

Minneapolis Pedestrian Advisory Committee Meeting

Wednesday, September 2, 2020

online

Present: Neal Baxter, Abigail Johnson, Julia Curran, Barbara Olson, Christian Huelsman, Peter Vader, Donna Hemp, Adelheid Koski, Jim Welsch, Christopher Hoffer, Aaron Berger; Matthew Dyrda, Millicent Flowers, Chris Kartheiser, Julie Danzl, Emily Kettell, Steve Mahowald, Heather Gillich, Kjensmo Walker, Heidi Schallberg, Emma Pachuta

Resolutions

#1--Lyndale Safety Improvements RESOLUTION:

The PAC supports the City's Vision Zero, quick-build, paint on pavement measures to reduce the number of lanes on Lyndale Ave N and implement a buffered bike lane. Given that left turns in the project area can only be made at N 14th Ave, N 18th Ave, and Broadway Ave, there is no reason to include a center turn lane at the expense of space for safe bicycling through most of the project area. In areas where no left turns are possible, the configuration should include two 10' driving lanes, with the remainder of the space reserved to wider bicycle lanes with wider buffers. A painted median could be implemented if the road geometries require it. Further, we wish to see planters, bollards, and/or other temporary materials used to better delineate the buffered bike lanes from the roadway beyond. When the follow-up evaluation is prepared, the PAC would like to be briefed on it.

#2--Osseo Road Reconstruction RESOLUTION:

The PAC supports the narrowed roadway and improvements for nonmotorized transportation in the initial design for the Osseo Road reconstruction, which will greatly enhance the pedestrian experience along this corridor. We appreciate the inclusion of enhanced pedestrian crossings and leading pedestrian intervals in the corridor. At 47th Ave, we support maintaining a signalized intersection to support easier crossings. We wish to see improved safety and walkability improvements throughout the corridor. We ask for all legs of all intersections to be built to accommodate legal pedestrian crossings. In accordance with NACTO road width guidelines for urban streets with transit, travel lanes no wider than 11' are appropriate for all project sections. We ask that you do not remove the staircase to Osseo Road, which is a pedestrian amenity. We also ask for pedestrian wayfinding for the stairway connection and an accessible alternative. We request the use of pedestrian-scale lighting throughout the corridor.

#3—Hennepin Av project RESOLUTION:

The Minneapolis Pedestrian Advisory Committee strongly urges the City of Minneapolis to include designs for dedicated bike facilities along the full length of Hennepin Avenue in planning the upcoming project stretching from Douglas Avenue to Lake Street. The city would be remiss if it failed to even consider adequate bike facilities connecting major destinations like the Walker Art Center to Uptown. This oversight goes against the City's Complete Streets, Master Bike Plan, and climate policies. The PAC advises the City that in the absence of bike facilities on a heavily traveled community corridor and bus route, like this diagonal stretch of Hennepin, people riding bikes will too often feel more comfortable competing with sidewalk users.

#4—University Ave and Fourth Street RESOLUTION:

The Pedestrian Advisory Committee calls for Hennepin County to develop a plan with no more than two travel lanes in each direction for the University Avenue and Fourth Street Roadway Improvements project, to ensure adequate space is available for the pedestrian, bicycling, and transit improvements needed along this corridor. Providing protected bicycle lanes, wide pedestrian space, and floating bus stops enables comfortable use of this corridor by all modes.

Chair Abigail called the meeting to order at 4:03 PM and read the official statement about on-line meetings.

Approval of the Minutes for August 2020

Abigail moved the minutes; Donna seconded. Approved.

Discussion of Staff & Members

Kjensmo Walker is a new pedestrian planner and uses they/them pronouns.

The City converted 450 traffic signals from actuated buttons to automatic recall, where the WALK sign comes up each cycle. Alan Klugman says the City has no plans to return these signals to actuated buttons. The Transportation Action Plan calls for automatic recall, and the PAC has asked for them for years. Julia Curran worked hard to make this change. We can discuss in the September P&P meeting how to convert the remaining 50 actuated buttons.

Also, Chris Kartheiser and Curran put together a survey for the PAC. It asks about meeting times, what's working these days and what's not, and also has questions about participation. Look for this survey soon.

38th & Chicago—Julia Curran

The Executive Committee was reminded that the movement going on around this intersection impacts PAC business.

Neal spoke briefly about what has happened at the intersection. A group of neighbors who meet twice daily has sent the City a list of demands in exchange for opening 38th Street. Negotiations are proceeding slowly, but we believe progress toward a settlement is underway. Also, under discussion by the group are winter snow clearance, security that replaces the police, tutoring and lessons to supplement on-line learning, and other issues.

Abigail: The City announced that 38th and Chicago would both re-open soon after August 17. The community demurred and presented its demands. Robin Hutcheson announced a plan for the streets that gave them back to cars, not pedestrian infrastructure per Vision Zero and the TAP.

Curran: I wanted this on the agenda to give the PAC time to comment.

Jim: this is a big opportunity to do something right.

Neal: by all means we should discuss this intersection more fully in P&P and see what we can come up with.

Curran: let's invite community members to join our meeting, too.

Infrastructure & Engineering Subcommittee Meeting—Aaron Berger

We heard first about the Franklin Avenue resurfacing project. This project is scheduled for 2021, and goals include improving comfort and safety, narrowing traffic lanes and preserving current on-street parking. This project will not close a local sidewalk gap, near Irving Avenue.

Next, we learned that the temporary bumpouts built on 31st Street at Dupont & Emerson will be made permanent.

The third project is on Lyndale between Plymouth and 18th Avenues. The goals here are to reduce traffic lanes on Lyndale to 3 lanes, plus two 5-foot wide bike lanes. This is a quick fill-in project, with evaluation later.

MD: the bike lane actually includes the gutter pan, which makes total width 7 feet.

Aaron read a resolution (see #1 above); Neal seconded. Approved.

We also heard about Hennepin County's Osseo Road project. Scheduled for 2022, this project reduces traffic lanes, addresses the speed concerns of residents, and will add medians to prevent turns onto Osseo Road.

Aaron read resolution #2 (above); Neal seconded. Approved.

Huelsman: signs would help outsiders find the stairway that leads to the crossing over the railroad.

Emily: PAC's comments have been meaningful, so by all means ask for these signs.

Another project we heard about was the University Avenue/4th Street Protected Bikeway. "A near term, low-stress bikeway" is planned. Hennepin County will host open houses on September 21 & 28.

Curran read a resolution (#3); Jim seconded. Approved.

P&P Subcommittee Meeting—Peter Vader

Elyssa Schufman, of the Bicycle Advisory Committee, gave us a presentation on traffic enforcement. She proposed that an enforcement-based approach doesn't promote the Vision Zero values of justice, healing and safety. Elyssa said that steps the City is taking now, like prioritizing modes other than automobiles, do promote our values. Systems like the police, the courts and the ambulance network are all failing residents.

PAC Recruitment was under discussion again. We decided to organize a push for new BIPOC members, for greater diversity on the PAC. Barb, Peter, Julia and Abigail agreed to focus on this. Applications will be accepted through September 30.

Announcements

Abigail: Our PAC outing will begin at 5 PM at the City Hall light rail stop, on September 3. We will see the 4th Street reconstruction project, MnDOT's work on their bridge across the river, and more.

Julie: the USDA has announced that we can continue to serve food at schools. We've already served 3 million meals from March to August.

Adjournment

Abigail moved to adjourn; Neal seconded. Approved, and adjourned at 5:40 PM.