

**Minneapolis Pedestrian Advisory Committee
Meeting Notes**

Wednesday, May 6, 2009

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

3:00 pm **Introductions**
Approval of Meeting Notes
Announcements

3:05 pm **Draft Pedestrian Master Plan Review**
Anna Flintoft will present a summary of comments received to date, and committee members will discuss suggested revisions. This is the last opportunity to provide comments on the draft plan prior to public review of the plan.

Attendees

PAC Member	Attendees	Representing	Present
X	Jim Adams	Senior Citizens Advisory Committee	
X	James Andrew	Metropolitan Council	
X	Kristen Klingler	Minneapolis Department of Health	X
X	Theresa Cain	Metro Transit	X
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	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
X	Steven Hay	Minneapolis CPED	
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	Mary Watson	6 th Ward Citizen	X
	Katie Lechelt	Hennepin County	X
	Rebecca Gomez	Bike Walk Ambassadors	X
	Tony Hull	TLC Bike Walk	X

Summary of Items Discussed

Announcements

Bike Walk to Work Day is Thursday May 14th. No group walks are planned this year.

Pedestrian Master Plan

The committee discussed comments received to date about the Draft Pedestrian Master Plan.

Overall Format

- It's confusing to have the recommendations separate from the existing conditions/practices. It's easy to assume that the plan has identified a problem, but no recommended action.
- Some thought it's useful to have maps consolidated in appendix; others thought it's cumbersome to have maps in appendix.
- The right hand margin is too cluttered with information which would be better placed in the body of the document. The right hand margin could be more effectively used to highlight key points made in text with a brief comment or sentence.
- All tables and graphics should have table/figure numbers; many do not. Use the chapter number of appendix letter in the numbering (Figure 3-5 or Figure A-3). Add a list of tables and list of figures after the table of contents.
- All photos should have a caption; some do not.
- Hyperlink all references to the appendix.
- Some text is too small.

Introduction

- Provide more information about public involvement process
- Need more information on demographic trends (aging population, immigrant populations, etc) and how this relates to pedestrian demand, attitudes toward walking, health risk factors, accessibility needs

Planning Context

- Need better explanation of relationship of various plans.
- Need more information about:
 - Access Minneapolis – explain that Ped Plan is component of Access Mpls
 - Bike Walk Twin Cities (specify SAFETEA-LU Section 1807)
- Add new information about:
 - Safe Routes to Schools Plan / MPS proposed changes to neighborhood schools and bussing – Health Dept's and School Districts efforts related to SRTS - Need more information about personal safety issues related to walking to school

- Hennepin County Active Living Initiative
- Bike, Walk and Roll Plan
- Complete Streets work – national, state, Hennepin County
- Met Council Plans
- NRP Plans
- Committees/boards which currently work on pedestrian issues (PAC, Planning Commission, Minneapolis Advisory Committee on People with Disabilities, Tree Advisory Board, Bike Walk Advisory Committee, Senior Citizens Committee, etc.)
- Need a map of Pedestrian-Oriented Overlay districts

Pedestrian Network

- Address fact that some pedestrian bridges are served by stairs only

Pedestrian Demand

- Is this heading appropriate for content? More than pedestrian demand?
- Provide more explanation of importance of complete communities in making it possible to walk
- Clarify that counting pedestrians doesn't always reflect actual desire/potential to walk
- Is it possible to add skyway counts and Park Board counts?

Street crossings

- Push buttons
 - Add more information on the benefits of push buttons in managing all modes and the importance specifics of signal operation (delay time, crossing time, off-peak automatic recall for pedestrian signal, etc.) for pedestrians as to whether the push button is convenient for pedestrians or not.
 - Consider adding language discouraging push buttons in high pedestrian locations.
 - Add more information about emerging technologies for automatic pedestrian detection
- Explain the need to have ped signal on recall at crosswalk opposite protected turn signal
- Crashes
 - Need more information on relationship of time of day and alcohol use to ped crashes.
 - Need an explanation of how a crash is reported and gets into the database, what crashes may not be reported and potential for error in data entry. Hospital data may be a source for this info.
 - Is it possible to report and track “close calls”, as well as reported crashes, which may indicate problem areas? 311 may be a source for this information.
 - Include the same peer cities as shown in mode share table on page 9.
 - Consolidate recommendations 3.1.1 and 3.1.2 related to analyzing crashes.
 - Explain that age not currently in city's crash database, but an important factor in tracking crashes.
 - Explain that high crash corridors are transit corridors and may be issues with people running to catch bus.

