

Meeting of the Pedestrian Advisory Committee, November 7, 2012

Present: Phillip Ailiff, Neal Baxter, Jennifer Edwards, Diane Hansen, Dan Herber, Donna Hemp, Peter Janelle, Don Ostrom, Julia Tabbut; Julie Danzl, Sarah Stewart, Joe Bernard, Rose Ryan, Gina Mitteco, Mike Mechtenberg, Shaun Murphy.

Chairman Don Ostrom called the meeting to order at 4:05 PM, then asked all present to introduce themselves.

Approval of the Minutes

Phil moved and Dan seconded the motion. Approved.

Announcements from Committee Members

Mike: Metro Transit wants comments about its Walk Safe Project (separating bus customers from pedestrians at 7th & Nicollet). The sidewalk at the corner has been divided into a 6-foot sidewalk and a 9-foot bus loading zone. Does it work? Donna allowed that this arrangement seemed to work only for those with good eyesight. Mike agreed that on several counts the reviews have been bad. In answer to Shaun's question, Mike agreed that PAC might act on this.

Don: Why the electronic signage on Marquette for commuter buses, and none for regular buses? Mike replied that federal funding paid for much of this. Metro Transit sees riders looking to Next Trip on their cell phones instead of to signage. Don: a class-based decision. Mike: no contest.

Sarah: With the 1st stage of its work completed, the recommendations of the North Mpls Greenway Steering Committee will come out next week. Also, Public Works is helping develop a Complete Streets policy. A workshop for that purpose will take place on Tuesday, Dec. 11, and we'd like a PAC member to attend.

Member Vacancies

Shaun said 2 vacancies still exist until June 2013, and several persons have expressed interest. Deadline is Nov. 30; replacements will take their seats at the Jan. 2013 meeting.

October Pedestrian Deaths

Two occurred. The memorial/wake for the wee lad killed near Stewart Park was very moving. Dan was glad he attended, both for moral support and to analyze the site of the incident for lessons to apply elsewhere. His subcommittee will take up this matter of pedestrian deaths.

On average, 5 pedestrians have been slain per annum since 1991.

Pedestrian-Related Grants

Scott Engel has learned that Public Works has asked PAC to recommend pedestrian projects for its 2018 season. The CLIC Committee will pass judgment on these beginning in 2013. Diane asked if size were a consideration. Neal allowed that CLIC recommends smaller projects with more zeal, as fitting into the City's budget more easily.

Snow Season Update

Mike Kennedy, "Snow Czar" of Mpls, allows that he is doubling the pilot area of his private contractor snow removal project (north to Lowry Ave. and south a bit). Paving staff will be assigned to Inspections to cut the time from 21 days to 11 for processing claims against owners with unplowed walks. At issue is whether private contractors can respond faster than Public Works can.

Programs & Policies Subcommittee—Dan Herber

Moved: the PAC endorses the Climate Action Plan, with particular support for Active Transportation items #1 (cycling mode share goal increases), #2 (safe and efficient cycling travel), #4 (implementation of Pedestrian and Bicycle Master Plans), #6 (“Safe Routes to School”), and #7 (“Complete Street”).

Further, the PAC urges the development of a pedestrian component and incorporation of equivalent text into increasing mode share (Active Transportation item #1) and increasing safe and efficient travel (Active Transportation item #2).

Finally, the PAC encourages the full implementation of the Pedestrian Master Plan, with a focus on promoting and maintaining year round pedestrian activity by emphasizing snow and ice removal * in the winter months. Jackie & Don suggested a friendly amendment: “on sidewalks and other pedestrian routes”, which Dan deemed acceptable and inserted at *. Motion **approved** as amended.

Moved: The PAC urges the City Council to place a funding priority on increasing operating funds for snow and ice removal on street corners and corner sidewalks and on maintenance of existing pedestrian crosswalk markings so they are visible year round. **Approved.**

Subcommittee enjoyed a good discussion about snow removal at this meeting. Subcommittee asked Shaun to look up how our peer cities use priority routes for efficiently clearing snow.

Infrastructure & Engineering Subcommittee—Joe Bernard

Moved: that PAC support the plan (to rebuild W. 46th St.) as proposed with bump-outs at Lyndale, Bryant & Dupont Avenues, and consideration of additional bump-outs at Aldrich and Colfax.

Approved.

Moved: that PAC support the list of pedestrian improvements as proposed (to wit: Lake St. between Dean Blvd. & Cedar; Franklin between Lyndale & Bloomington; W. Broadway between Lyndale & Penn; and Penn between Glenwood & Osseo Road). **Approved.**

Hiawatha Avenue: Peter asked that PAC send to subcommittee a proposal (put forward by SENA, Longfellow and Corcoran Neighborhood Associations) to make Hiawatha Avenue more inviting for pedestrians. Don agreed, and so ordered. The road is designed like a freeway, contrary to original plan, and drivers tend to miss the posted speed changes. The State Transportation Dept., unwilling to allow parking on this road, may consent to lower speeds to achieve the same result.

Jenny asked how reducing speeds will affect signal timing.

Neal moved to adjourn, Peter seconded. Approved, and adjourned at 5:30 PM.