to shovel public sidewalks in compliance with Minneapolis Code § 445.20.

WHEREAS, when safe pedestrian accessibility is not adequately maintained, even for short durations, many of our residents are denied basic access, safety, and dignity in meeting daily travel needs;

NOW THEREFORE, the PAC recommends that the City Council allocate funds and the City Council, Mayor's Office, and city staff take the necessary steps to accomplish the following tasks.

**Clear intersection corners, crossings, and pedestrian priority corridors of snow and ice in a timely manner.**

Problems:

City Ordinance § 445.20 requires owners of one and two family dwellings to remove snow and ice within 24 hours after a snowfall and other owners to do so within 4 daylight hours after a snowfall. Yet, snow clearance is inconsistent from one private property to the next. According to the "Results Minneapolis" report for the City's 311 service (dated 02/19/14), the City's expected timeframe for resolving *sidewalk* snow and ice complaints, called a "service level agreement," is 21 days. By comparison, the City's "service level agreement" for *street* snow and ice complaint resolution is 3 days. Further, the six comparison cities referenced in the report, the average expected sidewalk snow and ice complaint time is 6 days. According to the 311 Results report, only 78% of sidewalk complaints were resolved within 21 days in 2013. See [HYPERLINK](http://www.ci.minneapolis.mn.us/www/groups/public/@citycoordinator/documents/webcontent/wcms1p-120729.pdf)

"<http://www.ci.minneapolis.mn.us/www/groups/public/@citycoordinator/documents/webcontent/wcms1p-120729.pdf>"

<http://www.ci.minneapolis.mn.us/www/groups/public/@citycoordinator/documents/webcontent/wcms1p-120729.pdf>. During the 2013-14 snow season, on average it took City crews more than 25 days following a complaint being lodged to remove snow and ice from a sidewalk not otherwise removed by the property owner following notice of deficiency by the City.

In addition, City current snow plow routes create large mounds or windrows of snow at corners that are often very difficult to remove. These snow and ice windrows block pedestrian access, make corners non-compliant with the American's with Disabilities Act, reduce motorist-pedestrian sight lines, impair safe access to transit stops, and prevent proper drainage of water to the storm sewers resulting in ice patches at corners.

Solutions:

Reduce the expected timeframe for snow and ice clearance complaint resolution (i.e., "service level agreement") from 21 days to 7 days. This benchmark will serve as a more accurate performance measure to gauge timely clearance results.

Make permanent the use of private contractors to carry out sidewalk snow and ice clearance work orders and expand their use citywide. The City's pilot project using private contractors to effect work orders for snow and ice clearance on private sidewalks has shown that using private contractors can *dramatically* speed snow and ice clearance. Private contractors dedicated to sidewalk clearance completed sidewalk work orders in the 2013-14

winter season on average in 2.2 days. In contrast, tasked with street clearance, City crews completed sidewalk work orders on average in 20.5 days.

Make it City policy that City crews *will commence clearance of all corners by the 4<sup>th</sup> day following a snow emergency declaration* and approve additional funding to implement this policy. In the 2013-14 snow season, City crews were able to clear approximately 15,000 corners of snow twice (each effort took between 8-10 days). We applaud these actions but more frequent corner clearance is needed to make use of sidewalks feasible and safe. At a minimum, enhanced sidewalk and corner snow clearance is needed along pedestrian priority corridors to ensure safe pedestrian travel. Pedestrian priority corridors include those used for commercial, community, or transit activity. See the attached pedestrian priority corridors map.

Find innovative means to minimize snow windrows at intersections. For example, study innovative alternatives to existing snow plowing routes, such as right-hand/right-turn plow routes (used in Stillwater, MN). See Office of the Legislative Auditor State of Minnesota, Snow and Ice Control: Actions for Effective Snow and Ice Control, § 7.2 Route Planning, at 21 (Report #95-06 May 1995) (“In residential areas, design routes that allow snowplow operators to make repeated right-hand turns to avoid leaving windrows at intersections.”). Similarly, evaluate use of plow equipment such as hydraulic snow containment/end gates installed on plow blades to eliminate pushing street snow into windrows that block pedestrian corner access. After three years of testing, voters in Sioux Falls, South Dakota approved installation of snow gates in a referendum in April 2014 by a 75% to 25% margin. See [HYPERLINK](#)

"[http://www.siouxfalls.org/~media/Documents/publicworks/snow/Snow\\_Gates\\_Presentation-040213.pdf](http://www.siouxfalls.org/~media/Documents/publicworks/snow/Snow_Gates_Presentation-040213.pdf)"  
[http://www.siouxfalls.org/~media/Documents/publicworks/snow/Snow\\_Gates\\_Presentation-040213.pdf](http://www.siouxfalls.org/~media/Documents/publicworks/snow/Snow_Gates_Presentation-040213.pdf).

