

**Minneapolis Pedestrian Advisory Committee Meeting
Wednesday, August 3, 2016**

Present: Philip Ailiff, Greta Alquist, Emily Antin, Neal Baxter, Shaina Brassard, Julie Curran, Christopher Hoffer, Christian Huelsman, Bob Loken, Donna Hemp, Tamir Ali Mohamud, Julia Tabbut; Matthew Dyrdaahl, Mackenzie Turner, Julie Danzl, Kelly Yemen, Mike Mechtenberg, Sarah Stewart; guests: Kathleen Mayell, Jenny Hagar, Jonette Kahnau

Resolution:

To: Hennepin County Commissioners
From: Minneapolis Pedestrian Advisory Committee
Re: Orange Line
Date: August 3, 2016

The Orange Line represents the opportunity to make use of years of metro-wide work and cooperation, and improve speed and safety for users of what is already the third busiest transit corridor in the metro enhance transit and pedestrian connections and amenities along the corridor, e.g. the proposed Lake Street station demonstrate the potential of transit to build connectivity and access between cities and counties, a model for what transit can be

It is imperative that Hennepin County supports funding for this project, via the Counties Transit Improvement Board and all other means, lest years of past work and future potential be squandered.

Welcome

Greta Alquist called the meeting to order at 4:01 PM, and asked all present to introduce themselves.

Approval of July Minutes

Donna moved to approve the minutes for July; Tamir seconded. Approved.

20-Year Street Funding Plan—Kathleen Mayell

The City Council approved in spring 2016 an ordinance to boost spending for 20 years on streets and parks. The ordinance calls for \$21 million in funding, in addition to the \$25 million in allocations for 2017 (and so on for 2 decades)

The City began a 30-year program in the 1960s to pave streets and alleys; today, 77 alleys and 3 miles of streets remain unpaved (total street mileage: 613 miles of residential streets, 66 of local, 207 of county & state, 377 of alleys). The extra money was needed to prevent a steady decline in street quality, due to inadequate revenues. The ordinance requires Public Works to consider racial & income equity across the City when planning which streets to work on, and a new process for assessing which thoroughfares to work on each year will be designed, beginning this year.

Mike: how do pedestrian projects fit in?

KM: when streets are reconstructed.

KY: are County roads included?

Jenny: the \$21 million will only be spent on city streets.

C Huels: will the work compromise the old pavement (esp.) in historic streets and alleys?

KM: the City is working on that.

Jenny: and funding for alleys remains unchanged.

Mike: will current allocations be re-directed?

KM: No.

Shaina: for pedestrians the need rests mostly with the County & State roads, the major commercial thoroughfares. Will sidewalk condition play a role in rating streets for potential projects?

KM: as of now, the ratings assess only pavement condition; sidewalks are treated separately.

Julie D: How can we lengthen the life of streets? And how often are they inspected?

JH & KM: a third of the streets are inspected each year. In fall 2016, a private firm will assess all the city's streets. Public Works constantly looks at new materials and processes for paving streets.

Orange Line—Julia Tabbut

This is the proposed bus rapid transit line from downtown Mpls to Lakeville via I-35W. The project includes a new transit hub at Lake Street. As Dakota County has proposed to withdraw funding from this project, its future is in peril. Julia moved the resolution, which Neal seconded. **Approved** as amended, with Bob Loken abstaining. (See top of page)

Bob asked whether the resolution might hinder solving the funding problem. Shaina asked what PAC's goal is (funding the Orange Line). Jenny Hagar added that the proposed transit station at Lake St. & I-35W (a possible link in the re-opening of Nicollet Ave.) is in jeopardy without the Line.

A meeting of the CTIB at 8:30 AM on August 17 will address the Orange Line dilemma.

Looking Ahead to the CIP Process—Steve Hay

Steve explained the budget cycle, the CIP process & CLIC's role. Discussion followed:

Greta: PAC's contribution happens in the first two steps, then. (soliciting ideas and assembling evaluation data, Sept.-Dec.)

Bob: are there evaluation criteria?

Donna: and can we get those?

Steve: Yes.

Jenny: the new approach will change the criteria somewhat, and also imposes a hard deadline this year.

Steve added that we should have our suggestions in by December 1.

Programs & Policies Subcommittee—Julia Curran

We discussed our demos at the downtown Open Streets event, and how to improve our presence in the future. We plan to demonstrate bumpouts, etc., again at Franklin Open Streets (August 21) and West Broadway (Sept. 10).

Kurt Wayne talked about the bike and pedestrian count program. The City will need volunteers for those counts in September. Whom to invite as guests, and esp. asking new PW Director Robin Hutcherson to join PAC at our September meeting filled out the agenda.

MD: we're reviewing varieties of pedestrian counts, and what we want to learn from them, and what data to harvest.

Minneapolis has a 10-year history of pedestrian counts, which other cities look to as exemplary.

Shaina: I was interviewed by the Downtown Journal about the bumpout demo, and the Daily Planet carried an article about Julia Curran and her dad, and Scott Engel.

PAC/BAC Coordination on Engineering Subcommittees—Matthew Dyrda

This has come up before, esp. as a way of saving staff time. Discussion included the following comments:

KY: the BAC had concerns about the size of the group and the length of the meetings.

Bob: why not try this and see if it works?

MD: the need to coordinate is occasional only.

Emily: why not have the Engineering chairs co-ordinate the resolutions?

NB: if size is a problem, how many attend each Engineering committee?

KY: 3-5 PAC members, and about 10 BAC members.

MD: the committees meet the same week.

C Hof: how if the committees meet at the same time, and merge when need arises?

MD: I hear the PAC saying we should try a joint meeting, which I'll propose to the BAC.

Signals and PAC Learning Objectives—Matthew Dyrda

The Executive Committee wanted to set up clear directives and agendas for guests, so that PAC learns what we want to know about the use and technology of traffic signals. Guests to invite include city staff and Hannah Pritchard.

--At this point, Greta, seeing Peter Wagenius (Mayor Hodges' aide) enter the room, proposed interrupting the discussion so that Peter might give us his thoughts about the Orange Line impasse.

PW: the failure of the state legislature to pass the transportation bill, which included transit funding, was bad. The impasse over the Orange Line comes as more bad news for the metropolitan area. The City Council is going to meet with Hennepin County Commissioners about this state of things.

Shaina: What can PAC do?

PW: contact commissioners and legislators (not Dibble and Hornstein, who are 100% behind transit).

MTB: How does Dakota County's withdrawal from CTIB affect the Red Line?

PW: Dramatically! And 6 or 7 transit lines are affected, in fact.

(back to Traffic Signals)

So, what does the PAC want to know about signals? Members offered the following:

current capabilities and how lights are programmed. For example, can they default to WALK for specified periods (as before school in the morning, for example)

which traffic signals are most effective per safety

which ones have a delay or unpredictable WALK signal

is pedestrian-priority possible

more on the current state of the technology, and who programs the signals; plus, what sister cities are using

a close look at the effect of right-turn-on-red rules

who decides to change signals, and why

September Field Trip—Matthew Dyrda

Our next meeting will be at Folwell Park. We'll keep the agenda small.

Agency/General Announcements

Christian asked for a list of corrections to Mpls skyway maps for submission to the proper authority.
Matthew advised PAC to read the e-mail about ADA compliance.

Julia Tabbut moved to adjourn; Shaina seconded. Approved, and adjourned at 6:01 PM.