

**Pedestrian Advisory Committee Meeting  
Summary Meeting Notes**

April 5, 2007  
3:00 – 4:30 pm  
Room 220, City Hall

**Attendees**

<b>PAC Member</b>	<b>Attendees</b>	<b>Representing</b>	<b>Present</b>
X	Jim Adams	Senior Citizens Advisory Committee	
X	James Andrew	Metropolitan Council	X
X	Deborah Boyd	Minneapolis Park & Recreation Board	
X	Theresa Cain	Metro Transit	X
X	Anna Flintoft	Minneapolis Public Works, PAC Chair	X
X	Anna Gillette	North Loop Resident	X
X	Loretta Grewe	Advisory Committee on People with Disabilities	X
X	Stephanie Gruver	4 <sup>th</sup> Ward Citizen	X
X	Diane Hansen	12 <sup>th</sup> Ward Citizen	X
X	Sarah Harris	Walking Minneapolis Foundation	X
X	Janee Harteau	Minneapolis Police Department	X
X	Elizabeth Haugen	Minneapolis Communications Department	X
X	Diana Hawkins	City of Lakes Chamber	X
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
X	David Rak	Minneapolis Dept of Health & Family Support	X
X	Mike Rumppe	Minneapolis Fire Department	X
X	Jan Sandberg	7 <sup>th</sup> Ward Citizen	X
X	Steve Sanders	University of Minnesota	
X	David Smith	Minneapolis Public Schools	
X	Mackenzie Turner	Bicycle Advisory Committee	X
X	Mary Watson	6 <sup>th</sup> Ward Citizen	X
	Shaun Murphy	Mpls Bicycle & Pedestrian Programs Intern	X
	Elizabeth Glidden	Council Member – Ward 8	X
	Charleen Zimmer	Mpls PW Dept. – Access Mpls Project Manager	X
	Jennifer Ringold	Minneapolis Parks and Recreation	X

## **Agenda**

1. Comments on March Meeting Notes
2. Pedestrian Master Plan Update
3. Non-Motorized Transportation Pilot Program Update
4. Access Minneapolis Downtown Transportation Action Plan
5. Walking Minneapolis
6. Walk/Bike to Work Day
7. Discussion of Other Pedestrian Initiatives Underway

## **Summary of Items Discussed**

### **March Meeting Notes**

There were no comments on the March meeting notes.

### **Pedestrian Master Plan & NTP Program Update**

Anna Flintoft reported that an RFP (Request for Proposals) for consultants is being developed for the Pedestrian Master Plan. There are some hoops to jump through at the state level with TIP and STIP, before the RFP can be issued. The next round of NTP funding may be in September of this year, so Pedestrian Master Plan won't inform the next round of applications. There is general interest in having broader outreach than was attained in the last round of funding.

In order to do so, there is a need to get the word out about this next round of funding, since the City has a short time to prepare. A first step will be sending out a notice to all neighborhood organizations, asking for their feedback on pedestrian needs. Are there other types of organizations the City should be contacting?

PAC comments included:

- YWCA
- Business associations
- Non-profit disability organizations

Shaun Murphy gave a brief synopsis of the NTP Bicycle & Pedestrian Ambassador Program, for which the City is currently preparing an application. The Ambassador Program will focus on education and outreach, to improve safety for pedestrians and to increase their numbers. PAC members were asked how the future ambassadors could best reach pedestrians.

PAC comments included:

- Communities of faith, possibly in a cross generational way
- Walk up windows at businesses
- Business development (e.g. small grocery stores)
- Route planning with transit maps

- Parking ramps, malls, stadiums, businesses offer validated parking – how can they offer similar benefits for pedestrians?
- Pledges for longer term commitments
- Safe walks
- Community assessments of how things could be improved & social activity afterwards
- Geographical focus around certain nodes (UM, LRT line)
- AIDS walk event

### **Access Minneapolis Downtown Plan**

Charleen Zimmer made a presentation to the PAC on the Access Minneapolis Downtown Transportation Action Plan.

Access Minneapolis has the goal of encouraging alternative modes, because there is limited room to accommodate the anticipated growth of downtown. There are many similarities with the pedestrian network being developed by Access Minneapolis and Walking Minneapolis. These connect to major destinations. There are also needed connections to neighborhoods across the freeways and the river.