Explore other equipment advances. See Winter Maintenance of Pedestrian Facilities in Delaware: Institute for Public Administration, A Guide for Local Governments, at 70-74 (Feb. 2012), available at [HYPERLINK](#)

"<http://www.ipa.udel.edu/publications/SnowRemoval.pdf>" [www.ipa.udel.edu/publications/SnowRemoval.pdf](http://www.ipa.udel.edu/publications/SnowRemoval.pdf).

Explore other models of winter sidewalk maintenance that treat sidewalks as a public good. For example, Rochester, New York (pop. 210,532), plows 878 miles of sidewalk every snowfall greater than 3 inches, funded by an annual assessment on property (currently \$31.84 on a 40' frontage), see [HYPERLINK](#)

"<http://www.cityofrochester.gov/article.aspx?id=8589936460>"

<http://www.cityofrochester.gov/article.aspx?id=8589936460>. Similarly, in the City of New Hope, Minnesota sidewalks are plowed by city staff as time and resources allow, see [HYPERLINK](#) "[http://www.ci.new-hope.mn.us/departments/publicworks/maintenance/sidewalk\\_snow.shtml](http://www.ci.new-hope.mn.us/departments/publicworks/maintenance/sidewalk_snow.shtml)" [http://www.ci.new-hope.mn.us/departments/publicworks/maintenance/sidewalk\\_snow.shtml](http://www.ci.new-hope.mn.us/departments/publicworks/maintenance/sidewalk_snow.shtml).

### **Enforce snow clearance requirements at transit stops in the public right of way.**

#### Problems:

Transit stops often remain impassable or dangerous due to snow and ice accumulation and are not compliant with the American's with Disabilities Act requirements for much of the winter.

Clearance duties may involve multiple governmental jurisdictions and snow and ice clearance efforts at transit boarding and alighting areas are not always coordinated. For example, Metro Transit takes responsibility for clearance of snow at transit shelter locations but not at thousands of bus stops.

#### Solutions:

Make it City policy that City crews *will commence clearance of all transit stops by the 4<sup>th</sup> day following a snow emergency declaration* and approve additional funding to implement this policy.

Enter into memorandum of understanding with all applicable jurisdictions, including Metropolitan Council (Metro Transit) to establish clear responsibilities and timeframes for snow and ice removal for all transit stops in the City.

**Educate City residents and property owners about their obligations under the sidewalk snow and ice clearance ordinance and available resources to comply with ordinance. Enforce the ordinance.**

Problems:

In the Minneapolis Pedestrian Master Plan, the City Council has appropriately recognized snow and ice clearance as a public safety and health issue, but the education and enforcement system continues to address this problem merely as a nuisance.

A new education and enforcement approach is needed that results in measurable compliance.

Solutions:

Approve funds to issue automated 30-second outbound voice messages (so-called “reverse 911” calls) dedicated *exclusively* to informing private property owners about their obligations under City Ordinance § 445.20 to timely clear their sidewalks of snow and ice. We understand the cost of these calls to be approximately \$3,000 per call. To avoid confusion, these messages should *not* be issued on the same day as snow emergency automated calls concerning parking restrictions. At least one message should issue during the first measurable snowfall of the snow season. Additional such sidewalk-clearance dedicated messages should issue thereafter no less frequently than once for every snow emergency declaration.

Conduct a more robust public education campaign informing property owners of their responsibility to clear sidewalks of ice and snow, including use of media, email, text, and voicemail messages reminding city residents of their responsibility to maintain a snow and ice free sidewalk. Include information regarding the many benefits of keeping sidewalks free from snow and ice in the City’s regular communications to residents (e.g., on property assessment or utility notices). Such messages could include testimonials on the benefits of clear sidewalks by City residents. Innovative ideas can be found in Winter Maintenance of Pedestrian Facilities in Delaware: A Guide for Local Governments, at 59-62 (Feb. 2012), *available at* HYPERLINK

"<http://www.ipa.udel.edu/publications/SnowRemoval.pdf>" [www.ipa.udel.edu/publications/SnowRemoval.pdf](http://www.ipa.udel.edu/publications/SnowRemoval.pdf).

Utilize multiple media and information distribution formats to increase resident awareness of the availability of sidewalk snow and ice removal help for senior citizens and people with disabilities from community groups, such as the list of such groups currently offered through 311. *See, e.g.,* HYPERLINK

"<http://www.minneapolismn.gov/snow/shovel/>" <http://www.minneapolismn.gov/snow/shovel/>.

Implement a \$75 administrative civil fine mechanism to permit issuance of tickets for failure to maintain sidewalks in compliance with City Code.

To provide more equitable service throughout the City, increase inspections by City inspectors to actively identify snow and ice covered sidewalks to enhance complaint-based system, which does not adequately ensure the sidewalk network is properly cleared of snow and ice.

During the snow season, conduct regular inspections of boarded properties and properties registered on the City's Vacant and Condemned Properties list to ensure the sidewalks abutting those properties meet the snow and ice removal and sidewalk maintenance requirements of City Ordinance § 445.20.

