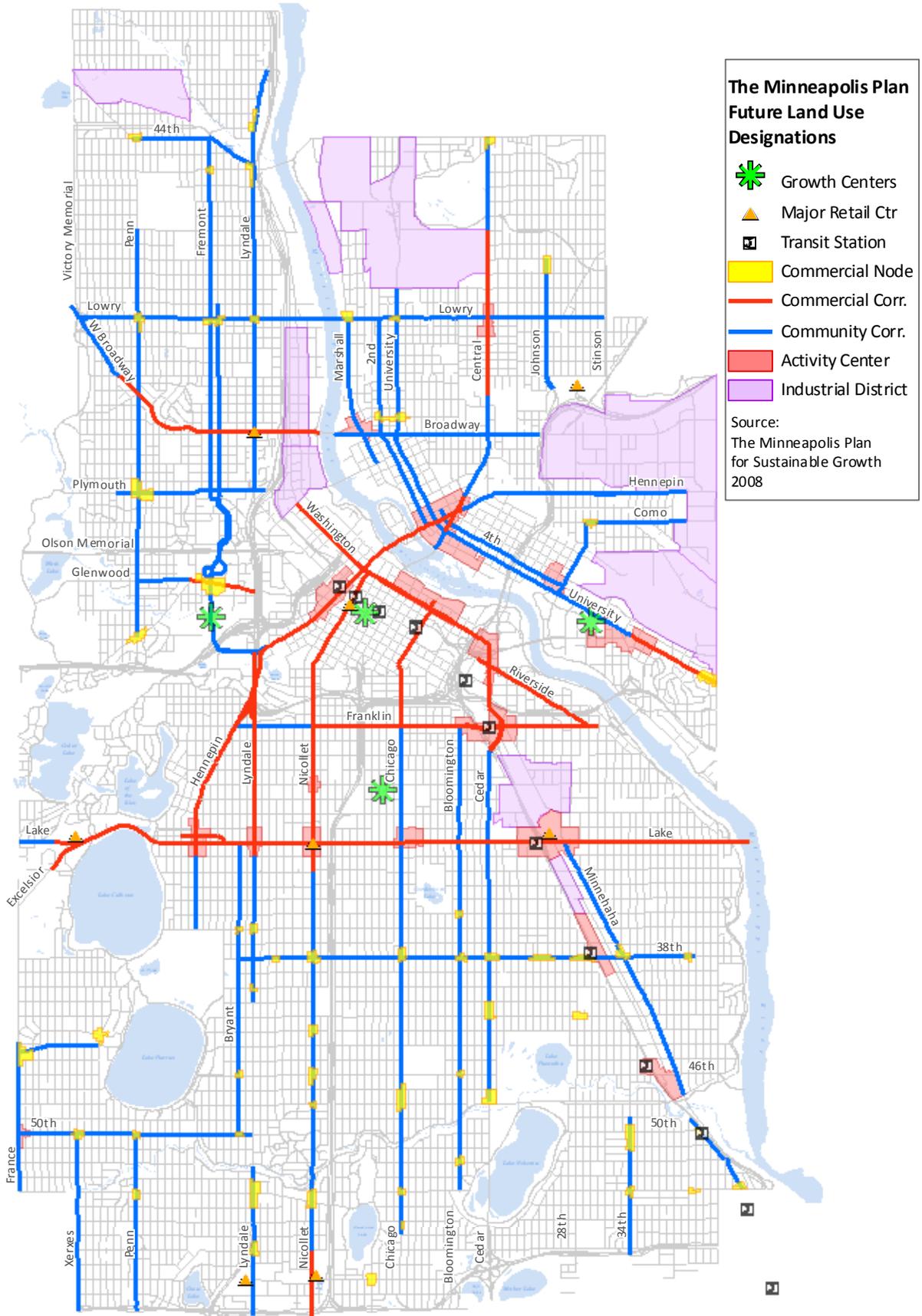
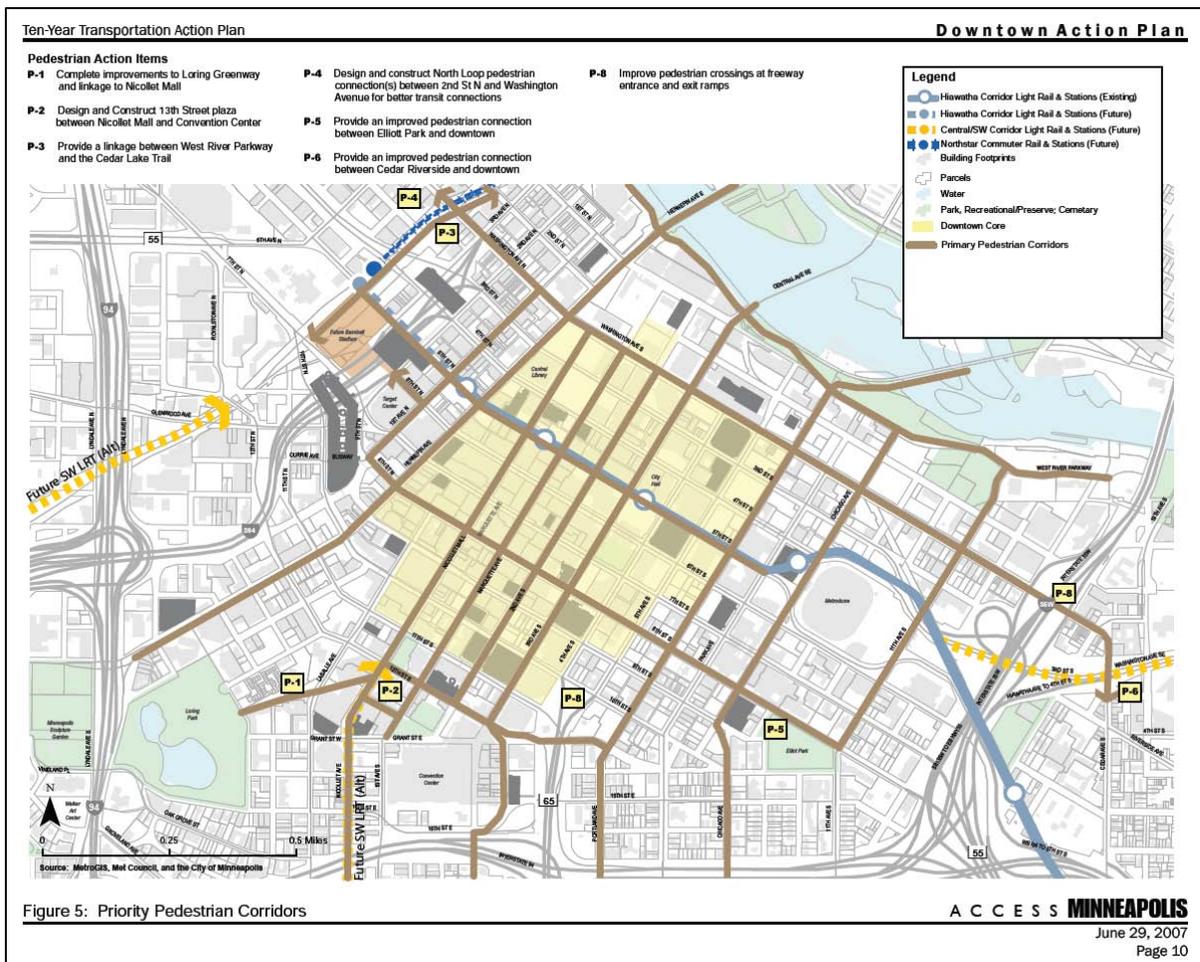


