

**Minneapolis Pedestrian Advisory Committee Meeting
Wednesday, February 1, 2017**

Present: Greta Alquist, Emily Antin, Neal Baxter, Tamir Ali Mohamud, Donna Hemp, Christopher Hoffer, Christian Huelsman, Bob Loken, Dan Herber, Julia Tabbut; Matthew Dyr Dahl, Kelsey Fogt, Mackenzie Turner Borgen, Lindsey Wallace, Joe Bernard, Jennie Bordon, Sarah Stewart, Rattana Sengsoulichanh, Deborah Bartels, Heidi Schallberg, Mike Mechtenberg; guests: Ethan Fawley, Sarah Tschida, Ken Slama, Janelle Larson Nivens

Resolutions

8th St.--The PAC requests that the City make valet and other pull-ins as narrow as possible and apply the 2017 State Aid Standards to minimize travel lane widths. Please also consider providing a way for people to walk outside the parking ramp entrance on the south side of the street at Marquette. Approved.

Hennepin Avenue--The PAC strongly encourages Public Works to consider novel design approaches and uses that clearly reflect the City's Complete Streets Policy, such as closing Hennepin Avenue to vehicle traffic (with the exception of transit) between Lake and 36th, particularly between Lake and 31st. Approved.

Chair Greta Alquist called the meeting to order at 4:06 PM, and asked all present to introduce themselves. In his introduction, Joe Bernard announced that he was leaving the PAC, to be succeeded by Mr. Sengsoulichanh.

5th Street SE Bridge Update—Ken Slama

The State laid out 2 plans for this pedestrian and bicycle bridge over I-35W. Ken discussed both plans. PAC members raised the following points in questions about each:

Joe: Are you working with the City on making the bridge fit the historic nature of the neighborhood?

KS: Not yet.

Donna: Is there tactile separation between bikes and peds?

KS: We'll consider that, certainly.

Stairs to reduce the distance for those on foot were also a concern for members.

Greta: What are the next steps?

KS: Another meeting this evening in Marcy-Holmes, plus 4-5 meetings with the City, neighbors and the PAC & BAC to fine tune the final design.

Approval of the January Minutes

Donna moved to approve the minutes; Emily seconded. Approved.

Draft Calhoun/Bde Maka Ska-Harriet Master Plan—Deb Bartels, Minneapolis Park Board

We've worked on this since January 2015. Currently, a comment period is underway until March 4. On that day, the design team will assemble and look at all the comments. Next we'll present the plan before a committee of the Board. The whole Park Board will weigh in on the plan on April 3, and vote on it. The plan also needs the approval of the Met Council, which will see it on April 4.

Water quality is a concern that this master plan seeks to address. The water shed for both lakes extends over a wide area, and street runoff is a problem. Another focus of the plan is access. A complete rehab of the paths around the lakes is planned to enhance equitable access, especially where Lake Street and Minnehaha Parkway complicate traffic patterns. Historical & cultural resources present a third focus, so preserving the retaining walls along the shoreline and highlighting the site of Cloud Man's village are priorities.

The two projects slated for 2017 will upgrade the paths and bring them in line with ADA guidelines; move the bike lane from the north shore onto Lake Street; rebuild the Minnehaha/Harriet connection; and use public art to illustrate the Dakota presence on Calhoun/Bde Maka Ska.

Minneapolis Bicycle Coalition—Ethan Fawley & Sarah Tschida

The Coalition is expanding its area of interest to include pedestrians. Ethan & Sarah come today with an update on this change, and to ask the PAC for priorities.

In August 2016, we announced our intent to change focus, and the following November formed a Pedestrian Working Group, which has met 3 times since. We expect to announce in April of this year the Coalition's new focus, logo, name and what-not.

A discussion about which words to use in the mission statement and the Coalition's new name included:

Donna: "walk" covers both pedestrian and accessibility concerns.

Mike: We chose "pedestrian" over "walk" for the Facebook page (Minneapolis Pedestrian Alliance) after lengthy debate. But it's a disagreeably long word.

C Huels: walking is but one use for sidewalks; others include bikes, wheelchairs, skate boards.

Ethan asked PAC members to vote on which word they preferred. Results: *walk* 10, *pedestrian* 2, something else 7 votes.

He next asked if we had concerns with *walk* (1 hand) or *pedestrian* (several hands).

Sarah asked for ideas for PAC/Coalition cooperation, and the following ideas surfaced:

gathering ideas from the community for the PAC to pass onto the City

education—how & when to shovel, etc.

addressing the built environment holistically, answering bike and pedestrian needs together

make walking a “brand”, which has worked for the Coalition

identifying places where citizens can focus their input, ideas and energy

The Working Group meets next on February 20, at the Coalition's office.

Programs & Policies Subcommittee—Matthew Dyr Dahl

We discussed three matters in some detail at the last meeting. We determined on March 28 for the PAC's annual report to the Council's Transportation & Public Works Committee; came up with ideas for official reminders about snow shoveling; and brainstormed ideas for finding a more diverse pool of potential members.

Infrastructure & Engineering Subcommittee—Bob Loken

We had a very full agenda, and couldn't fashion resolutions at the meeting.

The 34th Avenue project is a full reconstruction, through a few commercial nodes. The community especially doesn't want reduced parking after the project is finished.

Oak St./Delaware is planned to improve the bus stop, which is now in mid-street.

The 8th Street project is now quite detailed. No dedicated transit lane is planned, but that could change. A unique part of the plan adds a mountable curb around Hennepin Avenue, to enable valet parking on the sidewalk during the evening.

The proposed C-line rapid transit route (Penn Ave. N.) and 61st Street reconstruction also came under scrutiny.

The 61st Street project will close a sidewalk gap, between Lyndale and Nicollet. The neighborhood is industrial near the railroad tracks on Pleasant. The PAC will want to weigh in on whether to improve both sides of the street a little, or improve one side a lot.

The proposed D-line offers improvements along Emerson & Fremont North.

The City has an opportunity to make a unique pedestrian-priority space on Hennepin from Lake to 36th Street.

The PAC had much to say about the 8th Street project especially:

Joe Bernard: 8-foot parking bays are common. 12 seems excessive.

Mackenzie: Other drop-off spaces have reduced sidewalk widths to less than ACCESS Mpls recommends. Look at possibly moving the drop-off space, and if you can't, then define it.

Ethan Fawley: This is an opportunity to define a precedent for appropriate widths.

Greta moved a resolution about 8th Street; Bob seconded. Approved.

Julia moved a resolution about Hennepin Avenue; Christian seconded. Approved. (See both above)

Emily moved to adjourn; Donna seconded. Approved.