Approved by the PAC June 4, 2014.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, May 7, 2014**

Present: Philip Ailiff, Neal Baxter, Trevor Born, Jennifer Edwards, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Kathleen Mayell, Don Ostrom, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Julie Danzl, Joe Bernard, Shannon McDonough, Mike Mechtenberg.

Chairman Don called the meeting to order at 4:02 PM, and asked all to introduce themselves.

**Approval of the Minutes for April 2014**

The minutes were approved as printed.

**Announcements**

Julie: This was National Bike to School Day, and over 33 Mpls schools took part. That's the highest participation ever, and 6600 students and staff arrived by bike. And for Wellness Week, the schools will serve quinoa tomorrow, prepared on site. Healthier school lunches are on the way.

Don: will be in Paris next month; and will step down as Chairman in July.

**Programs & Policies Subcommittee—Dan Herber**

We saw the City's power point on last winter's snow removal pilot projects. Next we mean to decide how to proceed toward city-wide implementation. See below for Dan's summary of the pilot project.

The committee meets next on May 19.

**Announcements—Mackenzie Turner**

Every member who wished to return in July has sent in an application. One vacancy for a partial term is available. Nineteen or twenty applications have come in for the open seats.

A meeting on May 13 will explore options for the West Calhoun area, between Lake St. and Excelsior Avenue.

**Infrastructure & Engineering Subcommittee—Scott Engel**

We had a big agenda at the last meeting. The Bottleneck area where Hennepin & Lyndale meet will be rebuilt in 2015. This \$9 million project will rework the whole stretch, including the streets, lights, sewers sidewalks and curbs.

The following resolution was proposed:

**Hennepin/Lyndale Avenue Reconstruction Project**

The PAC strongly encourages prioritization of pedestrian, bike, and transit modes as the City considers options for the Hennepin / Lyndale Avenues Reconstruction Project, and the PAC greatly appreciates staff efforts to gather community input prior to design phase of the project.

The Hennepin and Lyndale Avenue Reconstruction Project is a critical Minneapolis gateway that connects major cultural amenities such as the Walker Art Museum and Sculpture Garden, the Basilica of St. Mary, and Loring Park. It is also an area where vast improvements to the character and safety of the pedestrian environment are both critical and achievable.

The PAC believes that should the City continue to prioritize motor vehicle throughput, the ensuing design will fail to create a vibrant multi-modal neighborhood connector, with character and scale in harmony with the adjacent neighborhoods of Lowry Hill, Loring Park, and the Wedge. We strongly encourage City leadership and staff to provide more support for walkers and bikers.

In particular, the PAC strongly encourages City staff to consider the following specific actions:

- Reducing the number of vehicle lanes;
- Creating larger pedestrian medians between vehicle directions;
- Eliminating through traffic on the block adjacent to Hennepin Avenue between Groveland Terrace and Douglas Avenue (see attachment);
- Improving the safety and space available at transit stops, in particular at Hennepin Avenue and Groveland Terrace;
- Eliminating all slip turns to and from the roadway;
- Allowing street parking during off-peak hours;
- Landscaping to provide shade and visual interest throughout the interchange;
- Improving vehicle signage to minimize driver distraction.

The PAC greatly appreciates the opportunity to provide input prior to the project design phase, and looks forward to working with staff to create a vibrant pedestrian amenity for the City. Approved.

The 10<sup>th</sup> Avenue Bridge is also scheduled for a make over. Public Works has decided that the bridge needs but one lane for motor traffic in each direction. The PAC considered the following resolution:

#### **10<sup>th</sup> Ave. Bridge**

The 10<sup>th</sup> Ave. Bridge rehabilitation project presents a great opportunity to improve the pedestrian and bicycle connections between the north and south sides of the Mississippi River.

There are currently pedestrian generators on both the east and west sides of both the north and south termini of the bridge and new development is continuing to occur. Therefore, the Pedestrian Advisory Committee strongly recommends to use the rehabilitation of the bridge as an opportunity to provide pedestrian facilities on both sides of the bridge.

The PAC favors a combination of Alternatives C and D presented by SRF at the April 17, 2014, PAC Engineering & Infrastructure subcommittee meeting. It would include maintaining the current 11' vehicular travel lane, decreasing the shoulder width, and providing protected travel ways for both pedestrians and bicyclists. The resulting bridge would be a symmetrical alternative with, on both sides of the bridge, an 8' pedestrian walkway, 2' parapet, 6' bike lane, 2' raised curb, 3.5' shoulder and 11' travel lane.

The primary purpose of the above proposal is to:

- Provide pedestrian access on both sides of the bridge
- Separate bicycle travel from pedestrian travel
- Include protected bicycle path, which separates the bicycle travel from the shoulder and prevents vehicular traffic from using the shoulder plus bicycle lane as an additional travel lane.

