

Minneapolis Pedestrian Advisory Committee Meeting Wednesday, March 1, 2017

Present: Philip Ailiff, Emily Antin, Neal Baxter, Shaina Brassard, Tamir Ali Mohamud, Julia Curran, Alex Cecchini, Donna Hemp, Christian Huelsman, Bob Loken, Dan Herber, Julia Tabbu; Matthew Dyrda, Kelsey Fogt, Lindsey Wallace, Julie Danzl, Sarah Stewart, Rattana Sengsoulichanh, Heidi Schallberg, Mike Mechtenberg, Sierra Saunders; guests: Connor Cox, Toole Design; Laurelyn Sandkamp & Andrea Larson, City Manager's Office; Ethan Fawley, Janelle Larson Nivens

Resolutions

1) Lake Calhoun/Bde Maka Ska – Harriet Master Plan

The PAC supports these aspects of the Bde Maka Ska – Harriet Master Plan:

+ **The transit circulator.** In particular, we appreciate its potential to improve access to all portions of these lakes. To enhance the equity of that access, we additionally request an extension of its range north around Lake of the Isles and through Theodore Wirth, as well as coordination with Metro Transit to ensure connectivity with the wider transit network. We also request further study around walkability/transit networks both in and to these parks, to better understand how they function both as path and place within our city.

+ **The provision of restrooms and drinking fountains** at minimum every two miles, as well as fully ADA accessible walking paths around both lakes. Basic access and resources to meet basic needs are important for walkability for many people who are often silently excluded from public spaces.

+ **Increased signage and placemaking efforts.** We specifically commend efforts to honor and provide space for the Dakota, both as historical and current residents; we look forward to the continuation and expansion of this restorative justice.

We would like to raise the following concerns:

- **Maintenance and seasonality.** Walking paths that are used year-round for both recreation and transit are unlit and unshoveled, sending the pedestrians to the bike paths and turning those into defacto multi use paths, decreasing safety and comfort for many users and increasing conflicts. We would like to see the walking paths treated as the important connections and places that they are in winter as well as in summer.
- **One-way bike paths.** We prefer continuous two-way bicycle trails around the lakes in order to accommodate families and people not comfortable on the road. At minimum, a two-way bicycle trail should exist from the South Calhoun/Bde Maka Ska and William Berry focus area to the Northeast Calhoun/Bde Maka Ska focus area. By limiting bicycle paths to one direction, the plan ignores pedestrian safety and comfort issues currently resulting from people on bikes resorting to using the sidewalk to get where they want to go. Two-way paths do not just benefit those using bicycles, they also address a walking issue.

2) Bottineau LRT:

Whereas transit is the central component of the project and in keeping with the City of Minneapolis's Complete Streets policy, the PAC urges the Bottineau LRT design team to prioritize pedestrian movements and access to LRT stations over vehicle level of service. Specifically:

Reduce pedestrian crossing distances

Tighten curb radii

Design signal phases to prioritize pedestrian movement

Maximize the size of pedestrian zones within center island LRT stations

3) 34th Ave S

The PAC enthusiastically supports the 34th Avenue South project as presented with particular appreciation for the extensive use of curb bump outs, including T intersections. We support the city's effort to negotiate with Metro Transit to include curb bump outs at bus stops. We also look forward to the city's proposed design for formalizing a mid-block pedestrian crossing midway between 56th and 58th Streets. We ask that the city consider reducing lane widths from 11' to 10'.

4) Oak St/Delaware Bus Stop Improvement

The PAC enthusiastically supports the Oak St/Delaware Bus Stop Improvement as a pilot project for floating island bus stops. The PAC looks forward to similar projects in the future and recommends that the City include all possible features in this pilot project so that it can be most useful for evaluation.

Shaina Brassard called the meeting to order at 4:04 PM, and asked all present to introduce themselves.

City Goal Results Minneapolis Roundtable—Laurelyn Sandkamp & Andrea Larson

Results Minneapolis evaluates the work of city departments, and how they can be more effective. In 2014, the City Council adopted 5 strategic goals, which led to 30 Community Indicators for measuring the City's performance of these goals.

The roundtable public talks focus on 3 indicators: commute mode share, pavement condition index and bridge condition.

Public Works asked how they might evaluate their work through an equity lens. To do this, Results is designing a tool, and

focusing on safety concerns involved in the 42nd Ave N. project, in order to fine tune the metrics of this tool. Public Works wants to be able to judge whether and how its projects improve lives. The Roundtable will meet on April 5 in City Hall for a public discussion, and Laurelyn & Andrea invite PAC to attend. Shaina & Neal agreed to go. See City Goal Results on the City's website for more information.

