

Pedestrian Advisory Committee Meeting

Summary Meeting Notes

February 7, 2008
3:00pm to 4:30 pm
Room 333, City Hall

Agenda

Meeting Overview – The City is undertaking a number of efforts to provide better guidance on how to improve the pedestrian environment as it relates to street design, sidewalk and streetscape design, bicycle/walking trails, and new development. The Pedestrian Master Plan is one of these efforts and is being coordinated with a number of other efforts which will be presented at this meeting.

- 3:00 pm** **Introductions**
Approval of Meeting Notes
Announcements
- 3:05 pm** **Access Minneapolis Street and Sidewalk Design Guidelines** – Charleen Zimmer, Project Manager for the Access Minneapolis Ten-Year Transportation Action Plan, will present the city’s proposed Street and Sidewalk Design Guidelines.
- 3:35 pm** **Minneapolis Street Lighting Policy** – Beverly Warmka from Public Works will provide an overview of the city’s proposed street lighting policy and the alternatives currently under consideration by the City Council, including designation of pedestrian lighting areas. <http://www.ci.minneapolis.mn.us/streetlighting/>
- 3:55 pm** **Street Tree Guidelines** – Lois Eberhart from Public Works will provide an overview of the street tree guidelines which are currently being developed to ensure that healthy trees may be planted and maintained within the street right-of-way.
- 4:15 pm** **Bicycle Master Plan and Guidelines** – Don Pflaum from Public Works will provide an overview of the bicycle master plan, which is being developed on the same schedule as the Pedestrian Master Plan.
- 4:25 pm** **Review of Action Items**

Attendees

PAC Member	Attendees	Representing	Present
X	Jim Adams	Senior Citizens Advisory Committee	
X	James Andrew	Metropolitan Council	
X	Patty Bowler	Minneapolis Dept of Health & Family Support	X
X	Theresa Cain	Metro Transit	
X	Anna Flintoft	Minneapolis Public Works, PAC Chair	X
X	Anna Gillette	7 th Ward Citizen – North Loop	X
X	Loretta Grewe	Advisory Committee on People with Disabilities	
X	Stephanie Gruver	4 th Ward Citizen	X
X	Diane Hansen	12 th Ward Citizen	X
X	Sarah Harris	Walking Minneapolis Foundation	X
X	Janee Harteau	Minneapolis Police Dept	
X	Elizabeth Haugen	Minneapolis Communications Department	X
X	vacant	City of Lakes Chamber of Commerce	
X	Steven Hay	Minneapolis CPED	X
X	Robin Hennessy	City of Minneapolis Attorney's Office	X
X	Mary Jackson	Minnesota Department of Transportation	X
X	Karen Nikolai	Hennepin County	
X	Jennifer Ringold	Minneapolis Park & Recreation Board	
X	Mike Rumppe	Minneapolis Fire Department	
X	Jan Sandberg	7 th Ward Citizen – Loring Park	
X	Steve Sanders	University of Minnesota	
X	David Smith	Minneapolis Public Schools	X
X	Mackenzie Turner	Bicycle Advisory Committee	X
	Kathy Waite	Minneapolis Police Department	X
X	Mary Watson	6 th Ward Citizen	X
	Lisa Cerney	Minneapolis Public Works	X
	Martha Hage	Advisory Committee on People with Disabilities	X
	Beverly Warmka	Minneapolis Public Works	X
	Charleen Zimmer	Access Minneapolis Project Manager	X
	Lois Eberhart	Minneapolis Public Works	X
	Don Pflaum	Minneapolis Public Works	X

Summary of Items Discussed

Approval of Meeting Notes/Announcements

There were no comments on the meeting notes. Anna Flintoft distributed the revised Pedestrian Master Plan Objectives and alerted the Committee to the upcoming Bike/Walk Twin Cities pedestrian training with Dan Burden on February 25-26. Mackenzie Turner announced that volunteers are being sought to assist with Bike/Walk to Work Day.

Access Minneapolis Street and Sidewalk Design Guidelines

Charleen Zimmer provided an overview of the Street and Sidewalk Design Guidelines developed as part of the Access Minneapolis 10-Year Transportation Action Plan. The Action Plan is specifically to make the city and our streets more pedestrian friendly and livable, to have guidelines in place that protect the pedestrian zone proactively, instead of letting it lose by default to other priorities. She explained that the design guidelines is intended to assist staff in the process of designing better streets for pedestrians, bicyclists, transit and autos. Given the fixed right-of-way on Minneapolis streets, there is a lot of competition for physical space among vehicle lanes, bike lanes, on-street parking, sidewalks, street trees, and other elements in the right-of-way. The Guidelines will assist staff in the decision making process for best allocating that space. The Design Guidelines will be a living document and altered as needed. The Pedestrian Master Plan Design Guidelines will be integrated into the Access Minneapolis Design Guidelines.