In addition, the PAC requests the city and designers to consider including safety features such as call boxes on the bridge, pedestrian-scaled lighting, and the addition of any design or artistic elements that would enhance the environment for people walking over this relatively long bridge span.

Thank you for the opportunity to provide comments at this early stage of design.

**Approved.**

Our next meeting will discuss needed improvements on Lake Street west of the Market triangle.

#### **Cedar Avenue Sidewalk Improvement Project Update—Mackenzie Turner**

This project will change Cedar from Riverside/4<sup>th</sup> St. to 6<sup>th</sup> Street. The street will shrink to 3 lanes of traffic, the sidewalks will expand, and a 12-foot median will allow a safer crossing for pedestrians. Just north of 5<sup>th</sup> Street, the County plans to add a 50' continental cut-through median at grade, 10' wide. This feature may include an

APS signal. The median heralds a dramatic change in the County's approach.

**Sidewalk Clearance & Meeting Schedule—Mackenzie Turner**

Public Works means to spend more money on clearing corners and bike trails next winter.

Gil Penalosa, former Park Commissioner of Bogotá, spoke to the St. Paul Riverside Corporation recently. Hear the Colombian's remarks on the SPRC website.

Parklets, wee parks that have caught on in New York and San Francisco, are coming to Ward 10, Ward 5 and the North Loop (Ward 3).

An e-mail will soon reminder PAC members of all remaining meetings this year.

Neal moved to adjourn; Joe P. seconded. Approved, and adjourned at 5:58 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, April 2, 2014**

Present: Philip Ailiff, Neal Baxter, Trevor Born, Jennifer Edwards, Donna Hemp, Dan Herber, Jason Lord, Kathleen Mayell, Don Ostrom, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Gina Mitteco, Joe Bernard, Mike Mechtenberg, Kelley Yemen

Chairman Don called the meeting to order at 4:03 PM.

**Approval of the Minutes for March 2014**

The minutes were approved as printed.

**Introductions**

Chairman Don asked all present to introduce themselves.

**Announcements**

Mackenzie: the deadline for re-applying to serve on the PAC is fast approaching. That's April 30. And new information on deadlines, etc., for Painting the Pavement is available from Mary Altman's art bureau. MTB will send this out to interested parties soon.

Don: remarked upon the numerous articles recently on PAC and pedestrian matters. Especially the article in the neighborhood newspapers featuring Don & Scott.

Mackenzie: see the link on today's agenda for access to pedestrian-auto crash data. Also a link to "Mpls' Most Dangerous Intersections" and a blog piece about snow and ice removal.

Don: will not be a candidate for chairman of PAC in July.

**Meet the Hennepin County Bicycle & Pedestrian Coordinator—Kelley Yemen**

Kelley started at the County in February. She worked in New York City until then, with the City's Department of Transportation. Her portfolio includes implementation of the County's Ped and Bike Master Plans. Asked how her PAC colleagues can make her job easier, Kelley said willingness to serve on ad hoc committees would be a boon. She added that work on the Franklin-Cedar-Minnehaha area will be delayed, as bike and pedestrian advocates want more time to develop their ideas for the junction.

**Programs and Policies Subcommittee—Dan Herber**

We didn't meet in March. Dan talked with someone at Public Works who is responsible for the ADA Transition Plan. No information to share about this, save that a draft of the Plan circulated in 2012.

Subcommittee meeting planned for April 28, at 4:30 PM.

**Infrastructure & Engineering Subcommittee—Kathleen Mayell**

Steve Mosing talked with the committee about crosswalk marking policy. A report on best practices has been published. Steve allowed that the report may change the city's approach to marking crosswalks.

The mill-and-overlay planned for 2014 around the Franklin-Cedar-Minnehaha intersection has been put off until 2015. As this area is reckoned one of the City's worst pedestrian stretches, and more County money is available to re-work the environs, several stakeholders are working on plans to improve this intimidating junction.

Public Works will rebuild Lasalle in 2015, from 8<sup>th</sup> to 12<sup>th</sup> Streets. Utility work will close Lasalle from 12<sup>th</sup> to Grant.

**Crosswalk Practices Survey—Mackenzie Turner Barga**

The survey was conducted by Short Elliott Hendrickson, Inc.. Thirty-four cities were selected in July 2013, of

which 27 responded and 22 completed the survey. The results are quite interesting. Of particular interest is the light the survey sheds on choosing materials for markings. Among our sister cities, New York adopted thermoplastic as a better value than latex paint. Comments included: Why not choose what's best for Mpls, and not what cities in similar climates chose?--Julia We institutionally favor the status quo, and ought to have to justify that bias more often.--Joe B. Markings are important but not sufficient alone. They should be judged with other elements to create an "effectiveness quotient", or Total Traffic Calming.--Mike

### **Re-cap of Meetings with Public Works and Elected Officials—Don Ostrom, Julia & Scott**

Meeting with Heidi Hamilton, Deputy Director of Public Works—She asked to meet us, as she felt under fire from the PAC.

