

Full Committee

May 2, 2018

Meeting attendees: Julia Tabbut, Neal Baxter, Donna Hemp, Dan Herber, Julia Curran, Barbara Olson, Christopher Hoffer, Tamir Ali Mohamud, Christian Huelsman, Peter Vader, Aaron Berger; Matthew Dyrda, Rattana Sengsoulichanh, Suzanne Murphy, Steve Mahowald, Mackenzie Turner Bargen, Emily Kettell, Heidi Schallberg; Millicent Flowers, Chris Kartheiser; Luis Dax, pedestrian; Ethan Fawley, Our Streets

Resolutions approved by the PAC:

Resolution (#1): The PAC supports the pedestrian improvement layout presented in Exhibit B at Lake Street and Excelsior Boulevard.

If automatic pedestrian phases at all crossing legs are not provided, an exception to the Complete Streets policy should be sought. However, if the east leg of the crossing is built with an actuated signal, winter maintenance of the actuator in the median should be clearly accounted for in plans.

In addition, the traffic median in the east leg of the pedestrian crossing should be built to its full width across the entire pedestrian crossing to prevent shallow turning movements. While we recognize that statutory speed limit changes are not within the scope of the project, any engineering measures to reduce traffic speeds should be included to enhance pedestrian safety.

Resolution (#2): PAC supports the bike gap closing at Lowry Ave, the additional trail and consequent narrowing of vehicle lanes. In view of the 2017 crash study PAC recommends the project be extended one block further west to North 3rd Street. Further, in light of the 2017 Pedestrian Crash Study, which revealed that pedestrian crashes, injuries, and deaths happen most frequently on four-lane roads, we urge Hennepin County to enact a four-three conversion in this corridor. PAC also requests that Hennepin County ensure winter maintenance extends the full width of Lowry to serve all of its users including pedestrians and bicyclists.

Resolution (#3): The PAC supports the City of Minneapolis' \$350,000 investment in Collaborative Safety Strategies to fund innovative ideas from the community that interrupt patterns of violence or criminal behavior along four of our busiest pedestrian corridors. Personal safety and perception of safety is the foundation required to build a walkable city. At the same time, in our diverse city, safety means different things to different individuals and communities. We are excited at the potential, given adequate resources, for Collaborative Safety Strategies to:

- Not only effectively deter crime, but create a positive sense of community and belonging
- Create a sense of safety while saving taxpayer money (police are expensive!)
- Decriminalize the use of sidewalks and streets- public space- for communities of color
- Increase the desirability of walking
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Chair Julia called the meeting to order at 4:02 PM, and asked all present to introduce themselves.

Approval of the Minutes delayed until June.

Winter Maintenance Study—Jeni Hager & Matthew Dyr Dahl

The study is finally complete, and will be published after it is presented to the Council's Transportation and Public Works Committee on May 15.

The Study comprises three sections: section 1 documents existing City policies; section 2 provides a review of the practices of other cities and local agencies; and section 3 lays out options for change. Short-term options include: changing the inspection and enforcement timeline, developing an expanded sidewalk clearance campaign and webpage, and collecting more, and more useful, data about winter and sidewalks. Long-term options involve some level of City-led sidewalk clearance after snow storms.

Jeni allowed that the study appears later than originally anticipated, due to preparation of the "Supplemental" report on ice and snow. The supplement is not quite ready, but will be published with the rest of the Study on May 15.

Christian: will future infrastructure projects include improvements to drainage that mitigate ice build up?

MD: yes, drainage is a consideration for capital projects.

Suzanne: enforcement improvements might include what?

Jeni: shortening the time between report of a snow-bound sidewalk and clearing the snow off, for example. (6-8 days is now the usual time involved). Solving the communication gap between 311 and Public Works, too. One flaw is that we often receive the wrong address, so the citation is mailed to the wrong house.

NB: does the City keep a record of consistently negligent property owners?

Jeni: We know about some, but our data is not complete.

Dan: I would have preferred you wait to visit the PAC until the Supplemental was ready. We can't recommend or comment on what we've not seen. Also, will the Council look at the Study as a limited list of recommended options?

Jeni: Agreed, on your first point. As to your second question, the Study explicitly does not recommend any of the options. We bring forward the Supplement now, by the way, in order to be able to influence the 2019 budget.

Curran: what is PAC's next step?

Jeni: engagement, of course, and your suggestions.