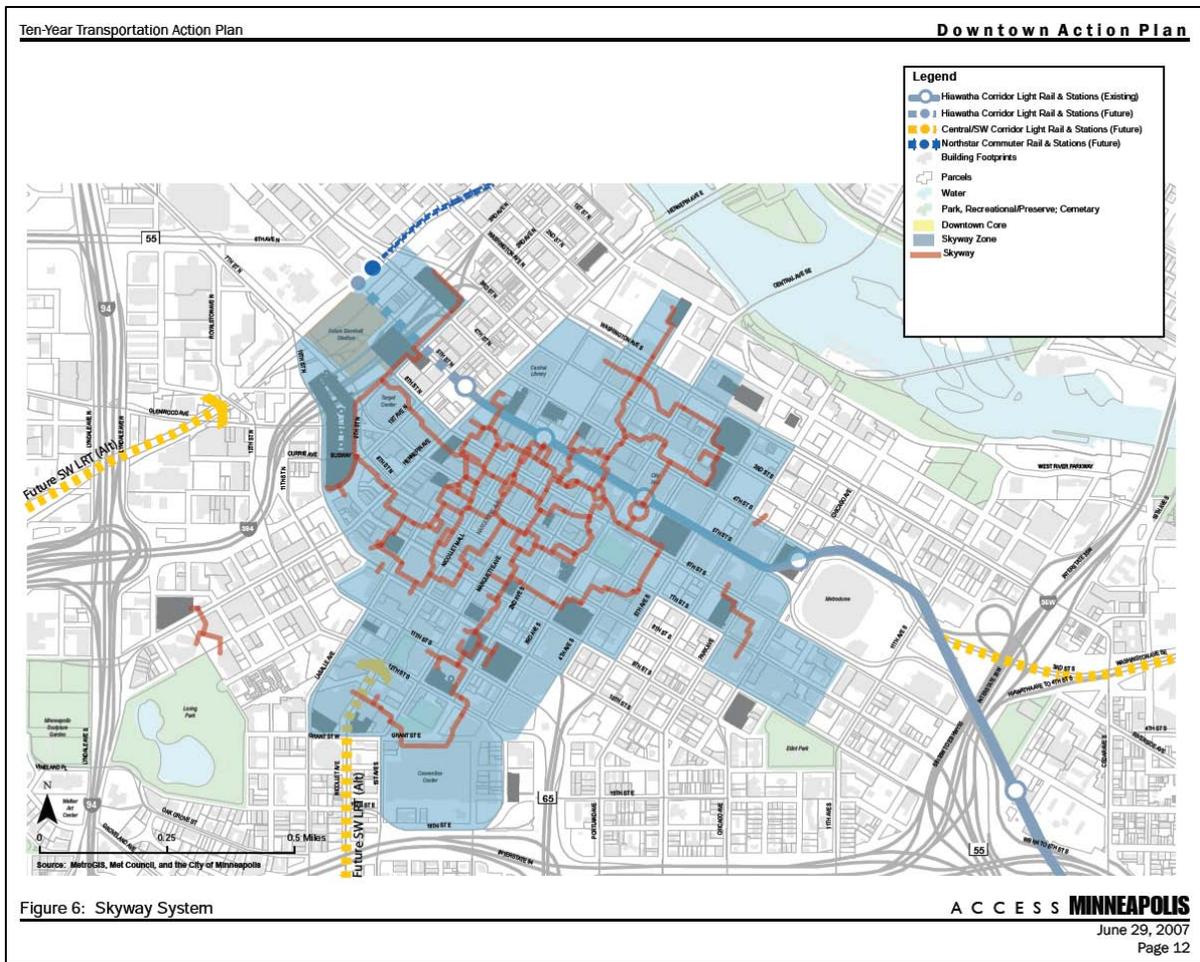
Appendix A: Existing Conditions and Plans Maps