She seems to want to cooperate with PAC, and we should contact her before we talk with the press. She admitted that moving traffic, not pedestrians, is the priority of Public Works engineers as professionals. Julia said that a response to our resolutions would be helpful to the PAC.

Joe B: the lack of a formal review of decisions leading to redesign of streets also hurts the City. We need to do that.

Meeting with Steve Kotke, head of Public Works—this conversation especially turned on whether Shaun's replacement will have the clout and responsibility to move our agenda.

Meeting with Peter McLaughlin—he spoke at length about the Southwest LRT route, and how important it is. He feels the County has done a good job for pedestrians and transit.

Meeting with Kevin Reich—the new chairman of the Council's Transportation and Public Works Committee seems like a strong advocate. We'll see! We talked especially about snow removal issues.

Julia: these meetings were promising.

### **Nicollet Mall Redesign Update---Mackenzie Turner Barga**

Mackenzie showed the PAC the proposal which will go to the Legislature. The plan awaits the fate of the State Bonding bill.

The plan divides the Mall into 5 zones, each with a different feel. The walk next to the buildings will be the same width throughout. Between this "areaway" and the road, trees and seating will create an inviting ambience. A median will split the roadway on either side of 7<sup>th</sup> Street, and will include outdoor access to the skyways.

### **Sidewalk Ice & Snow Removal—Mackenzie Turner Barga**

This is a permanent agenda item, until we solve this problem.

Neal moved to adjourn, Julia seconded. Adjourned at 5:51 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, March 5, 2014**

Present: Neal Baxter, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Jacqueline Knight, Jason Lord, Kathleen Mayell, Don Ostrom, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Sarah Stewart, Julie Danzl, Joe Bernard, Kelley Yemen; ; guests Council Member Elizabeth Glidden, Mandy Temple

Chairman Don called the meeting to order at 4:08 PM.

**Approval of the Minutes for February 2014**

The minutes were approved as printed.

**Announcements**

Joe B.: CPED has hired Lacy Shelby and Peter Crandall, urban designers. They will work on Complete Streets, the Cedar Avenue Project and the new Nicollet Mall, among other tasks.

**Introductions**

Chairman Don asked all present to introduce themselves.

**Outdoor Sales and Displays—Mei-Ling Anderson & CM Elizabeth Glidden**

An amendment to the City Code will subject all businesses to the same rules for outdoor displays. Displays can extend up to 30 inches onto public sidewalks, as long as a 5-foot path is left open. Nothing may be left out overnight. Business licensing staff will enforce this rule, and no additional permits will be necessary.

Glidden added that many business owners want this, and the new rule will reduce confusion.

Discussion followed, and the point came up that clothes racks with a lot of overhang and recessed feet will pose a challenge for the blind. Dan asked when Glidden thought PAC should endorse the new rule. "Now", was the reply. Dan therefore

moved that PAC approve amending the City Code to allow businesses 30-inches of display space on public sidewalks; Kathleen seconded. **Approved.**

**Infrastructure & Engineering Subcommittee—Scott Engel**

The Committee discussed the Cedar-Franklin-Minnehaha intersection first. Hennepin County wants to resurface Franklin soon. The area is the City's #1 pedestrian problem, and needs a make-over. Scott moved the following resolution:

The Cedar/Minnehaha/Franklin intersection is one of the most unsafe intersections in Minneapolis for pedestrians and cars and is documented as the most dangerous intersection in Minnesota for bicycles. The pedestrian situation at this intersection is also a serious detriment to increased use of the Hiawatha Blue Line LRT via the Franklin Avenue Transit Station.

The Minneapolis Pedestrian Advisory Committee supports the recommendations made by the Seward Neighborhood Group's Community Development Committee on July 9, 2013, and offers the following motion:

The Minneapolis Pedestrian Advisory Committee requests that Hennepin County Public Works delay the repaving of Franklin Avenue from 20<sup>th</sup> Avenue to Cedar Avenue for one year, and in partnership with Minneapolis Public Works, the Minneapolis Bicycle Advisory Committee, the Minneapolis Pedestrian Advisory Committee, Seward Civic and Commerce Association, Seward Redesign and Seward Neighborhood Group develop a creative solution for the

Cedar/Minnehaha/Franklin intersection that will make it safer for pedestrians, bicyclists and cars. The Minneapolis Pedestrian Advisory Committee further recommends that the development of solutions include the following measures:

- Close Minnehaha Avenue north of Franklin Avenue and east of its intersection with Cedar Avenue/20<sup>th</sup> Avenue;
- Reduce crossing distances for pedestrians;
- Add the option for left turns from Cedar Avenue southbound to 22<sup>nd</sup> Street eastbound to reduce the turning movements at the Cedar/Minnehaha/Franklin intersection;
- Add continuous bike lanes through the intersection on Franklin Avenue; and
- Provide better control of turning movements, especially left turns, from Franklin and from Cedar and ensure that lanes line up across the intersection.

