

## Minneapolis Pedestrian Advisory Committee Meeting Wednesday, October 5, 2016

Present: Philip Ailiff, Greta Alquist, Emily Antin, Neal Baxter, Shaina Brassard, Alex Cecchini, Julie Curran, Christopher Hoffer, Christian Huelsman, Bob Loken, Donna Hemp, Dan Herber, Julia Tabbut; Matthew Dyrdaahl, Mackenzie Turner Bargaen, Joe Bernard, Kelly Yemen, Mike Mechtenberg, Heidi Schallberg, Lindsey Wallace; guests: Jeni Hager, Steve Mosing, Allen Klugman, Mpls Public Works Dept.; Sierra Saunders, Hennepin County.

### Resolution #1: Signals Resolution

The Minneapolis Pedestrian Advisory Committee moves to create a joint subcommittee of the Minneapolis Pedestrian and Bicycle Advisory Committees on Traffic Signals. This joint PAC/BAC signals work group will recommend a plan for changing our traffic signal systems to prioritize pedestrians, bicyclists and transit riders, in keeping with the City's Complete Streets Policy, including but not limited to concepts such as:

Pedestrian actuators vs. automatic pedestrian phases

An integrated "Level of Service" that will evaluate the performance of traffic signals for all modes, not just motor vehicles

An LOS that includes maximum acceptable waiting times for pedestrians, as well as maximum acceptable distance between signalized crossings

Signal timing

Leading Pedestrian Intervals

Right turns on red

Clarity and predictability of signal function and purpose for those outside cars. **Approved.**

**Resolution #2:** The Minneapolis Pedestrian Advisory Committee recommends that the Minneapolis City Council direct appropriate Public Works staff to work with the joint PAC/BAC signals work group. **Approved.**

### Resolution #3: Lowry Hill East Rezoning

Whereas the stated City of Minneapolis Goals & Strategic Directions include these principles:

- [High-quality, affordable housing choices exist for all ages, incomes and circumstances.](#)
- [We welcome our growing and diversifying population with thoughtful planning and design.](#)
- [Responsible tax policy and sound financial management provide short-term stability and long-term fiscal health.](#)

Therefore the PAC recommends that the City Council vote against the proposed rezoning of Lowry Hill East, because:

1. Downzoning, by inhibiting density, is an impediment to walkability.
2. Restricting access to housing in one of the most amenity-laden (transit, parks, lakes, jobs and businesses) and walkable neighborhoods will have a negative impact on the city's equity goals, and is likely to solidify, as opposed to break up, patterns of racial and economic segregation; we are particularly concerned about the direction and tone this sets for neighborhoods across the city. **Not approved;** Dan, Christian, Bob, Greta & Neal abstaining.

### Resolution #4: Broadway Street NE Reconstruction

The Minneapolis Pedestrian Advisory Committee supports the Broadway Street NE reconstruction as presented on 9/25/16, particularly the addition of pedestrian facilities and planted boulevards. The PAC encourages additional study into measures that might improve safety for pedestrians crossing Godward on the south side of Broadway due to the intersection's acute geometry and large curb radius. **Approved.**

### Resolution #5: Portland Ave S and Cedar Ave S Bridge Reconstruction

- 1) The Minneapolis Pedestrian Advisory Committee largely supports the Portland and Cedar Greenway bridge replacement projects as presented on 9/25/16 but offers the following recommendations:
- 2) Reduce proposed vehicle lane widths on Cedar to more closely match the existing roadway north and south of the bridge. We understand the project is not required to match State Aid standards and are concerned that the additional lane width will encourage speeding over the bridge.
- 3) Minimize the bulk of the guardrails to provide better visibility between the Greenway and grade.
- 4) Provide improved pedestrian level lighting under the bridge at the Greenway and at grade; consider "step lights" integrated into the concrete guardrail. **Approved.**

### Welcome

Greta Alquist called the meeting to order at 4:03 PM, and asked all present to introduce themselves.

### Agency Announcement—Kelley Yemen

Kelley will be leaving the staff of Hennepin County and the PAC at the end of October. She has accepted the post of Director of Complete Streets in Philadelphia. Her replacement on the PAC will be Sierra Saunders.

### Approval of September Minutes

Dan moved to approve the minutes for September; Shaina seconded. Approved.

