

City of Minneapolis Pedestrian Advisory Committee Field Walk

Summary Notes

Wednesday, August 4, 2010

3:30 pm to 5:00 pm

Location

Target Field and Surrounding Area

Participants

Lisa Austin, Mn/DOT

Neal Baxter, PAC member

Matt Clark, Minneapolis Police Dept.

Anna Flintoft, Minneapolis Public Works Dept.

Anna Gillette, PAC member (and son Charles in stroller)

Matti Gurney, PAC member

Martha Hage, PAC member

Diane Hansen, PAC member

Dan Herber, PAC member

Mary Jackson, Mn/DOT

Silvia Magana, PAC member

Observations

- GENERAL OBSERVATIONS
 - In general, participants thought the greening, lighting, wider sidewalks and cleanliness of the area was a big pedestrian improvement. Several locations were observed where sidewalks were widened, streets narrowed, and trees or lighting added (2rd Avenue N, 7th St N, Twins Way, and 3rd Avenue N).
 - It's easy to get disoriented in this area because there is no consistent street grid, there are steep grades, and many buildings are built on structures.
 - Participants wondered why there are no Accessible Pedestrian Signals in the area.
 - On game days, the pinch points for pedestrian movement tend to be where scalpers buy and sell tickets: on the southwest and northeast sides of Target Center.
 - Many drivers did not stop before the crosswalk.
- 7TH STREET NORTH SIDE OF BALLPARK
 - Despite having trees placed in the middle of the sidewalk (due to gameday charter bus loading), participants thought the streetscape improvements along the HERC facility on 7th Street N provided sufficient and comfortable space for pedestrian movement.

- Pedestrians were observed crossing 7th Street N midblock in the vicinity of 5th Avenue N, where there are no legal pedestrian crossings for a 1/3 mile stretch. Many participants thought that a safe pedestrian crossing was needed in the vicinity of this area.
- The elevator access to the new skyway connection between the ballpark and Ramp A was locked and no one answered when button pushed.
- 5TH STREET NORTH SIDE OF BALLPARK
 - Many Northstar commuters were observed crossing the 3rd Avenue N entrance ramp to I-394 midblock from the Ramp B skyway exit, which is the most direct path of travel and allows people to avoid waiting for the pedestrian signal at 3rd and 5th. Buses turning into the Ramp B transit facility and drivers entering I-394 yielded to these pedestrians, but many participants thought this was a very unsafe condition.
 - The intersection of 3rd Avenue North and 5th Street North has very steep cross-slopes at the intersection and through the curb ramps, which are very difficult for wheelchair users to maneuver.
 - Ramp B provides access to Target Field and could be used to reduce pedestrian volumes on the 5th Street sidewalks on game days, but it is not clear while walking on 5th Street that Ramp B provides access to the ballpark. The signage at the Ramp B entrances is also not clear that it provides access to the ballpark.
- 2ND AVENUE NORTH SIDE OF BALLPARK
 - The push button to open the door to the Ramp B skyway from Target Plaza is too far from the sidewalk for a wheelchair user to reach.
 - The median island at 7th St N and 2nd Avenue N has improved streetscape, sidewalks, and curb ramps, but some participants thought the curb ramp was a confusing design for blind pedestrians.
 - The sewer manholes in the sidewalk on the northwest corner of 2nd Avenue N and 7th Street N are protruding into the sidewalk 1-2 inches and are a tripping hazard.
- TWINS WAY
 - Twins Way, the former 3rd Avenue N between 7th St N and Royalston Avenue, has a wide sidewalk designed as a bicycle/pedestrian trail, but the trail is not marked as a multi-use trail. Participants thought this was confusing and potentially dangerous. Both pedestrians and bicyclists need to be informed via pavement markings and/or signage that this is a multi-use trail and that it provides access to the Cedar Lake Trail.

- It was also observed that the street signage on Twins Way is oriented to vehicles, not pedestrians, placed high above the street and oriented to one-way traffic, rather than two-way pedestrian traffic.
- 3RD AVENUE N
 - The 3rd Avenue N sidewalk (east side of street) dead ends between Washington and 5th, but there is no place to cross the street, and it is not clear that the sidewalk ends.
 - This sidewalk (east side of street) also has a Mn/DOT freeway sign pole in the middle of the sidewalk, which is not accessible to wheelchair users.
- SIDEWALK CAFES
 - The sidewalk cafe on 7th Street N across from Target Center between 2nd and 1st Avenues N has a very narrow clear pedestrian walkway (approximately 4 feet wide), and it is next to a moving traffic lane. The sidewalk cafe is several times wider than the clear pedestrian walkway. Participants felt the sidewalk cafe standards should prevent conditions such as this.
 - Participants observed that the temporary fencing around Kieran's sidewalk cafe at Block E blocks public access to the benches and plaza area that was previously accessible to the public.