Approval of the Minutes

Christian moved to approved the minutes for February; Tamir seconded. Approved.

Winter Maintenance—Kurt Wayne

The P&P committee discussed this at our last meeting. From January to June 2017, the City is studying how to improve clearing the snow from city sidewalks during the winter. Data collected in winter 2015/2016 (the sidewalk survey) will contribute to the final result. Our goal is to recommend alternatives or changes to the City's approach to maintenance of the pedestrian realm in winter. Kurt will return to the PAC in May for another report.

Next Kurt pointed out basic features of the winter maintenance programs of 4 sister cities: Rochester, NY (where the city plows sidewalks if more than 4 inches falls); Madison, Wisc. (which issues no warnings before levying a snow clearance fine); Burlington, Vt.; and Vaughn, Ontario.

He listed the P&P Committee's top 3 concerns as: drainage issues, city-run & funded sidewalk clearance, and setting criteria for choosing priority streets. Then Kurt asked the PAC to brainstorm on each concern. PAC's list included:

Drainage Issues

cleaning curb gutters and drains
how to allow water to run off
heaving sidewalks
reporting mediums (311, etc.)
communicating on non-snowy days about
on-going upkeep

City-run Clearance

comparing costs
preventing the low priority routes from becoming problems
a more rapid enforcement schedule
pro-rated fines
presenting snow clearance as a jobs program
what are the costs of not clearing sidewalks

Priority Routes

the map already exists—but we should fine tune it for equity
locating disability and senior high rise populations
transit, Safe Routes to School, parks, etc.
analyze car ownership by neighborhood

Problems & Policies Subcommittee Report—Julia Curran (here Shaina Brassard turned over the chair to Julia Tabbut)

The meeting included comments from Matthew about new procedures for resolutions, and a grant submitted to Hennepin County to fund a study of street crosswalk markings on County roads.

Neal summarized the recommendations of the Park Board's Calhoun/Bde Maka Ska-Harriet Master Plan. In response to the plan, a discussion began, from which emerged resolution #1 (above). Alex moved the resolution, Phil seconded. Approved. Mike: As Metro Transit is barred by law from providing bus service on parkways, the circulator the Plan speaks of poses a problem.

Infrastructure & Engineering Subcommittee—Bob Loken & Alex Cecchini

We had another busy meeting, and 3 resolutions resulted.

The Bottineau LRT plan came before us again. We found the re-design of Olson Highway quite disappointing. The pedestrian focus is on safety, not on access to the light rail station. Neal moved resolution #2 (above), Alex seconded. Approved.

The 34th Avenue South project, on the other hand, is a fine project with many excellent features. Bob moved resolution #3 (above), Neal seconded. Approved.

We approve of the Oak St/Delaware bus stop improvement project. The stop has few users, but the project will give the City an opportunity to evaluate floating islands and other features. Bob moved the resolution (#4 above), Neal seconded. Approved.

The Mid-City Industrial project in Northeast was moved up 3 years, and is intended to fill the area's sidewalk gaps. More about this later.

Neal reported here the gist of the discussion at the 5th Street SE bridge project's neighborhood meeting, which occurred on February 1. The Marcy-Holmes Neighborhood Association observed that the favored concept would continue to hide the bridge from potential users. Those attending discussed ways to show off the bridge, including LED lights, art work and a plaza at the entrances.

2016 Downtown Improvement District Livability Survey—Christian Huelsman

A total of 1936 people was surveyed from June to August, 2016. Of these, 56% worked downtown and 34% lived downtown; 56% were female, and 77% were white. Respondents checked off personal safety, cleanliness, walkability and “enjoyability” as their chief concerns. These priorities shift little with income and other factors.

PAC Vacancies—Matthew Dyr Dahl

Matthew read off the names of all voting members whose term is drawing to a close. Those wishing to serve another term need to apply by April 18th. He also showed the PAC several ways the City has developed to promote service on the PAC and other volunteer committees. Members will please encourage fellow citizens to apply.

Dan: business owners would bring a fresh voice to the PAC.

Lindsey: drawing up an inventory of the characteristics of PAC members would clarify whom we need to look for to achieve balance.

Announcements

Phil: the team looking at the new design of Peavey Plaza will meet on March 13, and walk the area.

Adjourned at 6:03 PM.