

Minneapolis Pedestrian Advisory Committee Meeting Minutes

Wednesday, December 6, 2017

Present: Phillip Ailiff, Neal Baxter, Shaina Brassard, Donna Hemp, Dan Herber, Julia Curran, Olivia Hovland, Barbara Olson, Christian Huelsman, Aaron Berger, Julia Tabbut; Matthew Dyrdaahl, Sarah Stewart, Rattana Sengsoulichanh, Millicent Flowers, Mackenzie Turner Bargaen, Emily Kettell, Julie Danzl, Carrie Christensen; Phil Longenecker, Green Corps; Luís Dax, pedestrian; Ethan Frawley and Frances Stevenson, Open Streets

Resolutions:

(#1) Oak St Protected Bikeway Phase 2

The Pedestrian Advisory Committee supports the proposed layout for Phase 2 from Essex to Washington. We especially support the shortened Oak Street crossings at Delaware Street, tightened southwest corner of Delaware at Oak, and tabled bike lane crossing at the floating bus stop. The PAC requests adding a vegetation barrier on the east side of the Oak/Delaware to protect pedestrians at a T-intersection.

(#2) Hennepin & 1st Ave. NE County Resurfacing

The Pedestrian Advisory Committee supports city and county efforts to narrow lanes and implement bicycle facilities, and encourages city and county staff to explore additional ways to improve the pedestrian experience. We request particular attention be paid to the pedestrian experience at bridges and complex intersections. We request lanes be narrowed to the minimum feasible width, not to exceed 10', throughout the entire study area.

(#3) Pedestrian Crash Study

The Pedestrian Advisory Committee appreciates the quality, breadth and depth of the Pedestrian Crash Study undertaken by Public Works. The study confirmed many of the PAC's perceptions and concerns about the state of pedestrian safety on local roadways.

- The PAC considers this study a valuable foundation upon which to pursue further study, and to inform implementation of much needed infrastructure improvements that create safer streets for walking.
- It is noteworthy that the study revealed no crashes were reported between cyclists and pedestrians during the study period.
- In light of the study results, we ask Public Works to take the following steps:
 - Explore ways to capture the prevalence and impact of non-reported crashes, crashes where law enforcement were not involved and able to provide data, and near-misses. While these events may not cause substantial physical harm, they are often traumatic and discouraging for walkers.
 - Actively engage Hennepin County and MnDOT in implementation of additional design and other safety measures along roadways within their jurisdiction to eliminate car-pedestrian crashes. The study found that 17 of the top 25 intersections with the most pedestrian crashes involved at least one county road; this is unacceptable and preventable with proper roadway design and other safety measures.

Chair Julia called the meeting to order at 4:02 PM, and asked all present to introduce themselves.

Shaina moved to amend the agenda to include a report about the Northrop School Safe Routes to School meeting; Aaron seconded. Approved.

Approval of the Meeting Minutes

Phil moved to approve the minutes; Aaron seconded. Approved.

2018 PAC & BAC Calendar—Matthew Dyr Dahl

Matthew handed out the calendar, with all meetings for the year 2018. He pointed out anomalies.

CIP Timeline/PAC Recommendations—Matthew Dyr Dahl

Liz Heyman, one of our Transportation Planners, will attend the PAC meeting in January to re-acquaint us about the CIP cycle, and take a look at our data-driven CIPs. We will also draw up a list of recommendations for new CIP projects. I recommend that at the December 18 P & P meeting, the committee draw up a list of ideas for CIPs to present at the January PAC meeting. I invite those unable to attend to send their suggestions to me via e-mail.

Year-End Review—Matthew Dyr Dahl

Crosswalk markings were a big focus this year. The City adopted zebra markings for intersections, and repainted nearly all crosswalks this year. Public Works now has up-to-date machinery and can paint the crosswalks twice per year. In 2017 Public Works painted 2748 legs in latex paint, 278 in durable stripes and 49 in the plastic variety, for 3075 upgraded crossings (most intersections have 4 legs). In addition, per the PAC's recommendation, temporary bumpouts were installed on 31st Street at Grand, Lyndale, Dupont and Emerson. North Lyndale is scheduled for re-paving in 2018, too. The Added Street Crossing Program, including Intersection Simplification and Pedestrian Safety Islands, took important steps forward this year. Design Line's bump out, on 7th St. & Chicago Avenue, has bollards secured to a steel rail along the street. Cars have hit the rail, but the rail hasn't moved. West River Parkway at 24th Street has a new bump out, and 22nd and Johnson has a new median. Next steps include: a more data-driven approach; prioritizing projects based on equity, use and the information in the Pedestrian Crash Study; feasibility assessment; developing concepts. We have 11 locations in mind that need more study.