**Approved as amended.**

Allen, Simon and Mackenzie have this area in their sights.

Joe Bernard: the LRT Master Plan (adopted c. 2001) proposed to build 22<sup>nd</sup> Ave. as an alternative route for traffic on Minnehaha Avenue. In 2006, the City, unable to agree on a plan, lost Federal money which would have helped here.

Next, the committee turned our attention to the Lake St.-Excelsior Ave.-Market Plaza triangle. Scott moved the resolution which follows:

Jason and Don observed that the turns here are poorly laid out, and hide the pedestrians from the cars.

As tragically highlighted by the recent death of a pedestrian while crossing the road, the "Triangle" area bounded by Lake Street, Excelsior Boulevard, and Market Plaza is a dangerous area for pedestrians and requires urgent action to improve public safety. The Minneapolis Pedestrian Advisory Committee (PAC) would like to express deepest sympathies to the family and friends of the woman killed and hope that the renewed attention to the design of the intersection and surroundings will lead to a meaningful solution that increases safety for all users.

This intersection was recently included in the PAC's recommended list of projects for inclusion in the City's annual Capital Improvement Plan update. It was also previously identified as a deficient intersection in the City's Pedestrian Master Plan. Lake Street and Excelsior Boulevard are Hennepin County routes—County Road 25 and County Road 3 respectively.

An acceptable solution will require collaboration between many stakeholders: the City, the County, the West Calhoun Neighborhood Council, the Cedar-Isles-Dean Neighborhood Association (CIDNA), local businesses, property owners and bicycle and pedestrian advisory committees. The problem asks for both near-term and long-term solutions since there is the potential that the area may change significantly if the Southwest Light Rail Transit (SWLRT) is implemented, thereby increasing foot traffic to the proposed station area just west of the intersection.

The PAC recommends that the following short-term solutions be developed and implemented:

1. Remove right turn lanes on Lake Street in both directions to reduce pedestrian crossing distances by approximately 12 feet each. Potentially use temporary measures initially to restrict the lanes and monitor how traffic responds and then evaluate a permanent solution.

2. Review all signal timing to ensure that there is adequate time in the pedestrian phase to fully cross wide roadways. Add audible pedestrian signals and pedestrian countdown timers to improve pedestrian awareness.
3. Install continuous street and sidewalk lighting to ensure good visibility between pedestrians, bicyclists and vehicle drivers. The few existing lights on signal poles and other sporadic locations are insufficient for pedestrian visibility.
4. Improve intersection corner visibility by redesigning property corner treatments to minimize visual obstructions such as walls and fences.
5. Replace worn pavement crosswalk markings with new higher visibility and more durable markings.
6. Improve snow clearance enforcement and clearing on sidewalks, especially at corners.
7. Tighten curb radii for maximum pedestrian safety, eliminating sweeping right turns.

The PAC also recommends that the following long-term solutions be developed and implemented:

1. Anticipate that SWLRT and potential redevelopment will increase pedestrian traffic substantially in the future. Plan for wider sidewalks and sidewalk amenities such as boulevard trees, lighting, and other furnishings.
2. Encourage development in the vicinity that is overall less car-dependent with fewer driveways and less surface parking, thereby reducing overall car traffic.
3. Create a new roadway configuration that corrects the acute geometry and complexity between Lake Street and Excelsior Boulevard to alleviate overall traffic congestion and minimize crossing lengths for pedestrians.

**Approved as amended.**

#### **Programs & Policies Subcommittee—Dan Herber**

Anna Flintoft and Don Pflaum are working on updating the City's Complete Streets policy. They would like to set up an ad hoc committee to draw up recommendations. Please consider volunteering as PAC's liaison on this committee.

#### **Sidewalk Snow Removal Update—Scott Engel**

Don, Julia and Scott will meet with Council Member Reich, and Steve Kottke and Peter McLaughlin, on Friday. Dylan Thomas has expressed interest in writing an article on this issue for the StarTribune.

Don: this winter shows how much the City needs to change its approach to pedestrian traffic flow.

Mackenzie: Shaun would vote for pushing this issue in perpetuity, until it's put right!

Don: the city of Rochester, N.Y., clears all sidewalks after heavy snows, they tell me. The City levies a small assessment on property owners to pay for this service.

Mackenzie: total assessment in Rochester for a 40-foot lot is \$31; so says the City's website.

#### **MACPOD Meeting Recapitulation—Don Ostrom**

This group will be a good ally, and keep us aware of disability issues. Met on a bad weather day.

Donna allowed that the DIV Ambassadors are not permitted to guide clients through the skyways. She suggested PAC address this issue.