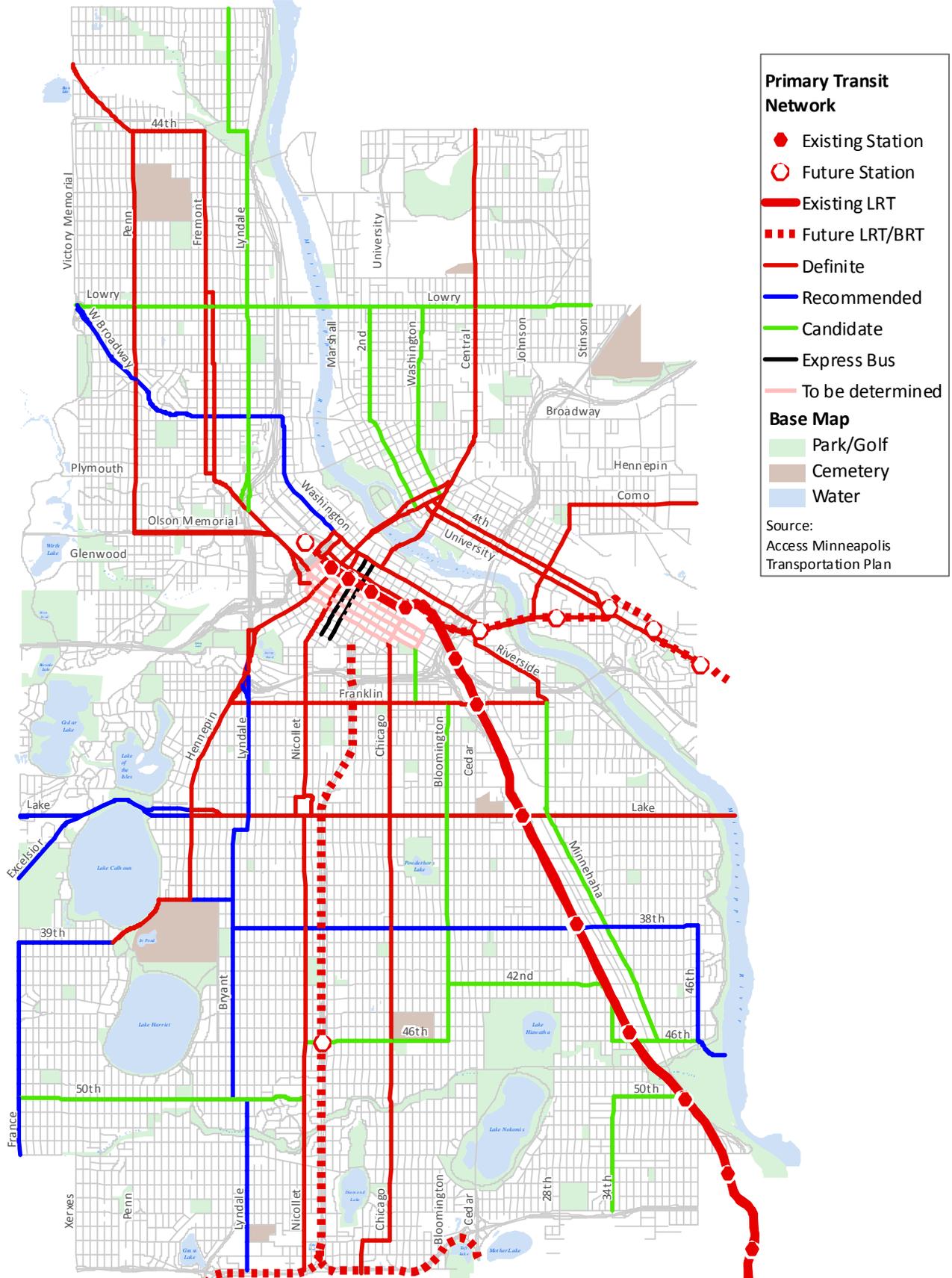
Map A-1: The Minneapolis Plan Future Land Use Designations



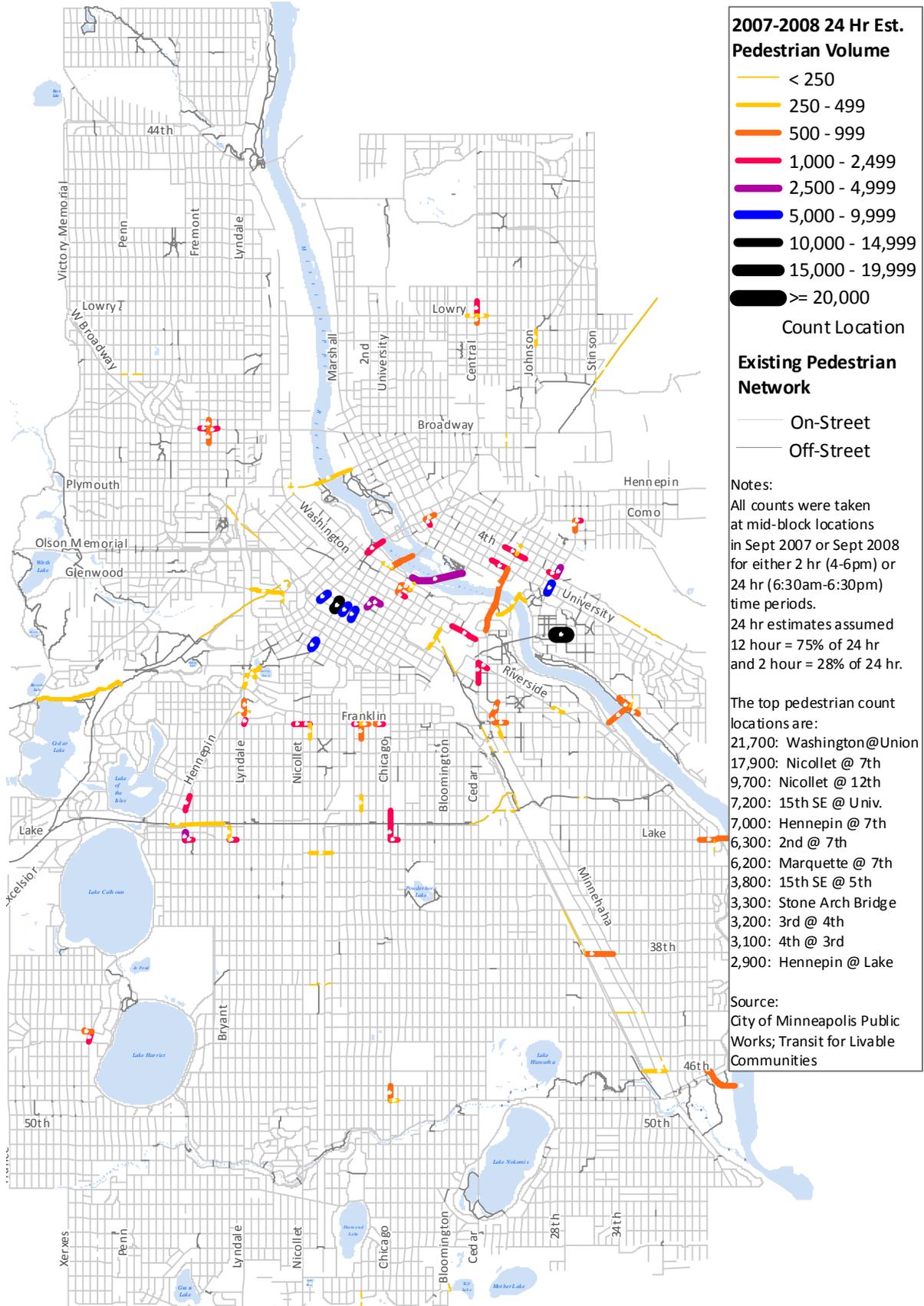
Map A-2: Downtown Pedestrian Priority Corridors



