

Minneapolis Pedestrian Advisory Committee Meeting
Wednesday, May 3, 2017

Present: Philip Ailiff, Greta Alquist, Neal Baxter, Shaina Brassard, Tamir Ali Mohamud, Julia Curran, Donna Hemp, Christian Huelsman, Bob Loken, Dan Herber, Julia Tabbut; Matthew Dyrdaahl, Kelsey Fogt, Julie Danzl, Rattana Sengsoulichanh, Mike Mechtenberg, Sierra Saunders, Mackenzie Turner Bargaen, Carrie Christensen, Millicent Flowers; guest: Luis Dax

(The PAC considered no resolutions at this meeting.)

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

Approval of the Minutes

Phil moved to approved the minutes for April; Bob seconded. Approved.

Crosswalk Markings—Steve Mosing & Matthew Dyrdaahl

Public Works has changed the city's crosswalk markings. Steve calls the new markings “Minneapolis zebra crossings”. As of the end of 2017, the crews will install no more parallel line markings at crosswalks, and all markings will be the zebra type. New equipment helped make this change possible.

Why the change? Standardization benefit,

the Pedestrian Master Plan and the Complete Streets Policy urge this on us,
our new equipment makes marking streets this way cost effective.

All mill-and-overlay projects from henceforth will get the zebra treatment. Durable markings will gradually become the norm, as Public Works crews replace crosswalks at the rate of 300 intersections per year.

The zebra markings measure 2 feet by 10 feet (15 feet downtown) from curb to curb, with a stop bar for vehicles a standard 10 feet from the crosswalk.

Durable markings will last 5 years or so. Trucks and turning autos wear them out faster than the optimal 9 to 10 years.

JC: shall we keep an eye out for durable markings that need refreshing?

SM: please, and call them in.

JC: how about a press release to announce this wonderful change to the whole city?

SM: we're planning to announce this on May 16.

Dan: how do the costs compare?

SM: in 2016 we painted 1800 crossings twice each in vinyl paint. The new paint costs more, and we need larger crews to lay out durable markings. We'll know the real costs at the end of this work season.

Luis: rain makes the durable stripes slippery!

SM: we know, and we hear complaints about this. We've tried glass beads in the paint, for traction and reflection. We'll keep experimenting.

Infrastructure & Engineering Subcommittee—Bob Loken

We heard about several bike routes and one pedestrian project last month.

U of M Protected Bikeway: a federally-funded project, signing and striping an existing route. Some funds for curb changes. We told Simon Blenski, the project manager, that we don't need to see this project again in 2017.

The block of 28th Avenue South from 58th to 59 Street will get a full reconstruction. This stretch of road goes under Highway 62, and connects the few blocks on the airport side of the highway with the rest of the neighborhood. This project presents an opportunity to weigh in on pedestrian problems at freeway interchanges. The Bicycle Committee wants to allow future bike access to the airport along this route. The designer liked the committee's suggestions, by the way.

On 18th Avenue Northeast we have an opportunity to close a one-block gap (through private property) in the bike-ped trail. This multi-use trail will bring closer to completion the Great Northern Greenway, which connects Theodore Wirth Park with Northeast Minneapolis.

Recap of the Bikeways and Access Discussion—Matthew Dyrdaahl

Matthew went through the power point which was featured at the session. It appears that Public Works needs to talk more with the Disability Committee about why we design as we do. We discussed ADA issues, and many City projects, and projects in peer cities, too. How to separate bike lanes from pedestrian areas was a big topic.

Shaina: it's encouraging that your boss (Ms Hutcheson) wants you to experiment with new ideas.

Greta: the meeting was a good reminder that a thorough discussion means accomodating different needs and perspectives. And it happens that the U.S. Access Board will meet next week in Minneapolis. On May 9 they will host a town hall meeting at the University from 1:30 to 4 PM.

PAC Recruitment—Shaina Brassard

Greta wanted to say, first, that she is leaving the PAC at the end of June. Second, that the memo Shaina & Julia Curran wrote, which proposed ways to promote PAC membership, was very helpful. Julia also wrote a PAC promo piece for Streets.MN

Shaina: we'll talk at the next P&P meeting about how to get new members up to speed, and how to encourage applicants who weren't chosen to join the subcommittees.

Christian: do our Open Streets activities allow PAC to reach new members in neighborhoods where we need them most? A discussion of the upcoming Walking Summit followed.

Announcements

Carrie Christensen introduced herself. She replaces Deb Bartels as the Park Board representative on the PAC. Carrie is a Senior Planner for the Park Board, and trained as a landscape architect.

Julie Danzl invited everyone to participate in Bike to School Day, on May 10. A ride along Plymouth Avenue will be a highlight of the day.

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