

Minneapolis Pedestrian Advisory Committee Meeting

Minutes—Wednesday, September 6, 2017

Present: Phillip Ailiff, Neal Baxter, Shaina Brassard, Tamir Ali Mohamud, Donna Hemp, Julia Curran, Olivia Hovland, Barbara Olson, Christian Huelsman, Peter Vader, Aaron Berger, Julia Tabbut; Matthew Dyrdaahl, Sarah Stewart, Rattana Sengsoulichanh, Suzanne Murphy, Millicent Flowers, Luís Dax, pedestrian; Ethan Frawley, Open Streets; Floyd Wylie, MCTC student

Resolutions:

#1—Vision Zero

The Minneapolis Pedestrian Advisory Committee commends Public Works and other City departments for moving forward with a Vision Zero commitment for Minneapolis, calls on the City's leadership to adopt this commitment, and looks forward to providing more feedback as the process to develop a Vision Zero Action Plan continues. However, we have concerns about undue reliance on achieving this goal through enforcement or police involvement.

#2—New City Council Representative

The Pedestrian Advisory Committee (PAC) recommends Suzanne Murphy from Ward 12 to serve as the Minneapolis City Council Representative on the PAC.

#3—Bumpout Pilot

The Minneapolis Pedestrian Advisory Committee enthusiastically supports the pilot bumpout project at 7th & Chicago. We salute the efforts of Public Works and DeZignLine to demonstrate the improvements to pedestrian confidence, comfort and safety that bumpouts bring to active intersections and encourage that the pilot be replicated at additional opportune locations. The committee further appreciates this type of initiative, placing pedestrian-enhancing innovations at instructive sites, as an example of a design trial approach for which we advocate.

#4—Industrial Boulevard at I-35W

The Minneapolis Pedestrian Advisory Committee supports the changes to Industrial Boulevard at I-35W. We are pleased to see the addition of sidewalks. In particular, we look forward to a narrowed crossing distance and controlled signal to prevent high-speed free right turns. We ask that planners consider pedestrian lighting through the underpass.

#5—University Avenue/Central Avenue

The Minneapolis Pedestrian Advisory Committee supports the University Avenue/Central Avenue Signal Replacement and ADA Improvement Project—Phase 3, with the following suggestions and exemption:

1. At Central and Spring, ensure that the sidewalks leading to and at the intersection are ADA-compliant.
2. At Central and Broadway, add in the ends of the medians after the crosswalk, rather than truncating them before the crosswalk, in order to enhance pedestrian safety and ensure safer turning radii.
3. At Central and St. Anthony Parkway, carry the central median into the intersection to line up with the other curbs and to provide additional pedestrian safety space.

The Minneapolis Pedestrian Advisory Committee does not support the changes to University and Broadway as presented. The PAC opposes these changes because they do not materially improve safety or comfort for pedestrians at this intersection. In a project aimed to improve ADA compliance and pedestrian safety, the PAC is particularly disappointed to see an increase in turning radius at an intersection that is already difficult for those on foot and in wheelchairs. The PAC requests that MNDOT explore options that meet the City of Minneapolis' Complete Streets policy and at minimum maintain or enhance the safety and comfort of pedestrians here.

Chair Julia Tabbut called the meeting to order at 4:00 PM, and asked all present to introduce themselves.

Approval of Meeting Minutes

Phil moved the minutes for August; Julia Curran seconded. Approved.

Vision Zero—Kathleen Mayell, Public Works Transportation Division

Vision Zero is a strategy designed to cut traffic deaths and injuries to zero. It draws on many approaches, including street design, education campaigns to change behavior, lowering speed limits and focusing on bike and pedestrian safety. The City is working on a Vision Zero policy; meanwhile, many city departments have embraced it, among them Public Works, the Police Department, Communications, Civil Rights, the City Attorney's office and the Health Department. City government is committed to adopting a Vision Zero plan. The next steps will include presenting the City Council with a plan to cut fatalities to zero in 10 years, developing a 2-year action plan, creating a dedicated task force and determining funding. Public Works hopes the PAC & the BAC will help develop the City's Vision Zero plan in the coming months.

Donna: Don't we have to stop "distracted" driving to cut traffic deaths?

Curran: What are the unique benefits of Vision Zero, and how do we prevent our city's racial inequities from stunting this approach?

Kathleen M: We can design our plan to avoid racial inequities. The VZ approach focuses the city on traffic safety even more.

Matthew D: I learned the value of this program while in New York City, where streets are much safer because of it.

Neal moved Resolution #1 (above); Christian seconded. Approved.

Election of a City Council Representative to the PAC

Suzanne Murphy, an aide to 12th Ward Council Member Andrew Johnson, has expressed interest in serving on the PAC. Neal moved Resolution #2 above; Shaina seconded. Approved.

Infrastructure & Engineering Subcommittee—Julie Curran & Peter Vader

We heard about the temporary bumpouts at 7th & Chicago (a destination on today's field trip). The Committee also reported out several resolutions. The first resolution (#3 above) concerns the bumpouts. Julia Curran moved the resolution; Neal seconded. Approved.

We discussed the Industrial Boulevard project at I-35W, about which Julia Curran moved a resolution (#4 above), and Tamir seconded. Approved.

Next, the signal replacement project came before the committee. Julia moved a resolution (#5 above); Aaron seconded. Approved.

Group Field Trip

We walked to 7th & Chicago, and heard about the new bumpouts there. DeziLine wanted to test this new bumpout design, and Public Works was interested in testing a prototype. The design features 2 parts: curb extensions and an island which tightens the turning radius from the traffic lane. Planters are added to the islands to boost visibility. Bumpouts of this sort will be installed the length of downtown 7th Street in 2018.

We continued to the corner of Minnehaha & Franklin, where we saw the improvements to that complex intersection. Next, we stopped at Milwaukee Avenue, and discussed how a street without traffic works.

The meeting adjourned at 6:06 PM.