The sum of \$45.2 million was spent on paving projects in 2017, including the following: 42nd N., 18th Ave. NE, 4th St. SE, 46th Ave. South. Residential re-surfacing proceeded apace; so did concrete rehabilitation in Waite Park and building Samatar Crossing. Public Works gathered 1700 opinions at Open Streets events this past summer about what projects to work on next. East 29th Street, from Bloomington to 18th Avenue, will get a shared street pilot treatment. The Highway Safety Improvement initiative has rebuilt 38 semaphore signals, plus ADA ramps and APS crossing signals. Miovision, a portable camera, will be set up. The camera counts auto, pedestrian and bike traffic while noting direction of travel and turning movements.

Seventeen schools will participate in school transportation audits. These audits are carried out for each school every 4 years, and look at car, bus and foot traffic around the school to assess what should change to accommodate all users.

In 2017 the City installed 473 pedestrian ramps, adopted Vision Zero, published the Pedestrian Crash Study, and pushed ahead with Complete Streets. And our division grew to 16 staffers.

Note that the PAC & the BAC will report again to the Transportation & Public Works Committee, in February or March.

Luís: how do citizen comments fit in with the work load?

MD: it's increasingly important that citizens bring street problems to our attention by phone or e-mail. We continue to focus on that.

Ethan: the City Council will discuss Vision Zero funding tonight at 6 PM. Funding for a lead inspector is expected to come from the VZ budget somehow.

Infrastructure & Engineering Subcommittee—Julia Curran

We discussed first the Oak Street Bikeway work. Julia read the resolution (#1 above); Neal seconded. Approved.

We liked this project. It seems to be a fine location for a trial of this design, as the bus stop enjoys light use here.

Next, we looked at the re-surfacing of NE Hennepin & 1st Avenues. Both streets will get bike lanes, and the traffic mix will be reshuffled. Installing bikeways on Hennepin here is tricky, due to the concrete pavement. No specific pedestrian improvements are planned for this project.

Julia moved the resolution (#2;); Shaina seconded. Approved, as amended.

Finally, we looked at the Upper Harbor Terminal Master Plan. Realization is some distance off. Shaina & Peter Vader went to a meeting about this project last summer and met Anne Calvert, the project manager. She wants PAC input here, and will keep us in the loop.

Programs & Policies Subcommittee—Shaina Brassard

Our focus was on the Pedestrian Crash Study, just released. You all have a link to what Steve Mosing shared with the committee; highlights can be found in the P & P minutes (November 27, 2017). Shaina read the resolution (# 3 above); Neal seconded. Approved.

Dylan Thomas of the *Downtown Journal* contacted Julia Tabbut last week, for PAC comments on the Crash Study; Shaina talked with him.

Our second agenda item was the Comp Plan revision. We looked at your ideas, and are planning a special meeting soon to prepare a 2-page text of proposals for CPED, and a resolution for the City Council.

The 311 call center staff will come to our next meeting. If you can't be there, send me your questions.

Northrop School Safe Routes to School Meeting—Neal Baxter

I attended this all-day meeting on Nov. 28; Suzanne Murphy and Peter Vader also attended. We heard from the design teams, stood at the 4 intersections around the school and watched foot and vehicle traffic (8:30 AM); and saw the difficulties the children have approaching the school from across busy 42nd Street (3 PM). The parents and teachers seem to have this initiative well in hand.

Announcements

Curran: I was hit by a car recently, and filed a report with the police.

Ethan: the first-ever winter Open Streets event will happen on Dec. 16, as part of Holidazzle. Please come!

Curran: Our Streets will recognize those who've made Mpls a better city to walk and bike in, on Dec. 10 and come to the Streets.MN fundraiser on December 12.

MTB: the state Dept. of Transportation will work with the Walker Art Center in 2018 to enhance the foot bridge over I-94.

Rattana: a Comp Plan open house is planned for Dec. 9 at Roosevelt High School, from 10-noon. Another open house will take place at MLK Park.

Neal moved to adjourn; Christian seconded. Approved, and adjourned at 5:39 PM.