

**Pedestrian Advisory Committee Meeting  
Summary Meeting Notes**

September 6, 2007  
3:00pm to 4:30 pm  
Room 333, City Hall

**Agenda**

- 3:00 pm**            **Introductions**  
**Approval of Meeting Notes**  
**Announcements**
- 3:05pm**            **Pedestrian Safety Training** – Attendees will update the Committee on the pedestrian safety training held August 2, 2007.
- 3:15 pm**            **Pedestrian Master Plan** – Anna Flintoft will update the Committee on the status of the Pedestrian Master Plan.
- 3:20pm**            **Park Board Initiatives** – Deb Boyd from Minneapolis Park and Recreation Board will provide an overview of current Park Board initiatives.
- 3:30pm**            **Hennepin County Active Living Survey** – Karen Nikolai and Robb Luckow from Hennepin County will present the results of a telephone survey about people's activity levels and perceptions of their built environment.
- 3:50pm**            **Sidewalk Gaps and Walkway Connections** – Anna Flintoft and Shaun Murphy will present the results of an inventory of missing sidewalks adjacent to streets and an inventory of pedestrian “walkways” not adjacent to streets (including pedestrian plazas, bridges, multi-use trails, vacated streets with sidewalks, and other components of the pedestrian network).
- 4:05pm**            **Minneapolis Sidewalk Maintenance Program** – Mike Kennedy and Dan Bauer from Minneapolis Public Works will present an overview of Minneapolis sidewalk inspections and maintenance program, including sidewalk repair, sidewalk construction, and related funding and maintenance responsibilities.
- 4:25 pm**            **Review of Action Items**

**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
X	Theresa Cain	Metro Transit	

X	Anna Flintoft	Minneapolis Public Works, PAC Chair	X
X	Anna Gillette	7 <sup>th</sup> Ward Citizen – North Loop	X
X	Loretta Grewe	Advisory Committee on People with Disabilities	
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	Janee Harteau	Minneapolis Police Department	
X	Elizabeth Haugen	Minneapolis Communications Department	X
X	Diana Hawkins	City of Lakes Chamber	
X	Steven Hay	Minneapolis CPED	X
X	Robin Hennessy	City of Minneapolis Attorney’s Office	
X	Mary Jackson	Minnesota Department of Transportation	X
X	Karen Nikolai	Hennepin County	X
X	David Rak	Minneapolis Dept of Health & Family Support	
X	Mike Rumppe	Minneapolis Fire Department	X
X	Jan Sandberg	7 <sup>th</sup> 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	Mary Watson	6 <sup>th</sup> Ward Citizen	
	Shaun Murphy	Mpls Bicycle & Pedestrian Programs Intern	X
	Martha Hage	Advisory Committee on People with Disabilities	X
	Robb Luckow	Hennepin County	X
	Lara Tiede	Minneapolis Dept of Health & Family Support	X
	Don Elwood	Minneapolis Public Works	X
	Dan Bauer	Minneapolis Public Works	X
	Mike Kennedy	Minneapolis Public Works	X

## **Summary of Items Discussed**

### **Introductions/Approval of Meeting Notes/Announcements**

Shaun Murphy announced that the City is conducting pedestrian and bicycle counts on Tuesday, September 11, in 11 locations downtown. 45 people have volunteered to complete the counts, but an addition 20 volunteers are needed.

### **Pedestrian Safety Training**

Members discussed the pedestrian safety trainings held July 30-August 1. People thought that the half day training was too rushed; people who attended the 2 day engineering training thought the training was very comprehensive. PAC members would like to see the policy recommendations developed by the attendees of the 2 day training. Anna will send this list to everyone.

### **Pedestrian Master Plan**

Anna Flintoft explained that since the last PAC meeting in July, the Request for Proposals for the Citywide Pedestrian Master Plan was released and proposals received. She hopes to have a

consultant under contract by late October. She explained that the PAC will have significant involvement in developing the plan. The RFP specified that the consultant meet with the PAC 6 times over the course of the 12 month project. The plan must be completed by the end of December 2008. She also explained that she and PAC member Jan Sandberg met to discuss the public involvement strategy for the plan.

### **Park Board Initiatives**

PAC member Deb Boyd provided an overview of current Park Board initiatives, including:

- Park Board Comprehensive Plan – The draft plan is out for public comment. It focuses on three goals: improving the trail system, connections to city parks, and connecting the missing link of the Grand Rounds.
- Ongoing Pedestrian Issues
  - Bicycle/Pedestrian Shared Use Trail Conflicts – The Park Board tries to separate bicycle and pedestrian movements on multi-use trails for safety reasons, but there are several trails where this separation is not marked, resulting in pedestrians in the path of higher-speed bicycle travel.
  - Midblock Crossings – The Park Board has a lot of midblock pedestrian and trail crossings, which are often a safety concern.
  - Deb reported that pedestrian and bicycle accident data she has obtained shows that over one-third of all bicycle and pedestrian accidents occur near parks, parkways, lakes and other water systems, most often on Saturdays between 9am and 4pm.
- Current Projects Under Construction
  - West River Parkway trails between Plymouth and Ole Olson Park in North Minneapolis.
  - Wabun Park trails in Minnehaha Park, which will include a connection from the West River Parkway trails to the Ford Bridge across the Mississippi.
  - West River Parkway trails in the Gorge area, which are being completed on an ongoing basis as funds become available.
  - St. Anthony Parkway will be improved for bicycles and pedestrians.
  - East River Parkway trails will be improved next year.
- Deb reported that the sidewalk connections along Cedar Avenue between the south end of the bridge of Lake Nokomis and Lake Nokomis Parkway (currently a cowpath) will not be completed as initially hoped because of the high cost of concrete sidewalks required by the City's Sidewalk Department.

