

**Minneapolis Pedestrian Advisory Committee Meeting  
Wednesday, February 3, 2016**

Present: Philip Ailiff, Greta Alquist, Neal Baxter, Shaina Brassard, Alex Cecchini, Julie Curran, Scott Engel, Dan Herber, Don Ostrom, Julia Tabbut; Matthew Dyrdaahl, Mackenzie Turner, Sarah Stewart, Joe Bernard, Ben Somogyi, Heidi Schallberg

**Welcome**

Chairman Greta called the meeting to order at 4:04 PM.

**Fatal Pedestrian Accident on February 2—Greta Alquist**

A woman was struck by a car on Hennepin & 8<sup>th</sup> St. while crossing the street. She was pronounced dead on arrival at Hennepin County Medical Center. Greta asked all who would to share their thoughts about this tragedy.

Julia C: What's PAC's protocol for reaching out to the family of a pedestrian fatality? And how can we call attention to the scene of the accident?

Greta: We have never adopted a protocol, in fact.

Dan: when I was P&P chair, we discussed responses to pedestrian deaths. We didn't come up with a response. PAC members have unofficially participated in ceremonies for the victims. But soon after the event it's hard to comment, as we know so few details. The committee then felt we should at least be available to the family, and to activists.

We also discussed, unsuccessfully, marking the scene of the accident. As members of the PAC, we all need to exercise caution in speaking publicly about these affairs.

**Approval of Meeting Minutes**

Dan moved to approve the minutes for the January meeting; Julia T. seconded. Approved.

**Election of Vice Chair**

As Emily Antin has stepped down, the PAC needs to elect a vice chair.

Scott nominated Julia Tabbut; Shaina seconded. Seeing no other nominations, Chairman Alquist called for a voice vote. Approved. Julia Tabbut was elected Vice Chair.

**Met Council Agency Presentation—Joe Barbeau**

Joe serves as a senior planner with the Met Council. He came to the PAC to explain the Council's Regional Solicitation for Transportation Projects. Ever 2 years, Federal money is available for transportation projects as part of three federal programs: Surface Transportation, Congestion Mitigation and Air Quality Improvement and Transportation Alternatives.

The projects that “win” the Solicitation will see work begin in 2021/2021. A projected \$150 million is at stake.

The following schedule: February 10 public comment is over. March 16 the Transportation Advisory Board finishes setting the expectations. On May 15 applications are available, and due on July 15. Awards published in January 2017.

Roadways get about half of the awards, usually, bike & pedestrian projects 10-20% and transit work gets the balance. Each project submitted for the Solicitation must have a minimum of 20% local non-federal matching funds.

In 2014, the following local projects received awards:

Lake Street streetscape, North Loop, Emerson/Fremont North pedestrian enhancements, the U of M protected bikeway and the Midtown Greenway Connection to Lake Street.

Greta: what do you look for & allow during the public comment period?

JB: point values are a legitimate issue. Local plans should be referenced in the applications; saying “the Mpls Pedestrian Master Plan says such and such” is inadequate.

**Infrastructure & Engineering Subcommittee—Scott Engel**

We discussed 4 projects. The West Lake Study was first. We discussed 4 locations for the light rail stop, but without concrete proposals, we'll wait to comment.

42<sup>nd</sup> Avenue North is due for a reconstruction from Lyndale to Penn in 2017 or 2018. The plan looks good so far, with bike lanes, restricted parking and filling in a sidewalk gap. We asked if full reconstructions are supposed to have bump outs, and Nathan found they were intended to go in with reconstruction projects.

Simon Blenski presented the County's plan for Hennepin Avenue. In 2021, The City of Minneapolis is planning to reconstruct the road from Washington Avenue to 12<sup>th</sup> Street, and a narrower road may result. The City may apply for the Regional Solicitation with this project.

Greta: on Feb. 9 the North Loop Neighborhood will host a land-use meeting about this project.

Matthew: This project needs to move quickly, so we need to move fast, too. Improved pedestrian space and a protected bikeway are considerations for this project.