Mike moved to adjourn; Dan seconded. Approved, and adjourned at 5:39 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, February 5, 2014**

Present: Philip Ailiff, Neal Baxter, Trevor Born, Scott Engel, Donna Hemp, Dan Herber, Jacqueline Knight, Jason Lord, Kathleen Mayell, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Shannon McDonough, Sarah Stewart, Gina Mitteco, Julie Danzl, Mike Mechtenberg, Joe Bernard, Shaun Murphy; guests Martha Hegg, Robin Garwood

Vice Chairman Julia called the meeting to order at 4:03 PM, and asked all present to introduce themselves.

**Approval of the Minutes for January 2014**

Scott moved to approve, Joe seconded. Approved.

**Announcements**

Mike: Transitway analysis of the Midtown Greenway corridor continues. On Wednesday the 11<sup>th</sup> we will recommend a rail option and improved bus service along Lake Street (neither forthcoming in the immediate future).

Shaun: term of 6 members is up for renewal. Please re-apply by April 25.

I am resigning, and moving to an organic farm in Wisconsin, after 8 years in City government. I've enjoyed the work, and esp. watching PAC grow. Mackenzie will serve Public Works liaison until a Coordinator is hired to replace me.

**Complete Streets Policy—Anna Flintoft**

Anna stopped by to gather PAC's ideas for the proposed Complete Streets policy. Discussion included the following comments.

Mike: can you speak to goals?

Anna: It's a guideline, not a set of proposals.

Scott: Lot's of hot air; not worth engaging.

Dan: PAC sent up the BAC's resolution in Oct. 2013.

Anna: I've been given no timeline for work on and passage of Complete Streets policy.

Robin: BAC some years ago wanted a Complete Streets plan. Such a plan would fit the various City master plans into a comprehensive framework. BAC suggested forming a steering committee (including all stakeholders) to frame a Complete Streets plan.

Joe B.: the results of last spring's Complete Streets meeting (Neal, Sarah & Shaun present) were good. Let's find and re-visit those results first. Also, a scholar at the U of M has analysed C.S. plans across the board. Worth looking at the final product.

Sara: New Jersey has just released a guide to creating a Complete Streets plan.

Robin: PAC is invited to send a representative to the next BAC meeting on February 18.

**Infrastructure & Engineering Subcommittee—Scott Engel**

Council Member Warsame & his aide came to our last meeting. \$600,000 is available for pedestrian projects in the new City budget.

Cedar Avenue: Project will widen the sidewalks and include a "refuge median" at or near 5<sup>th</sup> Street. Scott brought forward the following resolution:

The Pedestrian Advisory Committee has reviewed the plans for sidewalk improvements for Cedar Avenue between 3<sup>rd</sup> and 7<sup>th</sup> Streets. We are looking forward to the fewer traffic lanes and wider, more accessible sidewalks.

We also suggest some additional details:

--Improved crossing markers and signalization for the pedestrian crossing at the former 5<sup>th</sup> Street, with light

timing that encourages waiting for a walk signal, or, better yet, clearly signed pedestrian right-of-way whenever the crosswalk is occupied.

--In addition to pedestrian crossings at 4<sup>th</sup> Street and the former 5<sup>th</sup> Street, a mid-block crossing between them, designated with signage and pavement markings, that connects the residences and businesses on both sides, which include grocery stores, restaurants and child care. There are frequent mid-block crossings even without a crosswalk; with one they will be much safer.

--Where the center lane is not needed for left turns or crosswalks, a median to create a pedestrian refuge, implied with pavement stamping to allow traffic to move around delivery trucks when needed.

--Where practical, greening of the median to improve visual appeal and to discourage jaywalking.

--Bump-outs at corners and crossings to shorten crossing distances and to provide an additional cue to drivers to slow for pedestrians.

--Pedestrian-scaled decorative light poles along both sides of Cedar Avenue for the full project length.

Pedestrian-scaled lights that create the appropriate levels of illumination will benefit safety as well as improve aesthetics.

--Enforceable specifications for tree protection so that existing trees to remain are protected during the construction process and remain healthy.

--Adequate soil rooting volume for new trees with structural soils beneath the sidewalk pavement that extends beyond typical tree grate or sidewalk openings. **Approved.**

Washington Avenue Reconstruction

The City Council will vote on municipal consent soon. The subcommittee wants the Council to deny that consent and force a redesign of the plan.

Scott moved the following resolution from the subcommittee:

The Pedestrian Advisory Committee (PAC) recommends that the City Council deny municipal consent of the Hennepin County design for Washington Avenue (between Hennepin and 5<sup>th</sup> Avenues). While the PAC is pleased that protected bike lanes are part of the project, the conditions for pedestrians do not improve significantly. In fact, pedestrian crossing distances at major intersections (4<sup>th</sup> & Nicollet) will remain similar to what currently exists today. The result is poor pedestrian safety and comfort for the lifetime of the roadway—another 50 years. The PAC requests that Hennepin County eliminate the dedicated right turn driving lanes proposed for Hennepin, Marquette, 2<sup>nd</sup> and 3<sup>rd</sup> Avenues. Such a design will better meet the safety and travel needs of walkers, bicyclists and motorists with only modest congestion for motorists.