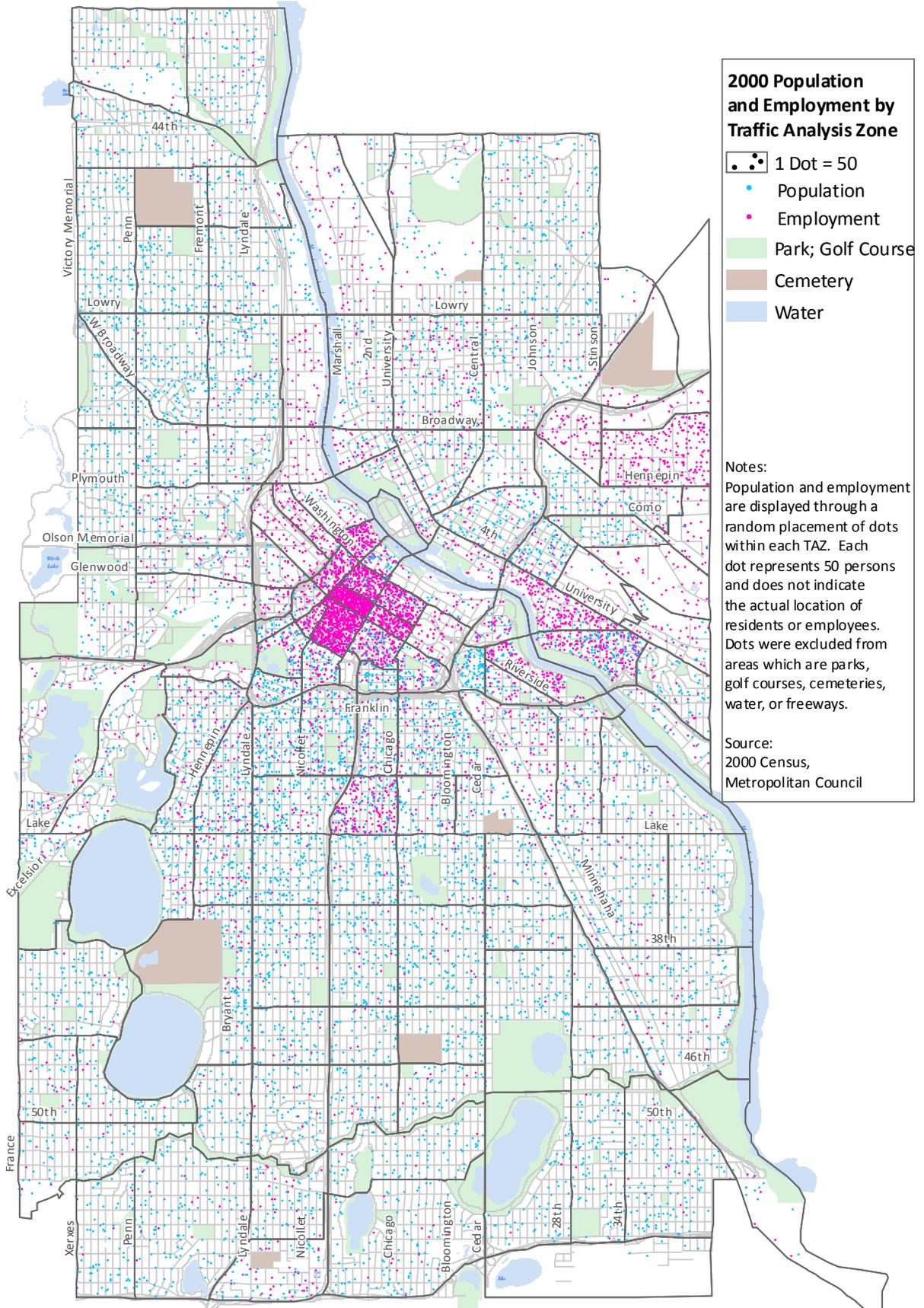
Map A-3: Existing and Future Skyway System



