

Meeting of the Minneapolis Pedestrian Advisory Committee October 3, 2012

Present: Phillip Ailiff, Neal Baxter, Jenny Edwards, Scott Engel, Diane Hansen, Dan Herber, Tony Hull, Peter Janelle, Jacqueline Knight, Don Ostrom, Julia Tabbut; Mackenzie Turner Borgen, Rose Ryan, Julie Danzl, Sarah Stewart, Steve Elmer, Leslie Foreman, Gina Mitteco, Mike Mechtenberg, Joe Bernard, Shaun Murphy.

Chairman Ostrom called the meeting to order at 4:00 PM; all present introduced themselves. Steve Elmer joined us for the first time, replacing James Andrew as representative of the Metropolitan Council.

Approval of the September Minutes

Peter moved to approve as written; Diane seconded. Approved.

Announcements from Committee Members

Sarah: the North Mpls Greenway Committee is in full swing. All are invited to the Open House on Oct. 16 at Folwell Park, at 6 PM, or take our on-line survey.

Scott: was in Stillwater, which has audible countdown timers at all main intersections.

Mike: the Nicollet-Central Transit Project will soon begin assessing the impact of possible points of contact with the Midtown Greenway.

Don: are free circulating buses still a viable idea? Mike: many people ask, but implementation would pose many problems. For instance, the State limits the Metro Council to paying half the expense.

Tony: the Biennial Bike-Walk Conference in Tampa had a booklet highlighting the several Walk Friendly cities.

Shaun: a pedestrian was killed this week, on E. 26th St. & 11th Ave. So. This little boy ran out into traffic. A memorial walk is in planning, should the family wish it.

Julie: International Walk to School Day was a smashing success! Over 20 Mpls schools took part, more than ever. A walking bus started east of I-35 W, picked up strength at Blaisdell, and grew to include over 150 students.

Pedestrian Safety Share the Road Campaign—Leslie Foreman

This was a state-wide Dept. of Transportation affair. In Mpls on Lake at Chicago and Hennepin. The message was to watch for pedestrians, and cars and peds share blame for these accidents about evenly. Police wrote citations and warned peds to stay alert.

Traffic Control has expressed interest in more events of this ilk.

Gina: inebriated pedestrians fall victim to many run-ins with vehicles.

Don: are the police concerned about pedestrian deaths?

Leslie: lacking bigger crimes, the police like to manage busy street corners and prevent mishaps.

Shaun: Deputy Chief Arneson asked BAC to advise police how and why these crashes happen.

Pedestrian Safety Funding Status—Mackenzie Turner

The fund, a fiscal pot of some \$50,000 per annum, pays for:

durable crosswalk markings

pedestrian safety islands (medians)

curb ramp upgrades

semi-permanent bump outs, made of white flexible plastic

red flasher pedestrian crossing lights (a forced stop for vehicles)

resources for staff support.

Diane: why has so little of this fund been spent?

Shaun: \$10,000 pays for a median, on average

Scott: the medians at 38th St. and 13th & 14th Avenues was paid for with Safe Routes to School funds

Peter: can we have a list of funding sources for these and other pedestrian needs?

Shaun: our office is working on that. Pedestrian infrastructure plays a part in many projects.

Tony: the Federal Highway bureau has a list of pedestrian & bike projects it has funded.

Climate Change Action Plan—Anders Imboden

This office helps the City meet its 2003 Greenhouse Gas Emission target. Anders explained how the City works to meet its goal of lower emissions, and referred the committee to the office's website for more details.

The goal is to reduce emissions by 30%? How? Support cleaner cars; reduce vehicle miles in Mpls, using zoning to build up local commerce; walkable neighborhoods, etc. The group wants help looking at ideas and goals, and also with persuading the City Council. Dan Herber said his committee would tackle these challenges.

US Census Pedestrian Commuter Data—Simon Blenski

The American Community Survey is a new effort by the Census Bureau to monitor life issues more often than decennially. Concerning PAC is the survey asking: "How did you usually get to work last week?" Though the survey only asks about primary modes, and covers only the 12% of all trips whose destination is work, the data over the past 20 years consistently show that

60% of trips to work are solo car trips, while 6-7% of commuters car pool;

15% of commuters rely on mass transit, whereas 6-7% walk; and 3-1/2% bike.

It happens that geography predicts who walks and where walking predominates. The number of walkers has risen about 20% since 2001.

PAC members responded with questions about capturing the foot portion of non-walking trips, and comparing Mpls' data with that of comparable cities.

Infrastructure Subcommittee—Scott Engel

Committee discussed the Nicollet-Central trolley line, and East 42nd St. from Cedar to 28th Avenue.

This "racetrack" lacks even a single stop sign. Mackenzie counted pedestrian crossings to find which corners are most meet for a stop sign. Result: 19th and 26th Avenues see the most crossings. Shaun

Murphy presented a plan to install medians at these corners, plus add more cross walk markings. Cost: \$25,000 each from Hennepin County and Minneapolis. A public meeting will take place on Oct. 9.

Other ideas for this stretch include adding bike lanes to narrow the traffic lanes.

Moved: that PAC support the proposed E. 42nd St. pedestrian improvements including the addition of medians, striping and signage. Tony seconded. **Approved.**

Programs & Policy Subcommittee—Dan Herber

No action items for PAC today. Steve Mosing mentioned that his staff is interested in developing more rationale & priorities to plan crosswalk markings. And Mike Kennedy is again looking for snow removal priorities that better serve the needs of pedestrians. Both Steve & Mike could use PAC's help. Next subcommittee meeting held on Oct. 18. Issues will include the 35W-Lake St. remodel, and pedestrian markings on Hiawatha Avenue.

New/Old Business

Shaun wants the names of citizens interested in replacing PAC members who must vacate their seats.

Neal moved to adjourn, Jenny seconded. Approved, at 5:30 PM.