The 26<sup>th</sup> & 28<sup>th</sup> Street medians came last on our agenda. Alex drafted the following resolution:

Re: Resolution Regarding 26th & 28th St Pedestrian Improvement Redesign  
Date: February 3, 2016

**Background:**

In 2015, concrete medians were installed at several locations along the new E 26th and E 28th Street protected bikeways, acting as both an intersection protection for cyclists as well as a pedestrian refuge island. Minneapolis Public Works removed these in late 2015 due to plowing constraints. Minneapolis Public Works is planning to install new calming infrastructure at the same intersections (26th and Bloomington Ave, 28th and Bloomington, Park, and Portland Avenues) in the spring of 2016, and presented several possibilities to the PAC, with the recommended design being a curb bump-out on the far-side of the protected bikeway.

**Recommendation of the PAC:**

The Pedestrian Advisory Committee supports the design of the bump-outs as proposed. While the crossing distance is larger than the median refuge islands presented, it mitigates potential conflicts between pedestrians and cyclists within the protected bikeways while still calming motor vehicle traffic and reducing the crossing distance relative to the pre-bikeway street cross section.

Given the anticipated rollout of protected bikeway facilities over the coming years, the PAC is eager to work with Public Works to proactively come up with a protected bikeway intersection treatment that works for both people on bikes, pedestrians, and all city services (such as plowing and maintenance). Alex moved the resolution; Scott seconded. Approved.

Also, the state plans to rebuild Olson Highway as the same kind of freeway obstacle it is now. On Feb. 12 the Council votes on Municipal Consent for the Blue Line light rail corridor along this road.

Greta: what should PAC do?

Ben: public comment period has ended, but PAC can still comment on this. A resolution needs to be in the Council's hands before February 10.

Neal: I have a draft of a resolution here, which I'll pass around.

Four members agreed to work the resolution into shape before the Feb. 10, and send it out for a vote via e-mail.

The PAC approved the following resolution on February 10:

**To:** Minneapolis City Council and Public Works Staff

**From:** Minneapolis Pedestrian Advisory Committee

**Re:** Resolution Regarding Olson Memorial Highway Design Requirements as Part of the Blue Line Extension Project

**Date:** February 8, 2016

**Background:**

The Blue Line Extension project has entered the Municipal Consent phase, with design, scope and costs approved by the Metropolitan Council. A full reconstruction of Olson Memorial Highway (Minnesota TH-55) from I-94 to Theodore Wirth Park is included in the Blue Line Extension project's scope. This stretch includes two of the line's four stations within Minneapolis, with the proposed Royalston Station of the Green Line Extension within a quarter mile as well. MnDOT has required that this stretch of highway remain a 6- to 7-lane design as part of the full reconstruction. More information on the project's scope and design can be found on the [project's website](#).

**Recommendation of the PAC:**

The Pedestrian Advisory Committee strongly recommends the City Council vote to deny municipal consent for the Blue Line Extension as proposed due to the 6/7-lane Olson Memorial Highway required by MnDOT. A 6-lane roadway, regardless of pedestrian enhancements, is incapable of meeting the city's transportation and equity goals for the immediate and surrounding areas. If built as currently required by MnDOT, it will be a dangerous place for pedestrians, a barrier between neighborhoods, and a powerful disincentive to use of the intended centerpiece of this project: the train.

A project of this scope represents a once-in-a-lifetime opportunity to truly reconnect the neighborhoods of North Minneapolis, enhance the safety and comfort of non-motorized users, and provide a street design that informs the type of development that maximizes the two Blue Line stations (as well as the planned Royalston Station). The City of Minneapolis, the Metropolitan Council, and Hennepin County have active plans to improve regional and city-wide transportation options within North Minneapolis with walking, biking, and transit projects beyond the Blue Line Extension. In total, these improvements should enable Olson Memorial Highway to become a premier urban street that does not simply allow for pedestrians, but prioritizes them above regional motor traffic.

The PAC is prepared to engage with the City, Metropolitan Council, and MnDOT on paths to allow a reduced lane roadway configuration.