The PAC reiterates our June motion (attached) which describes a vision for an enhanced pedestrian experience on Washington Avenue.

Approved.

#### **Sidewalk Snow Removal Update—Shaun Murphy**

\$200,000 was added to the winter maintenance budget this year. Public Works staff asked the staff of Safe Routes to School which corners to clear, and chose the area around Andersen & Bethune schools. Eighteen intersections (72 corners) near each school will be cleared. These are the priority corners, and others will be cleared when feasible.

As for the official communication to the public about removing snow from sidewalks, Dan allowed that hoped Mike Kennedy would read, during his snow emergency message, a quick update on responsibility to shovel and the consequences of not doing so. Scott added that Public Works staff haven't listened or acted upon Dan's fine ideas for putting the importance of clear sidewalks across to the public.

Shannon: CM Reich is four-square behind more enforcement in this particular.

Kathleen: the bike safety poster & water bill insert grabbed everyone's attention. Can the City do something like unto it with this?

Joe P: St. Paul is much more aggressive in this matter than its Sister City.

Dan: let's put together a comprehensive report, with the Problem and the Solutions.

**Lowry Avenue NE Community Advisory Representative—Shaun Murphy**

Hennepin County requests PAC name a representative to this task force. As membership in PAC is not required, we can search amongst those interested in joining PAC later for possible candidates for this position.

**Nicollet Mall Peer Streets—Shaun Murphy**

After urging PAC to report its vision for the Mall to those responsible for its re-design, Shaun showed us slides of numerous examples of transit malls in the US and abroad.

Joe B.: the project website has comparisons of Nicollet Mall and other like streets.

Neal moved to adjourn; Joe Pallansch seconded. Approved, and adjourned at 5:57 PM.

**Minneapolis Pedestrian Advisory Committee Meeting**  
**Wednesday, January 8, 2014**

Present: Philip Ailiff, Neal Baxter, Trevor Born, Jennifer Edwards, Scott Engel, Donna Hemp, Dan Herber, Michael Jischke, Kathleen Mayell, Don Ostrom, Joe Pallansch, Julia Tabbut; Mackenzie Turner, Shannon McDonough, Forrest Hardy, Gina Mitteco, Julie Danzl, Mike Mechtenberg, Joe Bernard, Shaun Murphy

Chairman Don called the meeting to order at 4:08 PM.

**Approval of the Minutes for December 2013**

Minutes approved w/o objection

**Announcements**

Shaun: My staff search is over. Mackenzie, Forrest and Simon are all now permanent staff, and will handle Pedestrian, Safe Routes for children & seniors, and Bicycle issues respectively.

Don & Scott: We met Jason Frey and Lisa Bender, newly elected City Council Members. They were friends of PAC, we felt.

Joe: the Cedar Avenue project is moving forward, with the PAC's recommendations included.

**Introductions**

Don asked all present to introduce themselves, their work and their reasons for joining the PAC.

**Federal Grants—Don Pflaum & Shaun Murphy**

\$6 million is available regionally. Public Works has decided to ask for funds for the following projects:

--40<sup>th</sup> St. pedestrian bridge over I-35W—needs to be widened and beautified

--2 bridges over the Midtown Greenway

--2 Safe Routes to School projects (Andersen School & Green Central School)

--1 bike and pedestrian facility project (36<sup>th</sup> Street W)

The list PAC drew up will also be used to evaluate which projects to send along.

**Meetings with Council Members**

Scott will meet with Andrew Johnson on Saturday.

**2014 Budget Update**

All the projects dear to pedestrians in RT Rybak's last budget have been approved, including the increase in snow removal funds and in crosswalk marking.

The 5<sup>th</sup> Street Project, designed to relocate the I-94 exit to 7<sup>th</sup> Street, and re-configure the 5<sup>th</sup> Street bridge as a bike-ped road, will proceed. And 29<sup>th</sup> Street between Lyndale and Dupont will be re-designed for more delightful pedestrian hiking.

The Transportation Committee members for 2014 are: Reich, chairman; Glidden, Palmisano, Gordon, Bender & Yang.

**Washington Avenue Project—Scott Engel**

The Hennepin County Board of Commissioners voted 4 to 3 on a proposal. The finished street will include on-street bike tracks, 4 lanes of traffic and left- and right-turn lanes. The County will vote on a design once the City Council has approved the plan. The Council will vote on this matter in February.

**2013 Pedestrian Counts—Simon Blenski**

This is a routine count of pedestrian traffic, which began in 2007. The count is carried out in early September each year, on days without rain.

Discussion followed on how to fine-tune these counts to make them more effective as incentives for change and improvements.

Result Mpls posts goals for walking, and they change these goals every two years.

Neal moved to adjourn, Donna seconded. Approved, and adjourned at 5:35 PM.