Luis: do you address the problem of air quality after a snow fall?

Jeni: No.

Rattana: I'll bring you information about bringing that issue forward, informed by the City's Climate Action Plan, etc.

Aaron: diminished air quality is an added cost of citizen sidewalk clearance (badly polluting snow blowers).

Steve M: bus stop windrows cause Metro Transit many problems long after the streets are clear.

Aaron: if I call 311 about a property more than once, they won't report that address as a repeat offender.

Regional Solicitation—Liz Heyman, Minneapolis Public Works

The projects we chose to submit to the Transportation Advisory Board will be part of the 2022 and 2023 work seasons.

The TAB reviews the applications, the Met Council distributes the funds for the Solicitation.

We chose the following projects:

Reconstruction projects:

37th Avenue NE, from Central to Stinson; unusual as a shared street (with Columbia Heights)

Hennepin Avenue, from Douglas to Lake Street

the Nicollet Avenue bridge over Minnehaha Creek

Bike Facilities

36th Street, from Dupont to Bde Maka Ska; time to finish the path here, which has been a temporary for several years

Pedestrian Facilities

Lyndale Avenue North, from 18th Avenue to Lowry; the Pedestrian Crash Study showed how dangerous this stretch of road is for pedestrians. We propose improvements that will enhance pedestrian safety.

Safe Routes to School

16th Avenue North; another very dangerous street for pedestrians, and unsafe for schoolchildren

Ethan: why only 1 pedestrian project?

Liz: we wanted to pick the project with the strongest chance of success. On June 5 we put this list before the TPW Committee, and then send in the application.

Consolidated Office Building—Greg Goeke, Mpls Property Services, and Eric Hamel & Sara Dew, designers

This building will be called the Public Services Building. It will replace a parking ramp on the corner of 5th St. & 4th Ave., south of City Hall. Demolition begins on June 18, and we expect City staff to move in in fall 2020. Eric gave the PAC a look at the plan for the 11-story, 380,000 square foot edifice.

The site plan includes trees along 4th Avenue, bumpouts at 5th & 6th Streets, and an 8-foot clear walking zone along 4th Avenue.

Donna: where will Metro Mobility users enter?

Eric: in an alley that will be off the street and much safer.

Steve: an 8-foot sidewalk is rather narrow.

Luis: many birds will end their lives thanks to this building.

Eric: our design mitigates bird deaths somewhat, we feel.

Infrastructure & Engineering Subcommittee--Peter Vader & Julia Curran

We heard about 3 projects at our April meeting.

The work planned for Lake St. and Excelsior first. Peter read a resolution (#1 above), Julia Curran seconded.

Approved.

Dan: automatic pedestrian phases should be the default; pedestrians shouldn't have to ask for a signal.

The second project will repair curbs and gutters along Marquette Avenue. Utility companies will pay for this work, not the City. The work will proceed from June to October of 2018.

Project number 3 fills the gap in the bicycle route on Lowry Avenue North. We asked the County to extend this project to 3rd Street. The PAC will see the final design for this project soon.

Tamir presented the concerns residents have about the corner of Lowry and 4th Street.

Peter read the resolution (#2 above); Neal seconded. Approved.

Programs & Policies Subcommittee—Christian Huelman

We discussed a walk promotion that Ethan Fawley of Our Streets has developed with Matthew Dyrda. The City Communications Department will collaborate on this endeavor, which will last through the summer of 2018.

Next Rattana showed us the website presenting the draft of the City's revised Comprehensive Plan, and how to submit our evaluation of it.

We also talked about which PAC and BAC members will talk with which Council Members about our common agenda.

Lastly, the City has made \$350,000 available to promote safety in 4 neighborhoods. West Broadway, Penn Ave. North and the Little Earth community along Bloomington Avenue will each receive \$50,000; Lake Street from I-35W to Hiawatha will receive \$200,000. This Collaborative Safety Strategies Funding initiative is new, and the work will be carried out in 2018.

Christian read a resolution of support for this effort; Donna seconded. Approved.

Announcements

Rattana: staff will come to the July PAC meeting with more to say about the Comp Plan draft.

Suzanne: I was delighted to see PAC members at the Walk & Bike Conference in Rochester.

Christian: my tour of alleys on the north side of downtown will take place on September 9. Look for this and other events sponsored by Preserve Mpls, on their website.

Donna moved to adjourn; Dan seconded. Approved, and adjourned at 6:06 PM.