

Minneapolis Pedestrian Advisory Committee Meeting
Wednesday, May 4, 2016

Present: Philip Ailiff, Greta Alquist, Emily Antin, Neal Baxter, Shaina Brassard, Alex Cecchini, Julia Curran, Scott Engel, Bob Loken, Dan Herber, Don Ostrom, Julia Tabbut; Matthew Dyrdaahl, Mackenzie Turner, Joe Bernard, Ben Somogyi, Gina Mitteco, Heidi Schallberg, Kelly Yemen, Mike Mechtenberg; Simon Blenski; members of the Bicycle Advisory Committee.

Actions

1. The Pedestrian Advisory Committee would enthusiastically support a Hennepin Avenue design that features three lanes for auto traffic and prioritizes space for pedestrian and bicycle facilities as the most effective way of meeting the City's stated goals.

However, in an effort to acknowledge the political realities that have contributed to the current proposal, the PAC reluctantly supports the concept as presented with the following conditions:

- Pursue all possible variances to MSA standards and return all gained width to the pedestrian realm
- Explore the use of chicanes (angling traffic lanes to make room for transit stops at relevant corners) as a way to maintain a 15-foot pedestrian space throughout the corridor
- Engage the PAC in the next phases of the design process to explore as many pedestrian-oriented design features as possible, including but not limited to:
 - Elimination of right turns on red
 - Distinct tactile boundaries between the bikeways and the pedestrian zones
 - Design treatments at intersections that lessen crossing distance of both Hennepin Ave and cross-streets (such as protected intersections)
 - Bump-outs on all cross-streets
 - Raised intersections
 - Bike/ped scramble signal phase
 - Mid-block crossings

2. The Minneapolis Pedestrian Advisory Committee (PAC) enthusiastically supports the design for the 4th Street SE reconstruction presented on 4/21/16. The PAC recommends further study in the following area:
 - Pursue reduction in width and/or consolidation of existing curb cuts along 4th St SE.
3. The Minneapolis Pedestrian Advisory Committee (PAC) supports the design for Glenwood Ave reconstruction presented on 4/21/16. In particular, the addition of planted boulevards on both sides of the street will greatly enhance the pedestrian experience. The PAC recommends further study in the following areas:
 - Pursue curb bulb outs at cross streets, particularly at Lyndale Avenue North. Identify vehicular traffic volumes to understand if two travel lanes in each direction are warranted.
 - Pursue other enhancements that will signal to drivers on Lyndale Ave North that Glenwood is a pedestrian-oriented area.
 - Study projected pedestrian & bicycle volumes with addition of Royalston Station and increased development in order to understand how increased pedestrian & bicycle volumes might influence the design

Full Notes

Welcome

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

Field Trip to the Park Avenue Construction Site

Simon Blenski led a discussion of the possible sidewalk & street designs for Hennepin Avenue, using the block of Park Avenue between 3rd & 4th Streets as a model.

Approval of the Meeting Minutes

Dan moved the minutes; Phil seconded. Approved.

Infrastructure & Engineering Subcommittee—Bob Loken

We discussed the Hennepin Avenue plans first. Simon Blenski presented this design, which has a few problems. Among them, pinch points at bus shelters and absence of tactile separation of bike and pedestrian lanes. Arcades are being

considered between 10th & 12th Streets.

Don: the need for peds to cross the bike lanes frequently is a flaw.

Bob, et al.: see the Massachusetts Dept. of Transportation protected bike lanes, for another approach.

From here, a very spirited and lengthy discussion ensued, highlighting the numerous particulars of this plan which members found wanting.

Greta: So, we have frustrations!

Alex: esp. as the curbs were set, as always, by the “demands” of auto traffic flow.

MD: the added time to drive the length of Hennepin Avenue due to the 3-lane option adds significant time along the corridor, including for buses. By the way, the traffic count along Hennepin averages 16,000-18,000 autos per diem.

Simon: for this project, we assumed a modest ¼% growth in traffic per annum.

Scott: if the PAC opposes this, does our resolution hurt the chances of the City receiving funds for the project?

Heidi: Probably not.

