

Full Committee

June 6, 2018

Meeting attendees: Julia Tabbut, Neal Baxter, Donna Hemp, Dan Herber, Julia Curran, Barbara Olson, Christopher Hoffer, Christian Huelsman, Rachel Bell, Shaina Brassard; Matthew Dyrdaahl, Sarah Stewart, Rattana Sengsoulichanh, Steve Mahowald, Mackenzie Turner Bargaen, Emily Kettell, Carrie Christensen; Millicent Flowers; Ella Rasp, Public Works; Luís Dax, Dick Yelsin, pedestrians; Ethan Fawley, Our Streets

Resolutions approved by the PAC:

Resolution (#1): Hennepin Avenue, Washington Ave to 12th Street

The PAC approves of the narrowed traffic lanes and reduced bicycle-pedestrian conflict in the Hennepin Downtown Project. The biggest pedestrian benefit of this project is tightened turn radii and shortened crossing distances. However, having the bike lane slope down to car-grade ahead of intersections adjacent to the roadway erodes the pedestrian protection of tighter radii that was gained at intersections. Therefore, we request the bicycle and pedestrian design maintain those benefits (tighter radii, reduced distance at vehicle grade in intersections) throughout the entire corridor.

Resolution (#2): 10th Ave SE Bridge Rehabilitation

The Pedestrian Advisory Committee approves of the layout of the 10th Avenue Bridge rehabilitation. We are pleased to see a sidewalk gap closed and vehicle lanes reduced from four to two. Due to the length of the bridge and the high speed of traffic on bridges, we strongly recommend exploring vertical elements between the roadway and the sidewalks and bikeway. We would also like to see benches and art to improve the pedestrian experience.

Resolution (#3): Pedestrian Risk Reduction through Roadway Design

The Pedestrian Advisory Committee resolves that within Minneapolis, every effort should be taken to convert streets that have four or more lanes for car travel, regardless of government jurisdiction, to two or three car travel lanes.

This includes:

Street reconstruction opportunities. The new layouts should redistribute car travel space to wider sidewalks and boulevards, transit-only lanes, and bike lanes.

Resurfacing/restriping opportunities. Use paint to reduce number and width of car lanes.

Proactive funding for stand-alone road diets/conversions, such as restriping before repaving is called for, on particularly problematic streets.

A failure to convert dangerous four-, five-, and six-lane streets to the demonstrably safer two or three car lane configuration, particularly at intersections, where pedestrians face the greatest danger from multiple lanes, is a clear violation of the City of Minneapolis and Hennepin County Complete Streets Policies and the City of Minneapolis Vision Zero pledge.

We arrive at this conclusion after years of careful study of national and local empirical research, including, specifically, the 2017 Pedestrian Crash Study.

Chair Julia called the meeting to order at 4:02 PM, and asked all present to introduce themselves.

Approval of the Minutes

Christian moved the April and May minutes; Shaina seconded. Approved, with revisions.

35W & 94 Project Update—Paul Miller & Alan Klugman, Public Works

Paul and Alan came to update the PAC on this big state project. Lots of changes ahead this year. The downtown terminus for I-35W will close soon for 4 months; the 26th and 38th Street bridges are already closed and under repair. The pedestrian bridge at 24th Street will be completely re-built as a fully accessible bike and pedestrian route, to open in 2021. The bridge at 40th Street will also close this summer, and re-open much improved.

Transit will operate in the center of I-35W. A 2-storey transit hub at Lake Street will connect to the Midtown Greenway.

While work proceeds on I-35W, Park and Portland Avenues will serve as the principal detours for freeway traffic. Public Works will monitor traffic flow to assess need, but the department plans to close no bike lanes and change no signal timings along streets affected by this detour. They have also contacted the internet map concerns about which alternative routes to suggest to drivers for the next few years.

Curran: We're already hearing that drivers are less patient with pedestrians. Are you prepared for that?

Paul: I'm meeting with the Police Department tomorrow to discuss that. Speed wagons will be set up, for example. We've hired a consultant to listen to complaints on the Hotline, and please call me if problems come to your attention.

Allan: the hotline is logging all complaints that relate to the freeway project.

Sarah: The Public Schools, and Safe Routes, are concerned about the hike in traffic along routes to schools in the fall. They would appreciate connecting with you to prepare for the next school year.

Infrastructure & Engineering Subcommittee-- Julia Curran

We looked again at the downtown Hennepin Avenue project. The City Council's final approval is expected in July. Julia read a resolution (#1 above); Neal seconded. Approved, as amended.

The sidewalk gap on the 10th Avenue Bridge will be filled in. We like adding sidewalk, we disagreed over traffic speed.

Shaina: reducing to 2 lanes should slow traffic, and make the bridge feel safer.

Hoffer: I don't like these "chutes" for cars. It's a bad look and seems to encourage speeding.

Julia read resolution #2 (above); Julia Tabbutt seconded. Approved.

Programs & Policies Subcommittee—Shaina Brassard

Kelsey Fogt talked to us about the City's parklet and street cafe programs. A street cafe functions as an extension of the adjacent public house, in the roadstead.

We also heard about the City's ADA Transition Plan, and offered advice about where to find stakeholders.

Carrie: The Park Board has completed its Transition Plan, and we're implementing it now.

The committee also crafted a resolution which puts forward PAC's expectations for all agencies we deal with.

Shaina read the resolution (#3 above); Curran seconded. Approved.

Draft Comprehensive Plan Discussion—Shaina Brassard

Staff is coming to the July PAC meeting to discuss the draft. We'll need to prepare our comments now. Hence this agenda.

Discussion included the following:

Hoffer: what role did the small-area plans serve?

Rattana: we looked at the date of adoption, their rationale and took some of the language about policy goals from those plans, and left out specifics about implementation.

Shaina: the draft allows more density, and proposes more zoning and flexibility for businesses. On the other hand, the draft calls for no housing density around or near parks, and doesn't change the number of unrelated people who can share a dwelling.

Huelsman: I also see a lack of flexibility in living accommodations per lot.

Donna: The City should inspect more housing.

Rattana: the draft does include more tenant protection.

2018 PAC Appointment Update—Matthew Dyrda

The Council's TPW Committee will weigh in on our nominees for the PAC on June 19, and afterward the Council will cast the final votes. Two new members will take their seats on July 11; Chris and I will prepare them at an orientation before that date.

Dan Herber and Shaina Brassard will not serve on the PAC in the coming year.

Julia Tabbut presented Dan & Shaina with certificates of appreciation for their years of service on the PAC.

Announcements

Huelsman: warnings and fines will now be issued to pedestrians who stand or sit on Nicollet Mall for long periods.

Discussion followed about a possible resolution opposing this policy. Postponed until July.

MD: the year's first Open Streets event occurs on June 10 on Lyndale Avenue South. And the Our Streets/City collaboration, #WeWalkMpls, will launch on June 8.

Rattana: we will hold 3 more public open houses in May about the Comp Plan draft. Meetings with Council Members are coming soon, too.

Neal moved to adjourn; Christian seconded. Approved, and adjourned at 6:03 PM.