

Minneapolis Pedestrian Advisory Committee Meeting
Wednesday, April 5, 2017

Present: Greta Alquist, Emily Antin, Neal Baxter, Shaina Brassard, Julia Curran, Donna Hemp, Christopher Hoffer, Christian Huelsman, Bob Loken, Dan Herber, Julia Tabbut; Matthew Dyrdaahl, Kelsey Fogt, Lindsey Wallace, Mackenzie Turner Borgen, Sarah Stewart, Rattana Sengsoulichanh, Heidi Schallberg, Sierra Saunders; guest: Ethan Fawley, Minneapolis Bicycle Coalition

Resolutions:

Hennepin Avenue Reconstruction (Lake St. to 36th St.)

The Minneapolis Pedestrian Advisory Committee supports Concepts 1A and 2C as presented with the following additional recommendations:

Concept 1A:

- a. narrow travel lanes to 10 feet
- b. widen sidewalk at northern pinch points
- c. remove southbound merge lane
- d. accommodate Metro Mobility vehicle pickup/drop off

Concept 2C:

- a. narrow travel lanes to 10 feet
- b. consider isolated bays while maintaining consistent street tree canopy

61st Street Reconstruction

The Minneapolis Pedestrian Advisory Committee supports Concept 2 due to the fact that Concept 1 does not account for street furniture with risk of non-ADA compliant sidewalk width at obstructions. Consider differentiation of pavement between sidewalk and private industrial paved surfaces to discourage vehicle movements encroaching onto sidewalk. Consolidate curb cuts where possible.

Emerson and Fremont Avenue North Pedestrian Improvements

The Minneapolis Pedestrian Advisory Committee supports the project as presented.

Chair Greta called the meeting to order at 4:04 PM, and asked all present to introduce themselves.

Approval of Meeting Minutes

Bob moved to approve the minutes; Donna seconded. Approved.

Results MPLS—Neal Baxter & Shaina Brassard

This morning the two of us attended a roundtable that Results MPLS organized. The topic under discussion was how to measure equity in transportation funding. Attendees included city staff, Metro Transit and University of Minnesota staff (and several U of M students). Neal & I were the only pedestrian advocates in attendance, so we were glad we could share the conversation. A member of the Bike Coalition also attended. The meeting generated ideas which may prove useful.

Detours Work Group—Lindsey Wallace & Matthew Dyrdaahl

This is a joint PAC-BAC committee, which was formed in response to a drop in users of Nice Ride downtown. This drop was attributed to the great number of detours a few years ago. Lindsey and Robin Garwood will put forward proposals which will inform a resolution to send to the City Council, including:

1. Better reporting of violations of prescribed use of detours
2. Provide criteria for when facilities are provided in lieu of blocked traffic lanes
3. Equalize costs (charge for blocking traffic lanes is now \$1 per linear foot per day; 25¢ per linear foot per day for blocking sidewalks, parking lanes, etc.)
4. Add detours to the Complete Streets checklist
5. Identify legal blockades with signs, etc.
6. Develop best practices
7. Add signs alerting the public what to expect in a detour, and suggesting 311 for inquiries (the Minnesota Manual on Uniform Traffic Control Devices will help here)

Annual Report Recap—Greta Alquist

Our annual report to the City Council took place this year on March 28. The report was well received. CM Bender praised PAC and BAC members for committing their time to these committees, and recommended the committees continue to help with updating the Comprehensive Plan.

Rattana: housing diversity and general equity are of especial concern to those drafting the new Comp Plan. Send us your advice and ideas often.

Lindsey: the impact of land use on design figures prominently in the Comp Plan rough draft I just read. I noted, by the way,

no call to restrict skyways.

Greta: what do you recommend the PAC do?

Rattana: Meetings in a Box will begin soon. Participating in those will help us.

Programs & Policies Subcommittee Report—Shaina Brassard & Julia Curran

We had an interesting discussion about freeway ramps, led by Christian Huelsman. Steve Mosing and Kelsey Fogt discussed the Pedestrian Crash Study. They're looking at national trends, best practices and, of course, the data from Minneapolis. The police reports from 2007 through 2016 form the basis of the Study. We suggested that the final study be accessible to analysis by the general public.

Matthew shared his thoughts on how our resolutions can have more immediate impact through the PAC website. He wants the resolutions on the website within 7 days of the PAC meeting. He also urged that members send resolutions through the subcommittees first; if not, then to Kelsey for inclusion among the attachments to the PAC e-mail. In a real time pinch, at least bring hard copy of a proposed resolution to the PAC meeting.

We also discussed how to recruit for the PAC. Applications are due on May 12.

Here Shaina & Julia Curran shared the ideas they came up with in a meeting today.

Infrastructure & Engineering Subcommittee—Bob Loken

The Hennepin Avenue reconstruction (from Lake St. to 36th St.) held our focus first. The design calls for 1 traffic lane in each direction. Closing the Lake-31st St. block is not included (too complicated, we're told); a mid-block, raised crossing is under consideration.

Bob read the resolution; Neal seconded. Approved. (See text above).

Ethan Frawley: the BAC supported non-protected bike lanes south of 31st Street, because of the bus traffic through here. We noted, too, that the merge lane (SW corner of Lake & Hennepin) will add danger for pedestrians.

After lengthy discussion of this project, Dan proposed amendments to the resolution, which Donna moved and Neal seconded. Approved. After which motion the resolution was approved as amended.

The 61st Street reconstruction was less controversial. Bob read the resolution; Neal seconded. Approved see text above).

The committee liked the third project as presented. Bob read the resolution; Julia Tabbut seconded. Approved (see text above).

New/Old Business

Shaina: scholarships to attend the Walk Summit in St. Paul are available.

JC & MD: the sidewalk along Lyndale is closed north of Franklin for 2 weeks.

Neal moved to adjourn; Shaina seconded. Approved, and adjourned at 6:00 PM.