Bob moved the following resolution, which Neal seconded:

To: City Council and Public Works
From: Minneapolis Pedestrian Advisory Committee
Re: Hennepin Avenue
Date: May 4, 2016

WHEREAS, the Pedestrian Advisory Committee was appointed to advise the Mayor and City Council on policies, programs, and actions for improving pedestrian safety, mobility, accessibility, and comfort; and

WHEREAS, the committee is tasked to promote walking for transportation, recreation, and health purposes and to strengthen the linkage between the pedestrian environment and public transportation; and

WHEREAS, the City Council adopted the Access Minneapolis, the City’s transportation action plan that identifies specific actions that the City and its partner agencies (Metro Transit, Metropolitan Council, Hennepin County, Minnesota Department of Transportation) need to take within the next ten years to implement the transportation policies articulated in *The Minneapolis Plan*; and

WHEREAS, the City Council established the Street and Sidewalk Design Guidelines in 2009 as part of Access Minneapolis to assist staff and stakeholders in the decision-making process for planning and designing complete streets that support and encourage walking, bicycling and transit use while promoting safe operations for all users; and

WHEREAS, the Street and Sidewalk Design Guidelines identifies 11’ as the desired lane width for a Commerce Street and states that while wider widths are allowable, caution must be exercised to avoid creating conditions that will encourage vehicle speeds to rise above target operating speeds; and

WHEREAS, the City Council adopted the Climate Action Plan in 2013 as a roadmap to reducing the City’s climate impact; and

WHEREAS, the Climate Action Plan identifies meeting the adopted targets for bicycle mode share and bicycle counts, increasing walking as a percentage of trips, and encouraging employers to embrace alternative work arrangements for employees as methods of reducing climate impact.

Therefore, the Pedestrian Advisory Committee would enthusiastically support a Hennepin Avenue design that features three lanes for auto traffic and prioritizes space for pedestrian and bicycle facilities as the most effective way of meeting the City’s stated goals.

However, in an effort to acknowledge the political realities that have contributed to the current proposal, the PAC reluctantly supports the concept as presented with the following conditions:

- Pursue all possible variances to MSA standards and return all gained width to the pedestrian realm
- Explore the use of chicanes (angling traffic lanes to make room for transit stops at relevant corners) as a way to maintain a 15-foot pedestrian space throughout the corridor
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features as possible, including but not limited to:

- Elimination of right turns on red
- Distinct tactile boundaries between the bikeways and the pedestrian zones
- Design treatments at intersections that lessen crossing distance of both Hennepin Ave and cross-streets (such as protected intersections)
- Bump-outs on all cross-streets
- Raised intersections
- Bike/ped scramble signal phase
- Mid-block crossings

Approved.

The committee also looked at the 4th St. SE project, and were delighted! Bob moved, Neal seconded, the following resolution:

4th Street SE (25th to 29th)

The Minneapolis Pedestrian Advisory Committee (PAC) enthusiastically supports the design for the 4th Street SE reconstruction presented on 4/21/16. The

PAC recommends further study in the following area:

Pursue reduction in width and/or consolidation of existing curb cuts along 4th St SE.

Approved.

Next we looked at the Glenwood Avenue reconstruction project. The project is intended to make the proposed Royalston Station of the Southwest LRT a vibrant and friendly stop, with enhanced connectivity to the surrounding area. Bob moved the following resolution, which Neal seconded:

Glenwood Avenue Reconstruction

The Minneapolis Pedestrian Advisory Committee (PAC) supports the design for Glenwood Ave reconstruction presented on 4/21/16. In particular, the addition of planted boulevards on both sides of the street will greatly enhance the pedestrian experience. The PAC recommends further study in the following areas:

Pursue curb bulb outs at cross streets, particularly at Lyndale Avenue North. Identify vehicular traffic volumes to understand if two travel lanes in each direction are warranted.

Pursue other enhancements that will signal to drivers on Lyndale Ave North that Glenwood is a pedestrian-oriented area.

Study projected pedestrian & bicycle volumes with addition of Royalston Station and increased development in order to understand how increased pedestrian & bicycle volumes might influence the design. **Approved.**

The Lake Street Reconstruction (Blaisdell to 5th Avenue) was our final focus. This plan is very frustrating. No part of the plan reduces Nicollet from 5 lanes of traffic, and Blaisdell will remain one of the City's most dangerous intersections. Hennepin County has no intention of reducing traffic lanes in this vicinity. To relieve pedestrian traffic somewhat across Lake at Blaisdell, bumpouts are proposed at Pleasant Avenue.

Strategic Plan Working Session—Matthew Dyr Dahl

Due to the late hour, Greta proposed returning to this at the June meeting. To which no members objected.

Announcements

MTB: CLIC will hold a public meeting on Thursday, May 12, at 6 PM in room 319 at City Hall.

Greta: many thanks to all for the prolonged and spirited discussion leading to the resolution about the Hennepin Avenue reconstruction. This is a discouraging project, but your hard work may yet bring the City around.

Neal moved to adjourn. Approved, and adjourned at 6:02 PM.