

Minneapolis Pedestrian Advisory Committee Meeting Wednesday, September 6, 2018

Present: Phillip Ailiff, Neal Baxter, Donna Hemp, Julia Curran, Olivia Hovland, Abigail Johnson, Paul St. Martin, Christian Huelsman, Aaron Berger, Julia Tabbut; Matthew Dyrdaahl, Steve Mahowald, Emily Kettell, Julie Danzl, Rattana Sengsoulichanh, Suzanne Murphy, Millicent Flowers; Luís Dax, Roy & Kathy Williams, pedestrians

Resolution:

The PAC supports filling the sidewalk gap and providing a protected bikeway, reducing and narrowing lanes, and lowering speeds to connect corridors through a protected bikeway on Portland Avenue. We support a physically protected bikeway throughout the entire corridor.

We support ensuring there is enough space for bicycle and pedestrian use, and delineating those spaces visually. Center turn lanes and through-lanes should be narrowed to increase the width of the mixed-use trail. As the lanes on the bridge are narrower than those on the rest of the roadway, the same widths are sufficient for the full affected area. We support the proposed removal of the free right turn lane onto Portland Avenue from MN-62.

Because MN-62 disrupts the grid and provides very few opportunities for pedestrian and bicycle crossing, it is vital that this project maximally protect these vulnerable users.

Chair Julia Tabbut called the meeting to order at 4:09 PM, and asked all present to introduce themselves.

Approval of the Minutes

Paul moved the minutes; Donna seconded. Approved.

Infrastructure & Engineering Subcommittee—Aaron Berger

We took our first look at the protected bikeway to be installed on Portland Avenue, from 60th Street through 66th Street. This is a Hennepin County project. The layout we looked at was not, in fact, for a protected bikeway. Residents and business owners along the route have no desire to eliminate parking along this route.

We prepared a resolution (which Julia Tabbut read); Neal seconded. Approved.

Programs & Policies Subcommittee—Julia Curran

We discussed three broad topics at our last meeting. We talked about visioning, and how to reach PAC's goal of making Minneapolis the nation's best walking city. Please e-mail your ideas to Julia or Peter Vader.

We also talked about how to prepare guidelines for those who present projects before the PAC. Julia and Peter will draw up a list of ideas, which Matthew will supplement with suggestions from city staff. Lastly, the Council's Transportation and Public Works Committee will hear a progress report, later in September, on the costs and other specifics pertaining to implementing the recommendations of the Winter Maintenance Study.

Members interested in talking with City Council Members about the PAC agenda are advised that they

will receive e-mails from the BAC soon. We will approach Council Members with BAC members, and Suzanne Murphy and Robin Garwood have offered to join any team wanting help with these conversations.

The Walking Tour of Sites of Interest to the PAC

This stroll will consist of three sites: a dockless bike share at Chicago & Washington, the temporary bumpouts at 9th Avenue and 8th Street, near Elliot Park, and Samatar Crossing.

We walked first to the Nice Ride at Chicago & Washington. Josh Johnson, Mobility Manager in Public Works, told us about the new app-activated rental bikes. The bikes no longer need a dock. Instead, the City will paint stripes and signs on the sidewalk at virtual stations where customers can return their bikes. Nice Ride expects 41 stations to be in operation this week; on grand opening day (September 19), 180 bikes should be operational. By the 1st week of October 1500 bikes, more or less, will be available at virtual stations.

The advantage of this system to Nice Ride is the low cost of \$80 to install a virtual station, instead of the thousands of dollars each station costs now. These hubs will be easy to locate by cell phone, and size and location will be flexible. The firm wants to open hubs in Phillips neighborhood and near Folwell Park. Josh assured the PAC that he will hold Nice Ride accountable for these and other inner city locations. Nice Ride and the City want to open hubs on private land as well as in the public right of way. The City's bike share website and Nice Ride's site both have request forms for opening hubs.

We continued to 9th Avenue and 8th Street, where another Dezipline bumpout was set up. The first location, at Chicago & 7th Street, worked flawlessly, and a permanent bumpout has replaced it. The City will buy several more of these. The new version has a more flexible base, which bends when a vehicle hits it.

On to Samatar Crossing, where an exit ramp once took traffic from I-94 into downtown. The neighborhood and the PAC succeeded in convincing Public Works to close this bridge to vehicular traffic. The result is a stunning example of good pedestrian and bike infrastructure.

Adjourned at 5:42 PM.