- Need more information on importance of enforcement and education and current enforcement practices / resources.
- Address potential bicycle/pedestrian conflicts on sidewalks. Explain state law and address benefits of separated bicycle facilities for pedestrians.

Accessibility

- Need to clarify that City is in process of updating the ADA transition plan.
- Include information on ADA grievance procedure, ADA coordinator, ADA notice
- It may not be accurate to require two curb ramps per corner in all circumstances; a single ramp is allowed in some circumstances.
- Recommend use of PROWAG as best practice to address needs not accommodated by current design templates
- Consider using the term “pedestrian access route (PAR)” as used in PROWAG
- Include more information on value of benches for resting while walking.

Pedestrian Environment

- Need to explain why 12’ minimum pedestrian zone width is needed and how that width was determined.
- The term “street furniture” is a broad and marginalizing term for key elements that are essential for walking.
- Address the potential need for more trash receptacles, proper placement of trash receptacles, and improved aesthetic design of trash receptacles. Discuss related maintenance costs. Consider adding a recommendation to review the location of existing receptacles
- Bridges
 - Clarify Mn/DOT cost sharing policy and relationship to bridge design, as well as other pedestrian facility design
 - Address need for pedestrian oriented lighting on bridges.
 - Address recommended width of sidewalks in ped design guidelines and relationship to bike traffic.
- Cafes
 - Clarify that recommendation to review sidewalk café standards is intended to improve café standards for pedestrians
 - Add language about benefits of permanent café barriers.
 - Consider adding something about experimental/temporary treatments for sidewalk cafes or pedestrian plazas.

Maintenance

- Need to be clear that it is the responsibility of the city to ensure adequate snow and ice removal, regardless of how the city delegates that responsibility.
- Add something to snow clearance recommendations related to targeted response time for snow clearance complaints.
- Provide more info on how work zone safety and accessibility policies are currently carried out. Include a recommendation which addresses enforcement of policy.

- Need a stronger recommendation related to how the city will address challenges with repairing/installing sidewalks across railroad tracks

Transit

- Need more information on improving pedestrian access to transit and transit stop design and maintenance. Reference Access Minneapolis Citywide Action Plan recommendations.

Education and Outreach

- Add more information about the work of the Bike Walk Ambassador Program
- Update information on 2009 Bike Walk to Work Week
- Add more information about the need for not only staffing to do encouragement/outreach, but also effective informational materials (“the message”)
- Explain the importance of addressing perceptions and attitudes, even if facts tell a different story, in order to increase walking. Consider providing comparative trip distances/walking time for different walking routes in Minneapolis.

Pedestrian Improvement Priorities

- Need to clarify actions that will be taken to advance high priority pedestrian improvement needs (currently in Recommendations). Include discussion of CIP process and how pedestrian needs will be considered relative to roadway condition, vehicular use, etc.

Implementation

- Strengthen verbs in recommendations. For instance, use “will seek to” instead of “will consider”; use “pursue” instead of “investigate”
- Staffing
 - Who and how many staff currently work on the pedestrian system and promoting walking?
 - What staffing is needed to implement the plan?
- Need more information on roadway jurisdiction – map and explanation of responsibilities by jurisdiction
- Add more information on responsibilities for implementing specific recommendations. Consider adding an implementation matrix.
- Add more information about importance of evaluating improvements and programs – potential Health Department involvement.
- Clarify the role of the PAC in the future – same stakeholders represented? What authority?
- Add something related to tracking sidewalk closures through 311.
- How can the plan foster political leadership and cross-jurisdictional commitments?