

**Minneapolis Pedestrian Advisory Committee
Meeting Agenda**

Wednesday, August 5, 2009

3:00 pm to 4:30 pm
Room 333 City Hall

3:00 pm Introductions

Approval of Meeting Notes

Announcements

- Cedar/Washington Pedestrian Improvement Project
- Seward Roll Out the Wagons Event 8/8/09
- Minnesota Complete Streets Coalition
- Bike/Walk Ambassadors Looking for Volunteers

3:15pm

Roundabouts and Pedestrians - Jim Rosenow, Mn/DOT's state geometrics engineer, will present information on roundabout design and operations for pedestrian users. This is a follow-up to the PAC's discussion of a proposed roundabout at Chicago Avenue and 9th Street S.

4:00pm

Pedestrian Master Plan – Anna Flintoft will review public input received on the draft Pedestrian Master Plan, review changes in response to those comments, and seek final input from the committee on the plan.

PAC Member	Attendees	Representing	Present
X	Jim Adams	Senior Citizens Advisory Committee	
X	James Andrew	Metropolitan Council	
X	Kristen Klingler	Minneapolis Dept of Health & Family Support	X
X	Theresa Cain	Metro Transit	
X	Aaron Day	City of Lakes Chamber	
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	Diane Hansen	12 th Ward Citizen	X
X	Sarah Harris	Walking Minneapolis Foundation	
X	Elizabeth Haugen	Minneapolis Communications Department	
X	Steven Hay	Minneapolis CPED	X
X	Robin Hennessy	City of Minneapolis Attorney's Office	
X	Mary Jackson	Minnesota Department of Transportation	
X	Karen Nikolai	Hennepin County	
X	Jennifer Ringold	Minneapolis Park & Recreation Board	
X	Mike Rumppe	Minneapolis Fire Department	X

X	Jan Sandberg	7 th Ward Citizen – Loring Park	X
X	Steve Sanders	University of Minnesota	
X	David Smith	Minneapolis Public Schools	
X	Mackenzie Turner	Bicycle Advisory Committee	X
X	Kathy Waite	Minneapolis Police Department	
X	Mary Watson	6 th Ward Citizen	X
	Rebecca Gomez	Bike Walk Ambassadors	X
	Sharia Ahmed	Bike Walk Youth Ambassadors	X
	Christopher Keomaniphone	Bike Walk Youth Ambassadors	X
	Grecia Dominguez-Gomez	Bike Walk Youth Ambassadors	X
	Lucky Dirie	Bike Walk Youth Ambassadors	X
	Tasha Holifield	Bike Walk Youth Ambassadors	X
	Ethan Fawley	Fresh Energy	X
	Christopher Bell	American Council of the Blind	X
	Jim Rosenow	Mn/DOT	X

Announcements

Anna Flintoft explained that the City’s application for pedestrian improvements at the Cedar/Washington (“7 corners”) intersection has been funded by Bike Walk Twin Cities; this project was one of the PAC’s top project priorities. The committee would like more information about the timeline and process for developing that project.

Anna also distributed a flyer about the 8/8/09 Roll Out the Wagons event in the Seward neighborhood where they will be selling reduced cost red wagons and folding carts to use for shopping and travelling on foot.

Ethan Fawley from Fresh Energy announced that Fresh Energy, Transit for Livable Communities, and Blue Cross Blue Shield has initiated a statewide complete streets coalition which currently includes 19 members. The objective of the coalition is to adopt a statewide complete streets policy in the 2010 legislative session and to promote ongoing implementation of complete streets practices across all jurisdictions in Minnesota. He invited PAC members to get involved in the coalition by attending a half day strategy session on 8/24/09 (if you are interested, contact Ethan at: Fawley@fresh-energy.org) and to attend the 9/1-9/2/09 Do.Walk Do.Bike conference at which they will have a complete streets focused advocacy session (http://www.preventionminnesota.com/objects/active_living/dwdb/do.walk%20do.bike%20agenda%20062509.pdf).

Rebecca Gomez announced that the Bike Walk Ambassador program is seeking volunteers to promote walking through safety education, walking “day vacations” (as discussed at the June PAC meeting), at events, especially at the State Fair. They will be inviting people on the pedestrian list serve to participate.

Roundabouts and Pedestrians

Jim Rosenow, Mn/DOT’s state geometrics engineer, provided an overview of roundabout design and operation with particular respect to pedestrian safety. He distributed a copy of an article from Slate Magazine posted 7/20/09 by Tom Vanderbilt on roundabouts.

