

Minneapolis Pedestrian Advisory Committee 2014 Report

The Pedestrian Advisory Committee seeks to implement the Minneapolis Pedestrian Master Plan, adopted by the City Council in 2009. We strive to improve pedestrian safety, mobility, accessibility and comfort; promote walking for transportation, recreation and health purposes; and strengthen the linkage between the pedestrian environment and public transportation.

Advocacy. Toward that end we have for many years consistently advocated for two causes: (1) full and faster snow and ice removal from pedestrian walkways, and (2) more visible and permanent crosswalk markings. We also make recommendations on a variety of policy issues, such as the Mayor's proposed budget and its impact on pedestrians, surface parking lot ordinance enforcement, and CIP proposals. Finally, we consider and make recommendations on specific projects, most of them involving pedestrian upgrades on reconstruction projects. The recommendations for this past year are listed at the bottom of this page and on the next page; more details can be found in the minutes of our monthly meetings, available on our website.

Membership. Our membership includes fifteen voting community members, from locations all over the city. They are joined by approximately a dozen nonvoting members from relevant agencies in the Minneapolis, Hennepin County, metro, and state governments. The members are listed on the final page of this report.

Time commitment. The members devote considerable time to the work of the Advisory Committee. All members are expected to attend the monthly meetings of the full committee. Most community members also attend monthly meetings of one or both of the subcommittees, Policies & Programs and Infrastructure & Engineering. In addition, during 2014 groups of community members or individuals met with elected officials from Minneapolis, Hennepin County, and the Minnesota legislature.

The time is right. This is a good time to work on pedestrian issues! There is much work to be done, but we have found increasing support for pedestrian enhancement from elected officials such as Mayor Hodges and the City Council, and from transportation staff of the various local and state government agencies. We look forward to 2015 for even greater improvement.

Policy advocacy: The Pedestrian Advisory Committee recommends...

- The City Council should amend the City Code to allow businesses to have **outdoor displays**, extending up to 30 inches onto public sidewalks, as long as a 5-foot path is left open (March 2014).
- The City Council should allocate funds and the City Council, Mayor's Office, and city staff take the necessary steps to...
 - **Clear snow and ice** from intersection corners, crossings, and pedestrian priority corridors in a timely manner.
 - **Enforce** snow clearance requirements at transit stops in the public right of way.
 - **Educate** City residents and property owners about their obligations under the sidewalk snow and ice clearance ordinance, and enforce the ordinance (June 2014).
- The City of Minneapolis should change its **crosswalk marking** practices, to make the markings more visible and durable (June 2014).
- The City Council should support the **Mayor's budget** increases for snow clearance from

sidewalks and street corners, pedestrian safety initiatives, crosswalks and other markings, and study of selected intersections, and increase the funding beyond the Mayor's budget to clear the snow from the Pedestrian Priority Corridors within five days after a snow emergency (October 2014).

- The City should enforce the existing **Parking Lot Landscaping and Screening** ordinance (October 2014).

Recommendations for specific projects: The Pedestrian Advisory Committee recommends...

- A series of pedestrian friendly improvements for **Cedar Avenue** between 3rd and 7th Streets (February 2014).
- Eliminating the dedicated right turn driving lanes proposed for **Washington Avenue** between Hennepin and 5th Avenues (February, September 2014).
- Immediate safety improvements for the **Lake Street/Excelsior/Market Plaza** area, and long-range changes to make the area friendlier for pedestrians and less auto-dependent as a new SWLRT station is developed (March 2014).
- Hennepin County Public Works delaying the repaving of **Franklin Avenue** from 20th Avenue to Cedar Avenue for one year, and in conjunction with others developing a creative solution for the Cedar/Minnehaha/Franklin intersection that will make it safer for pedestrians, bicyclists and cars (March 2014).
- Providing protected lanes for both pedestrians and bicyclists in each direction when the **10th Avenue bridge** is renovated (May 2014).
- A number of changes in the **Hennepin and Lyndale Avenue** Reconstruction Project, to make the area more hospitable for pedestrians (May, August 2014).
- Maintaining the pedestrian connections through the city-owned lot at **427 Cedar Avenue South**, and not leasing the property to an adjacent bar (June 2014).
- Minneapolis piloting the **34th Avenue Rain Garden** project, working with the Seward Neighborhood Group (July 2014).
- Six steps for the **LaSalle Avenue** renovations, to make the street more comfortable and appealing for pedestrians (August 2014).
- Improving the **I-35W Transit Access** Project by changing the designs for the transit station itself, Lake Street, and the connection to the Midtown Greenway (August 2014).
- Six suggestions to make the **Target Center** and its neighborhood more attractive, convenient and safe for pedestrians (August 2014).
- For **Lowry Avenue NE**, Concept B for West of Central Avenue, and Concept F for East of Central Avenue. In subsequent plan development, grass boulevards in most residential areas, street trees, and ornamental street lights (September 2014).
- For the one-way **26th Street and 28th Street South**, fewer and narrower car lanes, and dedicated bike lanes, sidewalk corner curb extensions, continental style crosswalk markings with durable materials, and corner curb ramps (September 2014).
- Five design recommendations to make the **Nicollet Mall** renovation better for pedestrians (September 2014).
- For the **Minnehaha Avenue** reconstruction, City staff's Option B to narrow the road by 4' and add a boulevard zone on the east side of the road (September 2014).
- Funding five items for pedestrians included in the **Mayor's proposed 2015 budget**, and providing additional ongoing funds to ensure that all of the street corners along the Pedestrian

Priority Corridors are cleared of snow within five days after the end of a snow emergency (October 2014)

- Increasing the amount and proportion of Hennepin County pedestrian funding to match that for bicycle funding (November 2014).
- Supporting the **54th Street W.** Reconstruction Project between Penn Avenue and Lyndale Avenue, with five additional suggestions (November 2014)
- Support for Layout 4 of the **38th Street** Reconstruction Project, between Hiawatha Avenue and Minnehaha Avenue, to maintain separation between bicyclists and pedestrians by creating dedicated on-street bike lanes (November 2014).
- Funding for fourteen **Capital Improvement Projects** (December 2014).

Pedestrian Advisory Committee Membership List

Voting community members (ward)

Kathleen Mayell (10), chair	Philip Ailiff (3)	Dan Herber (8)
Julia Tabbut (2), vice-chair	Emily Antin (12)	Bob Loken (1)
Neal Baxter (8), secretary	Trevor Born (2)	Jason Lord (10)
Michael Jischke (13), I & E chair	Shaina Brassard (5)	Don Ostrom (7)
Scott Engel (12), P & P chair	Donna Hemp (4)	Joe Pallansch (1)

Non-voting agency members

Mackenzie Turner Barga (Minneapolis Public Works)	Gina Mitteco (Minnesota DOT)
Steven Elmer (Metropolitan Council)	Dean Christenson (Minneapolis Police)
Sarah Stewart (Minneapolis Public Health)	Julie Danzl (Minneapolis Public Schools)
Deborah Bartels (Minneapolis Parks & Recreation)	Mike Mechtenberg (Metro Transit)
Shannon McDonough (City Council)	Joe Bernard (Minneapolis CPED)
Kelley Yemen (Hennepin County)	Steve Sanders (University of Minnesota)