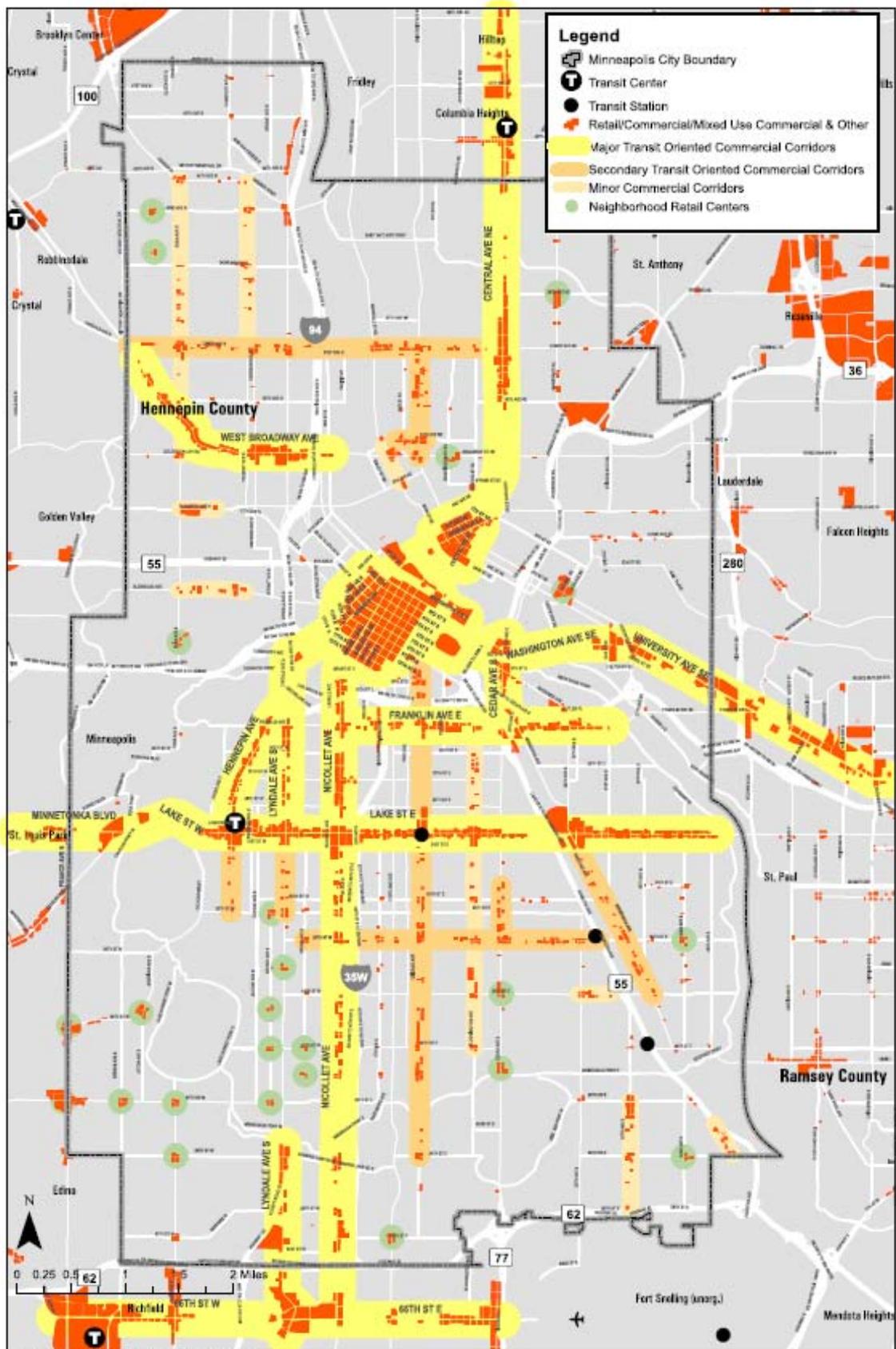
Map A-4: Primary Transit Network



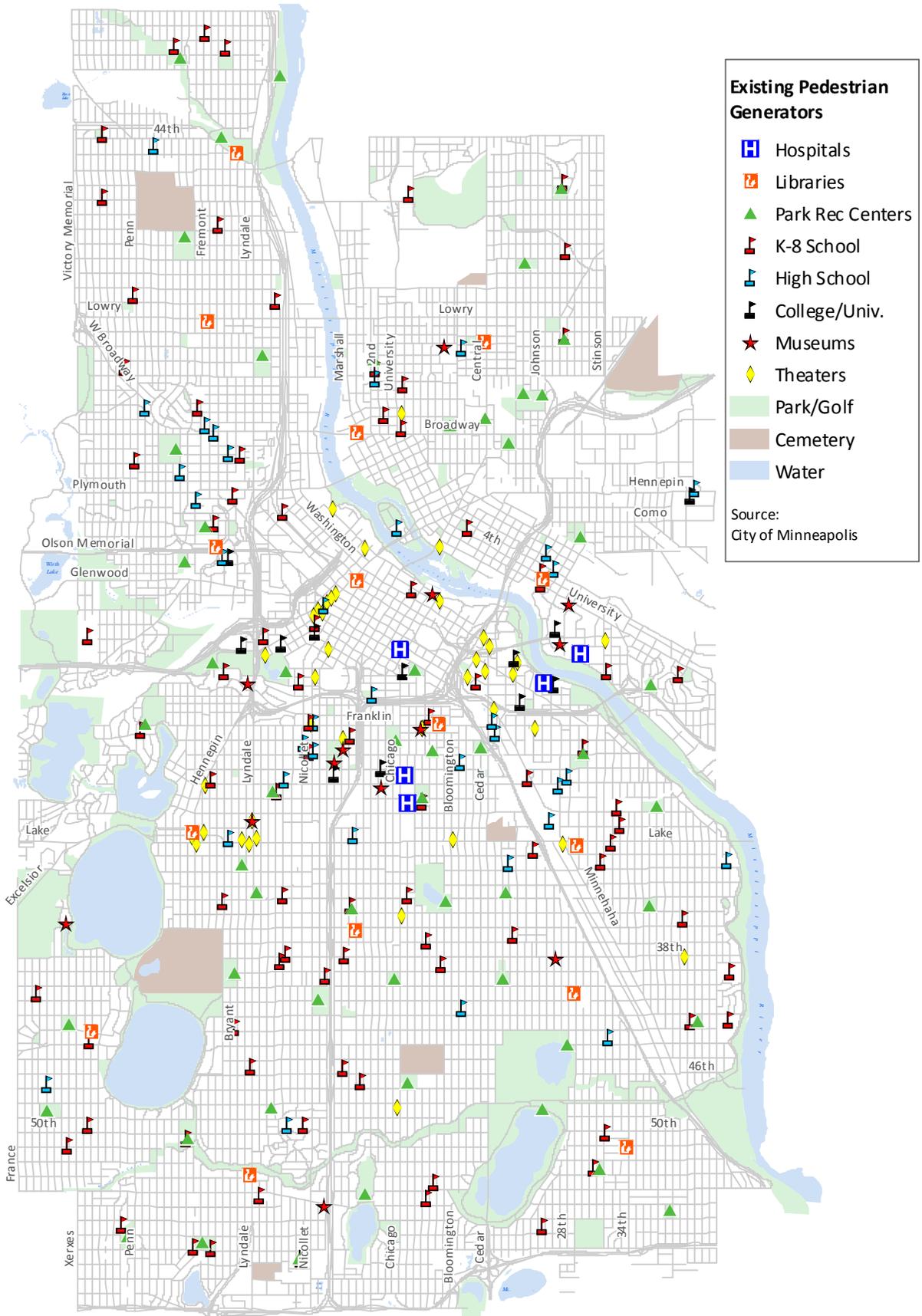
Map A-5: Pedestrian Counts



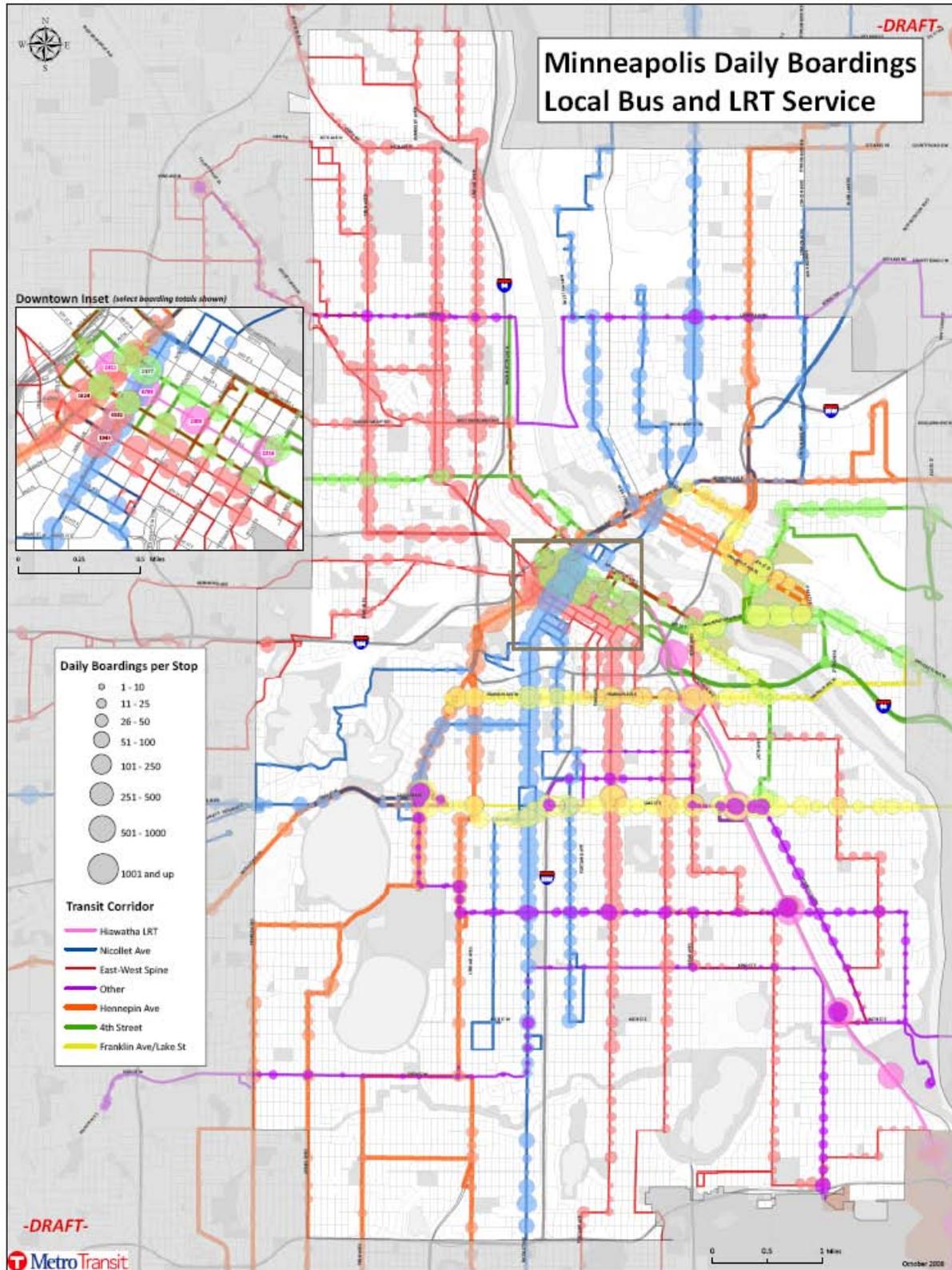