The Guidelines have a lot of technical information which affect street design and the design of pedestrian facilities, including:

- Design speed – which is recommended to be the same as the target operating speed, 30 mph on all streets, except those identified as commuter streets (Hiawatha Avenue and Olson Memorial Highway, for example).
- Design vehicle – which primarily affects the design of street corners – larger vehicles such as large trucks require wide turning radii, which reduces the amount of space available for pedestrians at corners and widens the crosswalk distance.
- Travel lane widths – 11 foot lanes are desirable in most circumstances, 10.5 foot lanes are acceptable in certain constrained conditions, and 9-10 foot lanes are acceptable on local residential streets.
- Bike lane widths – 5-6 feet lanes are needed
- Pedestrian zone width – which includes the sidewalk plus the planting and furnishing zone plus the building frontage - 15 feet is desirable, 12 feet is minimum. This is significantly wider than what is currently available on many non-residential streets, including major transit and commercial corridors.

The underlying motivation of the Guidelines is to better implement the city's goals for walkability and livability into the street design process. One of the key elements of the design guidelines is the minimum pedestrian zone widths.

The Guidelines are being finalized and will be presented to the City Council in March. Anna will distribute a copy of the draft Guidelines to the committee.

Minneapolis Street Lighting Policy

Beverly Warmka from Public Works provided an overview of the proposed Street Lighting Policy. She explained that there is currently a moratorium on new street lighting until the City adopts a street lighting policy. The policy will address three things: the standards we use for the quality and quantity of light, the process for installing lighting, and how it's paid for.

The proposed policy lays out different lighting standards for 3 types of areas:

- CBD Centroid (downtown), which will have the largest amount of light in the city

- Pedestrian areas, which will have more widely spaced lights than downtown, but offer the same type of lighting heights
- Residential areas, which will have the smallest amount of light, but offer conversion of the existing wood pole system to lower level lighting.

Currently, neighborhoods which want to convert from the existing wood pole lighting systems must go through a petition process to assess themselves and have the city install lower-level, ornamental lighting. The proposed policy would eliminate that petition process and install the new standard lighting as part of all reconstruction and development projects that involved significant excavation of the boulevard/sidewalk/curb area, in pedestrian and CBD areas through a prioritization program, and in residential areas that opt-in early through a petition process.

Funding for streetlights is currently provided through the general fund. The proposal is to implement a \$2 per month street lighting operation fee charged to property owners to offset costs of street lighting. That would free up \$2 million from the City's general fund to provide 50% of the cost of new street lighting capital costs. The remaining 50% would be assessed to property owners as new lighting is installed on their streets. The assessment cost to property owners is currently estimated to be about \$1,250 per dwelling unit over 20 years.

The definition of pedestrian areas has not been finalized. The PAC may be able to assist in defining the boundaries of those areas. She has questions about how to define the difference between pedestrian and residential areas in some cases. How far do some of the fringes go? University of Minnesota, Abbott Northwestern, can we help her with that?

Questions and comments included:

- *What if enhanced lighting already exists? Would those property owners be assessed double?*
There would be no additional assessment for capital costs until those lights were replaced; however, the operation fee would apply.
- *Would there be any priority given to lighting midblock crossings or areas around schools?*
That's a good suggestion.
- *It is easier to assess property owners by linear foot than by dwelling unit.*
- *Lighting is not just for the property owner living on the street, but also for the person walking on the street. Implementation of street lighting shouldn't be dependent upon the willingness of the property owner to pay for street lighting.*
- *What kind of green technology are you considering?*
We're exploring the emerging technologies, including LED lights and solar technology, but the technology doesn't appear to be ready yet for large-scale implementation.

Street Tree Guidelines

Lois Eberhart from Public Works provided an overview of an effort to develop guidelines for ensuring that we have healthy trees in the public right-of-way. Trees are being increasingly recognized for their benefits for stormwater management. Trees reduce stormwater runoff and

its associated pollution by intercepting rainwater with their leaves, as well as soaking up rainwater through the ground. Trees in the public right-of-way undergo a lot of stresses due to lack of irrigation, construction, and constrained space. The purpose of the guidelines is to improve the health of trees by doing a better job of managing where all the other elements of the public right-of-way are placed, such as sidewalks, underground utilities, etc.

Lois meets with Charleen, Anna and Don to coordinate their plans—Street Tree Guidelines, Ten-Year Transportation Plan, Pedestrian Master Plan and Bicycle Master Plan.

Bicycle Master Plan

Don Pflaum from Public Works provided a brief overview of the Bicycle Master Plan which is currently being developed on the same timeline as the Pedestrian Master Plan. Bicycle Plans in the past have been heavily infrastructure-oriented; the focus of this plan will be expanded to include education, events, and safety. It will also include design guidelines for bicycle facilities.