### **Hennepin County Active Living Survey**

Karen Nikolai and Robb Luckow from Hennepin County presented the results of a telephone survey of Hennepin County residents, which is part of the work they are doing with an Active Living grant from Blue Cross Blue Shield. The survey was part of an overall case study the county conducted in the urban, suburban, and rural contexts to gather information on the physical and perceived barriers to active living in Hennepin County. This study also included 1:1 interviews with key people in the three cities, and distributing cameras to seniors and children to take pictures of their observations of good and bad pedestrian environments. The county also conducted a walking workshop in Golden Valley with a diverse group of stakeholders, during which the group developed successful action steps now being incorporated into the city's comprehensive plan.

505 Hennepin County adult residents were surveyed by telephone in May 2007, including 167 Minneapolis residents. Some of the survey results for Minneapolis include:

- 43% of adults say they exercise more than 5 times a week for 30 minutes or more. Walking and biking are the top two types of exercise cited.
- Almost 70% of adults never use a gym/health program/rec center.
- The percentage of adults who bike for transportation purposes is higher in Minneapolis than the suburbs, while the percentage who bike for exercise is higher in the suburbs than Minneapolis.
- 22% of adults in Minneapolis walk or bike to transit at least once a week, much higher than the 7% in the suburbs.
- Minneapolis adults make an average of 4.3 one-way trips per week to destinations, compared to 2.0 trips by suburbanites.

A copy of the slide presentation will be provided to PAC members.

### **Sidewalk Gaps/Walkway Connections**

Anna Flintoft and Shaun Murphy distributed maps of an inventory of missing sidewalks adjacent to streets and an inventory of pedestrian “walkways” not adjacent to streets (including pedestrian plazas, bridges, multi-use trails, vacated streets with sidewalks, and other components of the pedestrian network).

### **Sidewalk Maintenance Program**

Dan Bauer and Mike Kennedy from Minneapolis Public Works presented an overview of the city’s Sidewalk Inspections and Sidewalk Repair programs.

The city has approximately 2,000 miles of sidewalks, which are essentially owned by the public, managed by the city, but the responsibility of the abutting property owners. The city has historically funded sidewalks by assessing property owners for 100% of the cost of sidewalks fronting their property. Because the sidewalks are in the public right-of-way, the city has a liability to ensure that sidewalks are maintained for public safety.

The Sidewalk Inspections Department is responsible for managing a sidewalk repair program. This includes inspecting sidewalks, notifying property owners of needed repairs or replacement, ensuring that the work is performed or completing the work itself and recovering the costs from. The city inspects and repairs sidewalks neighborhood by neighborhood on an approximately 10-year cycle. They also coordinate sidewalk repairs with other capital improvements such as street construction projects as appropriate. In addition, property tax revenues are used to fund repair of defective street corner curb ramps, which are completed in locations where sidewalk repairs are being made.

In the winter, the Department enforces that City’s winter sidewalk ordinances by inspecting sidewalks for snow/ice control, notifying property owners of violations and issuing citations, clearing snow/ice as needed, and assessing property owners for snow/ice which must be removed by the City. The process typically starts with a complaint. The Sidewalk Inspections Department inspects and sends a warning letter, and then re-inspects about one week later. If it’s not cleared they will issue a citation and order it cleared and bill or assess the property owner for

100% of the cost of snow/ice removal. The next time there is a complaint for that property, they order snow/ice removal right away.

While there are sidewalks on most city streets, sidewalk gaps are very challenging to complete. The most difficult issue is who owns them and who pays for them, particularly in locations where the City does not have authority to assess property owners, such as adjacent to railroad property, along Park Board property, and along cemeteries. Generally, a City resolution must be passed to have sidewalks installed. Some gaps have been filled because a historical resolution to install sidewalks was found to have been passed, even though the sidewalks no longer existed, but many gaps do not have such a resolution passed. In all cases, the property owner must pay 100% of the cost of installation. The City also requires sidewalks to be constructed as part planned development review; boulevards with trees are also typically required.

Questions included:

- *What if senior citizens can't shovel their sidewalk?* In these cases, the Sidewalk Inspections Department refers them to the senior citizen ombudsman who can refer them to people to help shovel.
- *What if someone is out of town for 2 weeks?* Property owners are responsible for snow/ice removal even while out of town.
- *Are there curb cuts on the end of each block?* Close to 99% of corners have pedestrian ramps. There are certain situations where the orientation is only facing one way and not the other. But every year we identify some areas that we weren't aware of. In the mid 90's ADA required that we do this, and we fixed many of the problems back then. As far as design standards, we are replacing only curb ramps than are structurally deficient.
- *When do you do install 2 curb ramps per corner versus 1 curb ramps per corner? Is it based upon commercial versus residential land use?* When we have traffic control on all 4 corners (stop signs or signals), we install 2 curb ramps per corner. Otherwise, we install 1 curb ramp per corner and orient the direction of the curb ramp in the direction of the stop sign, not diagonally.
- *Does the City have authority to repair sidewalks along trunk highways and county roads in Minneapolis?* Yes, the state and the county don't consider the roadway to go beyond the curbs. The city can control this area and assess properties for sidewalk repair.

### **Action Items**

Anna Flintoft will distribute to PAC members the policy recommendations from the 2-day Designing Streets for Pedestrian Safety Training.

### **Next Meeting**

Thursday, October 4<sup>th</sup>, 3:00 pm, City Hall Room 333