Changes which are currently proposed include:

- Double width transit lanes will be created on 2<sup>nd</sup> and Marquette Avenues. Sidewalks will be wider on transit side of street. This will triple the capacity of transit. Bus lanes are currently very congested and many express buses have had to be moved.
- Nicollet Mall will only have local bus service. All routes will enter and leave at the same location. Fare adjustments will possibly offer free rides within downtown.
- A pedestrian plaza along 13<sup>th</sup> Street will be constructed to encourage foot traffic from the convention center to Nicollet Mall.
- Hennepin Avenue and 1<sup>st</sup> Avenue will become 2-way streets. Transit would mix with traffic, and bike lanes would stay in the middle of the street.
- 8<sup>th</sup> Street will become 2-way with transit operating in mixed traffic. There are many concerns with this corridor which may negate this proposed change.
- Park and Portland within the downtown area will become 2-way streets, as well as some other streets in Elliot Park.
- Improvements to Loring Greenway.
- A link between the Cedar Lake Trail and West River Parkway.
- A north-south connection in the North Loop neighborhood.
- An improved pedestrian connection between Elliot Park and downtown.
- An improved pedestrian connection between Cedar Riverside and downtown.
- A street furniture program.
- Improved signing within the skyway system, as well as improved access to and from streets.
- Gain consistent hours for the skyway system, by working with private property owners.
- A sidewalk greening program.

- Improved crosswalk visibility with better markings.
- An incentive program with major employers, to encourage alternate modes of travel.
- A way finding system for major destinations.
- Improved information from Metro Transit.

These are all priority actions within the next 10 years. There are major challenges to implementing these. The focus in the first couple years will be incentive programs and improved transit use and preparing for major infrastructure changes. Infrastructure changes will begin occurring in the following years.

### **Walking Minneapolis**

Sarah Harris made a presentation to the PAC on Walking Minneapolis. This is a private initiative to make walking in Minneapolis more attractive. It was started last summer by 6 people who are very active in the downtown community. The goals of the initiative are to make sure it has impact, show civic responsibility, recognize Minneapolis as a world class city, deal with resources that are not available for maintenance, and acknowledge that leadership cycles are short. Walking Minneapolis wants to connect all of our destinations, making the journey as important as the destination. One of the top complaints by the public is that walking trips seem like such a long distance. There are over 100 activity locations in downtown Minneapolis already, and people need to be educated about them to create a critical mass. Three critical walking loops within downtown Minneapolis are currently being pursued.

There are three equally important components needed to make this initiative successful:

- Physical infrastructure (repair, way finding, lighting, spaces for activity to happen and for relaxation, public art)
- Operations (cleaner, safer, getting more people out on the sidewalks, activities happening, walkathons, musicians, artists, vendors, farmers markets, open storefronts)
- Magical side (creating a brand, doing the loops in downtown Minneapolis as an activity in and of itself, attitude changes).

Walking Minneapolis is a non-profit and will seek funding. This is based on models in other cities. For example, the Bryant Park initiative in New York City is a self supporting entity which transformed a neighborhood in Manhattan to become more pedestrian friendly. There is also a business improvement district being created for downtown. Walking Minneapolis will coordinate with that committee.

During a question and answer session after the presentation, the following issues were discussed:

- The role of trees and other greening strategies. Sarah said there are already many opportunities for pocket parks along the walking loops. Anna said that the street and sidewalk design guidelines in the Pedestrian Master Plan will address space for trees in new developments. Greening can be accomplished in the short-term with planters, baskets, and vines growing up walls. Greening could benefit prevention of graffiti.
- How will people with physical disabilities be able to access improvements?

There will be opportunities for a variety of groups to benefit from improvements. These could include technological printouts for non-English speakers, pod-casts, lighting which would make it easier for elderly people to see further at night, water elements for kids, dogs, etc.

**Walk/Bike to Work Day**

Walk/Bike to Work Day is on Friday, May 18<sup>th</sup>. There will be a celebration at the Hennepin County Government Plaza, next to the light rail station. Five organized walks are heading into downtown. Those interested in volunteering can contact Shaun Murphy @ [shaun.murphy@ci.minneapolis.mn.us](mailto:shaun.murphy@ci.minneapolis.mn.us).

**Next Meeting**

Thursday, May 3, 3:00 pm