

7<sup>th</sup> Street Walking tour

Date: April-13-2010

5pm-7pm

7th Street Corridor

Meeting Chair: Shaun Murphy

Minutes by: Heather Kienitz

Present: Julie Quinn, Michael Mechtenberg, David Smith, Brian Bushay, Jamil Ford, Anna Flintoft, Pete Lucs, Council Member Samuels, Erin Windorf

Copies to: Julie Quinn, Michael Mechtenberg, David Smith, Brian Bushay, Jamil Ford, Anna Flintoft, Pete, Erin Windorf, Council Member Samuels, Sherrie Pugh Sullivan, Adam Harrington, Janet Hopper, David Frank, Karen Lee Rosar, Mary de Laittre, Chuck Leer, Jill Hentjes, Steve Clark, Jan Sandberg, Mary Jackson

I. **7<sup>th</sup> Street N Pedestrian Improvements**

A. Proposed Project Timeline

July 26<sup>th</sup>-August 20<sup>th</sup> – Review of meeting minutes, additional comments

August 23<sup>rd</sup> (week of) – City and SEH will meet to review comments and make priorities

B. Walking Tour Comments:

1. Too narrow for ADA north of Bryant
2. Would spend \$ on south side of freeway
3. Walk it with Twins Stadium people after game to understand input
4. People in wheelchairs are forced to use the street
5. Nice if there were windscreens/public art on I-94 railings
6. Can't walk in winter if it's not plowed, and it isn't.
7. Can a little clean-up be done on 7<sup>th</sup> Street?
8. Wells Fargo driveway
9. bolted down where light should be at Wells Fargo
10. Motorists speed downhill from stadium
11. Would be nice to have blvd/circle in middle of 7thOlson, also median with plants
12. Looks like you won't stop leading to stadium, no turns, no stopping
13. What is happening with 3<sup>rd</sup> lane on 7<sup>th</sup> – great space?
14. Tiger grant applied for at Heritage Park – Darryl Washington, propose to improve biking/walking from Heritage Park to downtown.
15. Crosswalk at Mary's Place across 7<sup>th</sup>?
16. Light missing on bridge over 394, west side
17. Harsh environment but has potential
18. Olson seems to be biggest priority – people cross mid-block w/ strollers, improvement to crosswalk would draw them to it. Maybe bus stops should be moved toward it
19. Wide median seems like an opportunity
20. Carry the nicer area at stadium a few blocks to the West

21. View great looking back to downtown
22. More ped scale lighting, call boxes?
23. Olson is last chance southbound to cross 7<sup>th</sup>
24. Can't make it all the way across Olson, seems worse on west side, are no push buttons
25. Doesn't feel that comfortable standing in median, could there be a longer nose to the west?
26. Sidewalk is narrower in median
27. Needs to be better maintenance of crosswalk lines
28. Peds travel between Mary's and bus stop on the north side of Olson
29. Twins fans park near Farmer's Market and walk to Stadium. Not a lot of trash cans, needed with added fans
30. Feels like 7<sup>th</sup> and Olson is "back of the house", banners should go to I-94 on 7<sup>th</sup> and down Olson – would give more of a fan experience
31. Hump on 7<sup>th</sup> median, too steep and at a diagonal
32. will the gutter be repaired?
33. No ramps at Oak Lane & 7<sup>th</sup>, NW corner – goes n-s but not e-w
34. Sidewalk is too steep south of 94, east side
35. Feels much more freeway – lighting on 7<sup>th</sup>, doesn't feel like peds belong; lights are bigger, freeway size
36. Will the MT garage affect wall on 7<sup>th</sup> St between 7<sup>th</sup> raised sidewalk and garage – will that be changed? Would be nice if it was more ped friendly facing 7<sup>th</sup>
37. Sidewalk on west side is better than east side at I-94. Safety is a concern in this section
38. Sidewalk never gets cleaned – lots of sand and glass
39. Angled crossings are longer and scarier because motorists are not paying attention getting onto freeway
40. Do we paint stoplights?
41. Sidewalk is narrow W Lyndale Ave. N & 94 Bridge w/ street light in way - more concrete
42. Big refuge feels good.
43. Would be nice to have ped scale lighting continue from Heritage to south
44. No curb cuts at Bryant on S side, bus stop is on end and curb cut would line up to i
45. Need for enhanced pedestrian refuge in island at HWY 55 median for north /south ped traffic on both east and west sides. In addition, people heading to the twins stadium will need to cross here due to the lack of a sidewalk connection south of here along 7<sup>th</sup> where it divides around the parking ramp A.
46. Sidewalk widths overall are inconsistent as well as the corner curb ramps, or lack there of and meeting ADA guidelines.
47. The west side of 7<sup>th</sup>, south of 94 has major side slope problems. In addition, the light locations and MNDot retaining walls north to the bridge create a very narrow unfriendly feeling.
48. The I-94 bridge could use an upgraded railing, or art screen. The noise is extreme.
49. The North side of the bridge is very inhospitable. Lots of traffic coming on and off the freeway.
50. There needs to be a crossing at or near Bryant and Aldrich (Heritage Square) for transit users. We witnessed several pedestrians crossing here.
51. Most elements along the corridor are auto oriented in scale, i.e. lighting walks vs lane width and number, trees, shade, pedestrian signal crossings.
52. Count down timers at existing lights are needed.