Map A-6: Population and Employment



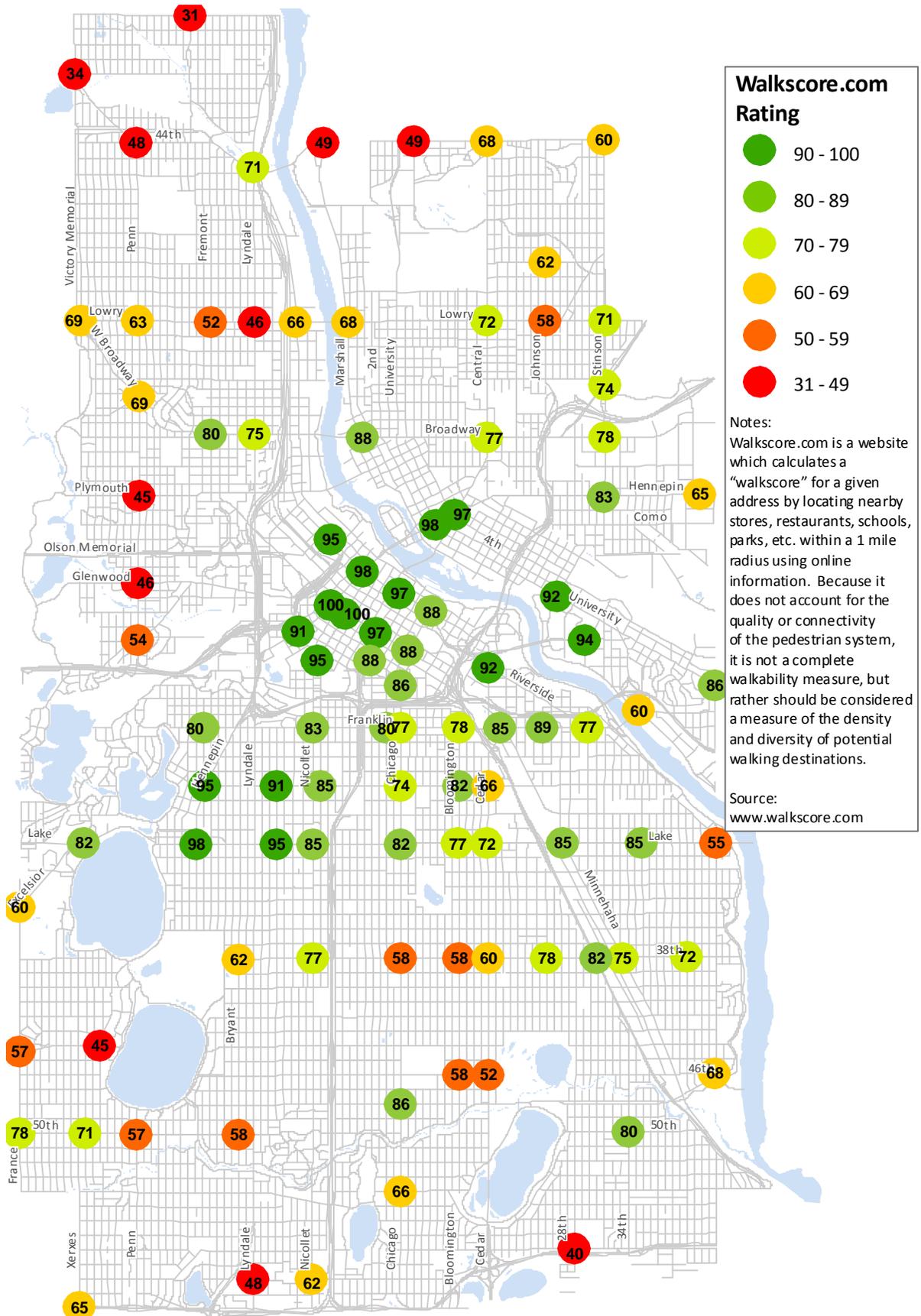
Map A-7: Commercial Land Use



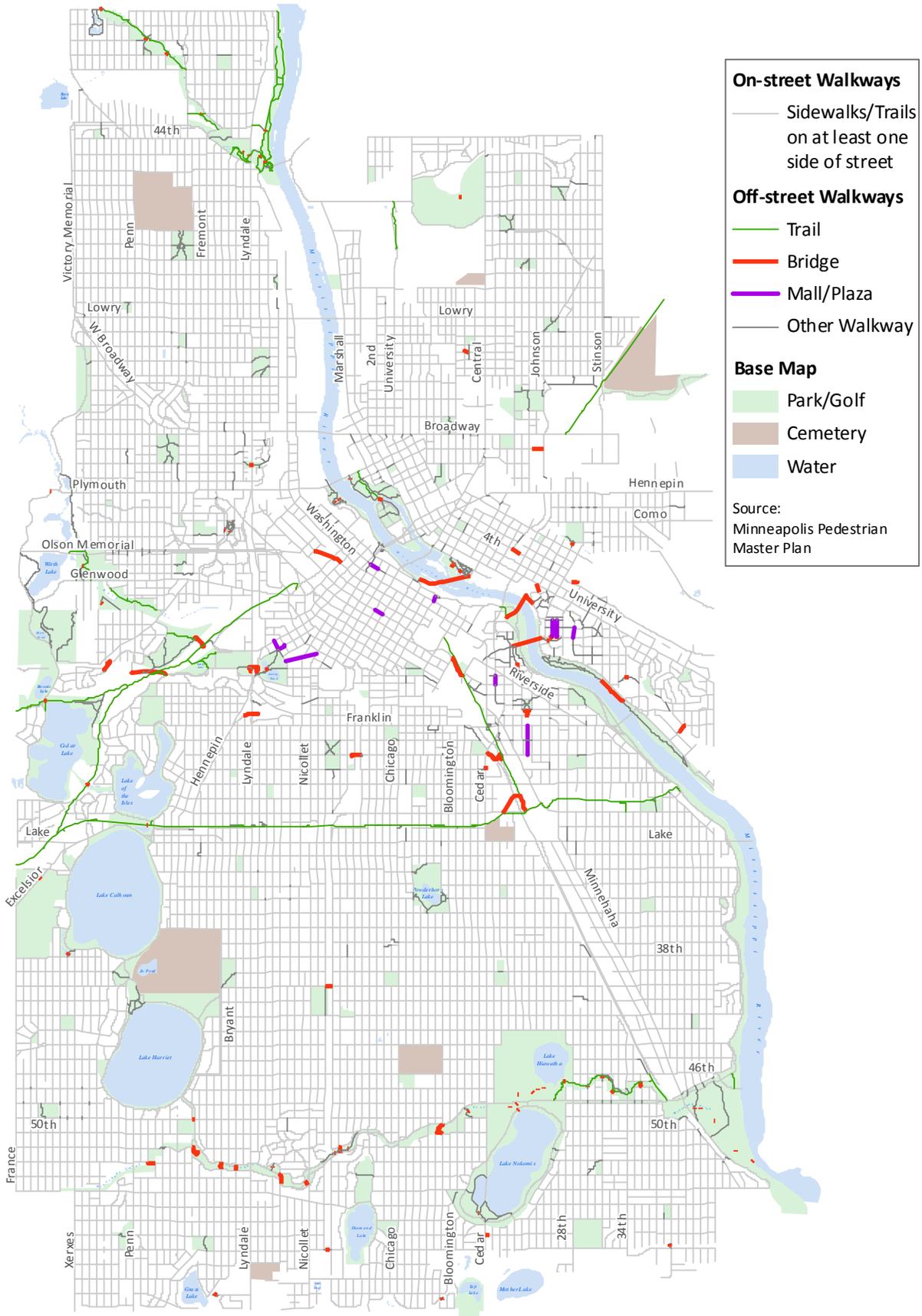