Key points from his presentation included:

- Roundabouts slow vehicle speeds, which reduces pedestrians' chance of death if hit by a vehicle.
- Roundabouts do not provide as many gaps in traffic flow as do signals, but they also eliminate common pedestrian safety problems associated with signals, such as running red lights and conflicts with left turning vehicles.
- Roundabouts require pedestrians to walk a more circuitous path than signalized intersections, but they also reduce the pedestrian crossing distance and allow pedestrians to cross one direction of traffic at a time.
- Roundabouts work well for varying levels of traffic throughout the day, whereas traffic signals may cause unnecessary delay during off-peak periods when traffic volumes are lower.
- Bicyclists may use either the traffic lane or the sidewalk to travel through the roundabout. An important part of roundabout education efforts is to direct bicyclists to use the full traffic lane, rather than passing vehicles on the right of the roundabout traffic lane.

Committee questions and comments included:

- *How do blind and low vision pedestrians cross roundabouts?* Jim explained that there is an ongoing debate about whether to require accessible pedestrian signals at roundabout crosswalks for blind and low vision pedestrians. This is currently proposed in the draft Public Rights of Way Accessibility Guidelines, but many in the engineering community are concerned that signaling roundabouts will reduce their safety benefits and make them more expensive.
- *Roundabouts require drivers to stop for pedestrians in an uncontrolled crosswalk, which many drivers don't currently do. The behavior of drivers needs to change in order for roundabouts to be safe for pedestrians.* Jim explained that education is an important part of all roundabout implementations. Roundabouts are also a standard component of drivers education in Minnesota. Anna Flintoft noted that Mn/DOT is also working with City staff to initiate a pedestrian safety/crosswalk law education campaign.
- *Can we arrange a tour for blind and deaf-blind individuals to experience roundabouts?* Jim said that Tim Mitchell in Mn/DOT's Bike/Ped office is arranging such a tour.

Pedestrian Master Plan

Anna Flintoft explained that the public comment period on the Pedestrian Master Plan has closed and reviewed the changes which are underway on the pedestrian master plan (see attached handout). The committee recommended adding a map showing where there are business districts where bicyclists may not legally ride on sidewalks.

Pedestrian Master Plan Revisions Underway

8/5/09

Goal 1: A Well-Connected Walkway System

- *Wayfinding*: add new objective 1.4 on wayfinding benefits and maintenance funding challenges; add recommendation related to implementing wayfinding signage where funding is available.
- *Pedestrian Network*: add all trails to the map – some parallel to streets are currently shown the same way as streets with sidewalks

Goal 3: Safe and Convenient Street Crossings

- *No Turn on Red*: add discussion of research related to lack of safety benefits for pedestrians of No Turn on Red restrictions
- *Crosswalk Markings*: add discussion of importance to pedestrians to have more safe, marked crosswalks at intersections, particularly in commercial corridors and at transit stops – consistent with existing recommendation to review and revise the crosswalk marking policy
- *Signals*: update signal map to include recently installed APS and Countdown signals; add information on large share of existing signals that meet proposed slower pedestrian walk speed assumptions
- *Speed Wagons*: add discussion of existing City speed wagon program
- *Speed on local residential streets*: clarify that the actual average operating speed on local residential streets is less than the 30 mph speed limit.
- *Photos*: Add photo of durable crosswalk markings in addition to faded painted crosswalk photo, APS photo, kids walking to school photo

Goal 4: A Pedestrian Environment that Fosters Walking

- *Trees*: Add discussion of importance of trees for pedestrians and tree and landscaping guidelines under development
- *Bikes on Sidewalks*: Add discussion of issues and laws related to bikes on sidewalks
- *Downtown Parking Ramp Entrances*: add discussion of issues specific to pedestrian conflicts with parking ramp access/egress downtown and reference Downtown East/North Loop plan guidance for midblock, right-angle, single-curb-cut parking ramp access/egress
- *Benches*: clarify that benches are important for making pedestrian system more accessible to seniors and people with mobility disabilities, so that people may rest along the way.

Goal 5: A Well-Maintained Pedestrian System

- *Railroad Crossings*: Add map of sidewalk presence/condition at railroad crossings
- *Snow*: add discussion of absentee landlords and plowing to minimize snow at corners
- *Sandwich Boards*: add discussion and reference proposed ordinance changes; integrate with recommendation on newspaper box ordinance implementation
- *Sidewalk Cafes*: split strategy 5.3.1 into two: enforce sidewalk café ordinance; review and consider updates to sidewalk café ordinance for compatibility with street and sidewalk design guidelines

Other

- Add executive summary
- Add July 2009 public meeting summary