The city explore the possibility of using concrete - rather than bituminous - at the inbound bus stop on 7th St at Olson Hwy. This is a very busy stop, and the tangential forces created by heavy buses can create grooves and/or otherwise damage asphalt much faster than general traffic.

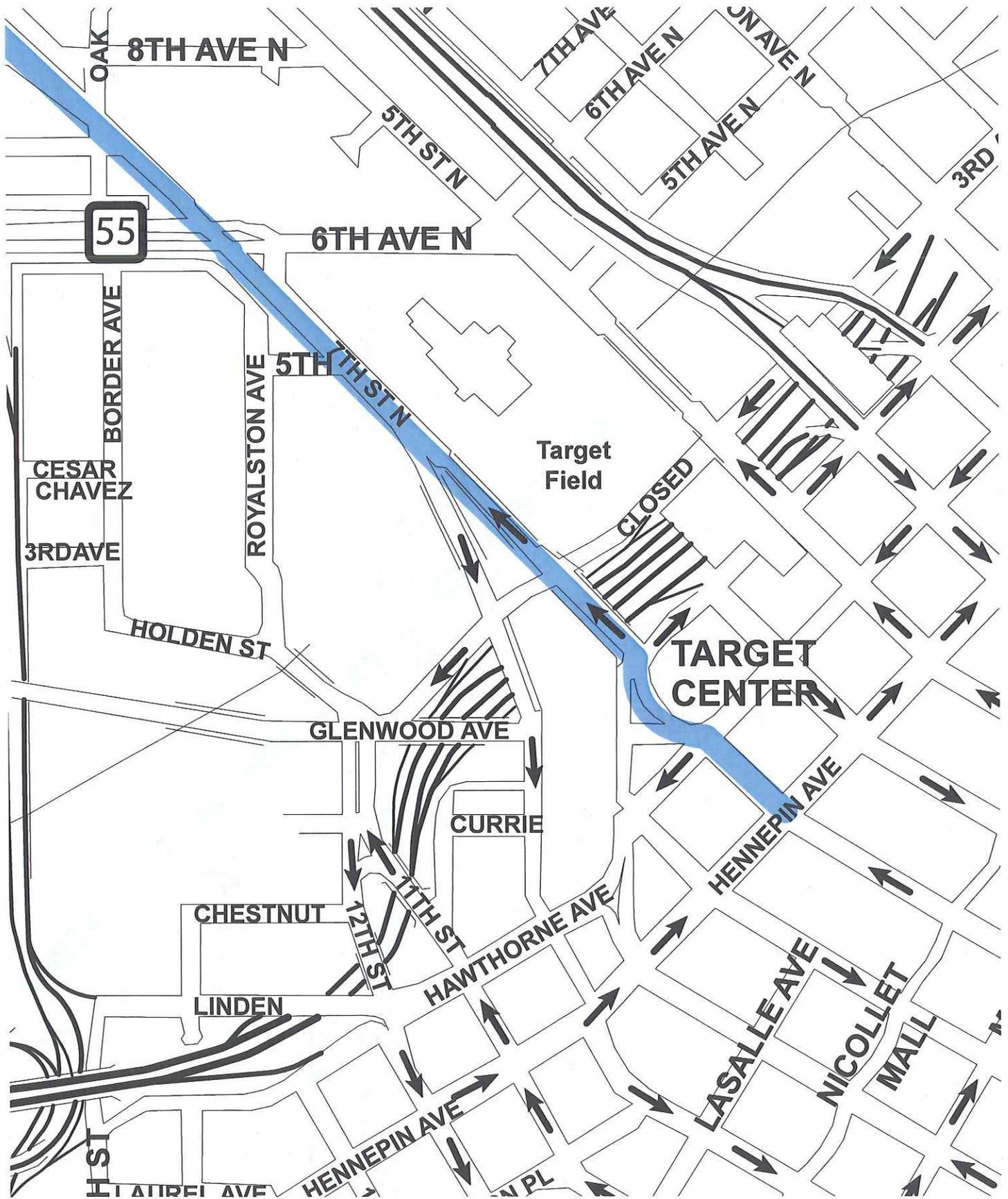
53. Related to pedestrian crossing at Olson Hwy, One concern that I've had for a while is transit riders crossing mid-block on Olson west of the intersection. We had similar problems in Brooklyn Center with riders crossing in the middle of Bass Lake Road between Brooklyn Center Transit Center and Brookdale Mall. The city is now finalizing a streetscape project that, along with native plants and updated lighting, creates an integrated barrier in the center median island. If you haven't been up there in a while you should check it out. I'm not saying Minneapolis would be able to devote that kind of money to your project, but the preferred solution would be something at this level.

SEH believes that this document accurately reflects the business transacted during the meeting. If any attendee believes that there are any inconsistencies, omissions or errors in the minutes, they should notify the writer at once. Unless objections are raised within seven (21) days, we will consider this account accurate and acceptable to all.

**If there are errors contained in this document, or if relevant information has been omitted, please contact Shaun Murphy at [Shaun.Murphy@ci.minneapolis.mn.us](mailto:Shaun.Murphy@ci.minneapolis.mn.us).**

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**7th Street Pedestrian Enhancement Project**

April 13, 2010