#### **Discussion: Bike/Ped Programs—Matthew Dyr Dahl & Jeni Hager**

The Bike/Ped section has changed recently, and Matthew & Jeni sought to allay fears that PAC's work would suffer as a result.

Shaina: how is the expertise among the staff on walking & pedestrian issues?

JH: we've brought in more planners, and looked especially for planners with a walking focus. We also emphasize continuing education.

C Hoff: what causes the most concern?

JH: staff has grown from 4 to 15 in a year. We need to develop our procedures and process to handle the work flow.

J Curran: I hope staff will assess projects on foot in addition to managing them from the office.

DH: any staff with a disability?

JH: No.

C Hoff: what are your priorities for PAC?

JH: identifying your priorities for staff will be helpful. Also, the Pedestrian Master Plan is out of date and under revision. We need the PAC to identify solutions where the present Plan points out problems. Many of the problems noted in the Plan can be fixed with the funding added this year (the 20-year funding approved by the City Council).

Shaina: what's Matthew's role?

MD: I work on planning and policy initiatives, like snow removal, crosswalk striping and Open Streets, and on the capital improvement program, too.

JH: Matthew manages subject matter not projects. He brings forward ped/bike priorities into the team's work load.

Bob: Complete Streets is so radical, it seems to require a change in culture among the engineers. Is the department addressing the need to change focus from vehicular to pedestrian & bike traffic?

JH: Complete Streets is supported all the way up to the City Council. We've changed the project development process accordingly, and evaluate new projects against the Complete Streets check list.

#### **Minneapolis Signals Presentation—Steve Mosing & Allen Klugman**

There are 800 traffic signals in Minneapolis, and the City operates & maintains all of them. As of today, about 400 of them have countdown timers. Countdown timers are mandated by the federal and state governments, and reduce ped/vehicle crashes by 25%. The City began installing them in 2009.

The City has also installed 15 Leading Pedestrian Interval signals in the past few years, which give the pedestrians a 3-4 second head start crossing the street. Nationally LPIs result in another 10% drop in crashes.

terms: pre- (or fixed-) timed signals: the pedestrian cue comes up every cycle;

actuated signal: pedestrians must push a button to activate the signal, on the newest models, hold the button and a voice identifies the street. As of today, the City has installed 80 actuated signals, and they are the only signals installed now.

Discussion followed:

Alex: how will Complete Streets change signaling?

Allen: we're looking at trade offs and policies.

Mosing: we coordinate with the bike/ped team, and also consult with them about bump outs and more.

Julia C: talk about the user experience with signals and crossings.

Allen: we've slowed the timing on the signals to 3.5 feet per second. We're aware that there is a "knowledge gap", as pedestrians don't know what to expect from a signal when they approach one.

Julia C. moved resolution #1 above; Shaina seconded. Approved.

Julia C. next moved resolution #2 above; Neal seconded. Approved.

#### **Programs & Policies Subcommittee—Shaina Brassard**

The Bike Coalition has decided to include pedestrian advocates in its membership, and pedestrian concerns in its focus.

Persons interested in joining the board should apply by Oct. 7, and please take the Coalition's survey to help them set new agendas. See the link Matthew sent out to do both.

We also discussed our presence at Open Streets events, and PAC's contribution to the CIP list for 2017-2021. We need to present these projects to Steve Hay at the November PAC meeting.

We had a long discussion about the proposed re-zoning of Lowry Hill East (aka The Wedge).

Julia Curran moved resolution #3 above; Shaina seconded. Not approved.

Joe B: CPED views the change as consistent with City policy and the density of the neighborhood.

Lindsey: this change would be a hold-over until the new Comprehensive Plan takes effect in 2019, and will also bring zoning into conformity with the current Plan. A public hearing will be held on November 1.

#### **Infrastructure & Engineering Subcommittee—Bob Loken**

The committee discussed the reconstruction of Broadway in Northeast, the upgrades on the bridges over the Midtown

Greenway, and the improvements to the trails around Lake Harriet.  
Bob moved resolution #4 above; Julia Curran seconded. Approved.  
Bob also moved resolution #5 above; Donna seconded. Approved.

Neal moved to adjourn; Donna seconded. Approved, and adjourned at 6:15 PM.