**Programs & Policies Subcommittee—Shaina Brassard**

Ben Somogyi discussed Pedestrian Overlay Districts and land-use changes which would be desirable. CMs Bender & Goodman have begun the process of amending the Ped Overlays in Wards 7 & 10. Alex moved the following resolution, which Neal seconded:

Re: Resolution Regarding Pedestrian Oriented Overlay Districts

Date: February 3, 2016

**Background:**

Minneapolis currently has over 20 Pedestrian Oriented Overlay Districts. Overlay zoning districts are used to resource protection or development guidelines. The PO Overlay Districts center on commercial areas with high pedestrian activity and contain building design guidelines and restrictions to promote street life, mitigate parking impacts, and prohibit certain automobile-focused uses.

**Recommendation of the PAC:**

The Pedestrian Advisory Committee recommends city leadership and planning staff expand the scope and guidelines of Pedestrian Oriented Overlay Districts to improve walkability and pedestrian safety across the city.

The PAC encourages staff to explore all of the following:

- Increasing the number of PO Overlay Districts - there are many small and medium-sized commercial or heavily-pedestrianized areas of the city not currently covered by PO Overlays. In addition, the city should consider closing racial, income, and geographic equity gaps when expanding the number of districts.
- Expand the size of existing districts - many current districts do not reflect boundaries of activity areas, transit walk-sheds, or future dense residential and commercial uses given recent construction and market trends.
- Strengthen the scope of design requirements, guidelines, and restrictions - consider extending certain guidelines and restrictions found in specific districts today to all PO Overlay Districts, as well as explore new guidelines. Examples include a minimum floor area ratio, maximum parking requirements, curb cut limitations, etc.
- Consider tying PO Overlay District locations to externally-defined areas - Minneapolis recently reduced parking requirements along high-frequency transit corridors. A similar definition could be used for PO Overlays in the long-term to avoid confusion and more easily adapt to the city as land uses change with transportation investments.
- Consider walking as transit, and build walkability to places that now lack pedestrian access.
- Extend PO Overlay Districts to all Pedestrian Priority Corridors, and make a FAR of 1 standard for all Districts.
- Emphasize the pedestrian experience along these corridors.
- Compare the advantages of zoning changes instead of the use of PO Overlay Districts.

The PAC is excited to work with the city in defining these changes and giving feedback throughout the process. **Approved.**

Discussion preceded the vote.

Joe B: thanks to PO Overlay Districts auto-oriented approach to design is less likely to change.

#### **Strategic Planning Document—Matthew Dyrdaahl & Greta Alquist**

The following list of topics to pursue in 2016 at PAC meetings came from the P&P Subcommittee:

signals & traffic	winter matters
Joe Bernard talking about zoning	311
Complete Streets	Vision Zero
Safe Routes to School	the Disability and Seniors Committees
the Park Board	the Pedestrian crash study
Vision & Strategic Priorities	
create an education/enforcement campaign	
WOW streets—can we do it and how	

The strategic plan we adopted will guide PAC's agenda and focus through the rest of 2016.

Discussion followed.

Shaina: this could inform our resolutions. Do we need to formally adopt in?

MD: we discussed presenting it to the City Council.

NB: which brings up our annual report to the Council. We're due. When did we present last year, Don?

Don: in March or April.

Scott & Greta: PAC should present alone this time, without the BAC.

#### **Announcements**

Julie C: I feel we should draft a resolution against the congregating ordinance.

Phil: I plan to bring up soon the lack of a police representative on the PAC.

Scott: we need to vote on the Regional Solicitation resolution. He so moved; Neal seconded. No vote was taken.

Neal moved to adjourn; Julia T. seconded. Approved, and adjourned at 5:56 PM.

Re: **Draft Resolution regarding 2016 Regional Solicitation**

Date: February 3, 2016

#### **Background:**

In 2016 the Metropolitan Council will manage another round of Federal transportation funding through the "Regional Solicitation" process. Minneapolis and metro-area municipalities compete for these funds by submitting capital improvement project proposals that have regional transportation significance. Roadway projects that include bike and pedestrian elements tend to fare better during the project scoring process. There are also application categories for bicycle and pedestrian projects.

#### **Recommendation of the PAC:**

The Minneapolis Pedestrian Advisory Committee (PAC) recommends that Department of Public Works staff make a more meaningful effort to engage the PAC as the City prepares to submit proposals for the 2016 Regional Solicitation. In 2011 and 2014 the PAC was only informed at the last minute about the funding opportunity. In both cases several pedestrian-related projects were submitted, and ultimately awarded funds, without PAC input.