Map A-8: Existing Pedestrian Generators



Map A-9: Minneapolis Local Bus and LRT Daily Boardings



Map A-10: Density and Diversity of Potential Walking Destinations



On-street Walkways

- Sidewalks/Trails on at least one side of street

Off-street Walkways

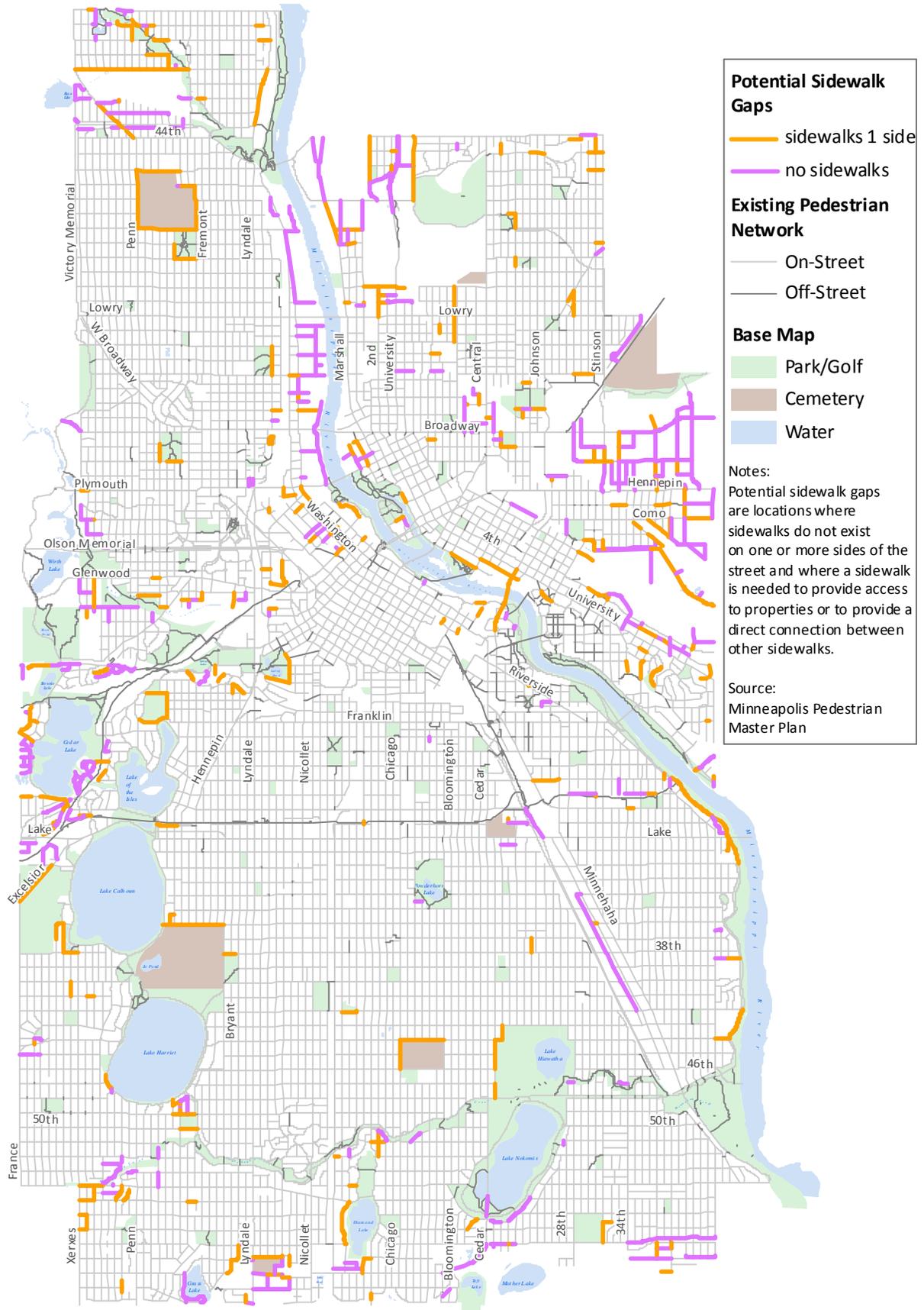
- Trail
- Bridge
- Mall/Plaza
- Other Walkway

Base Map

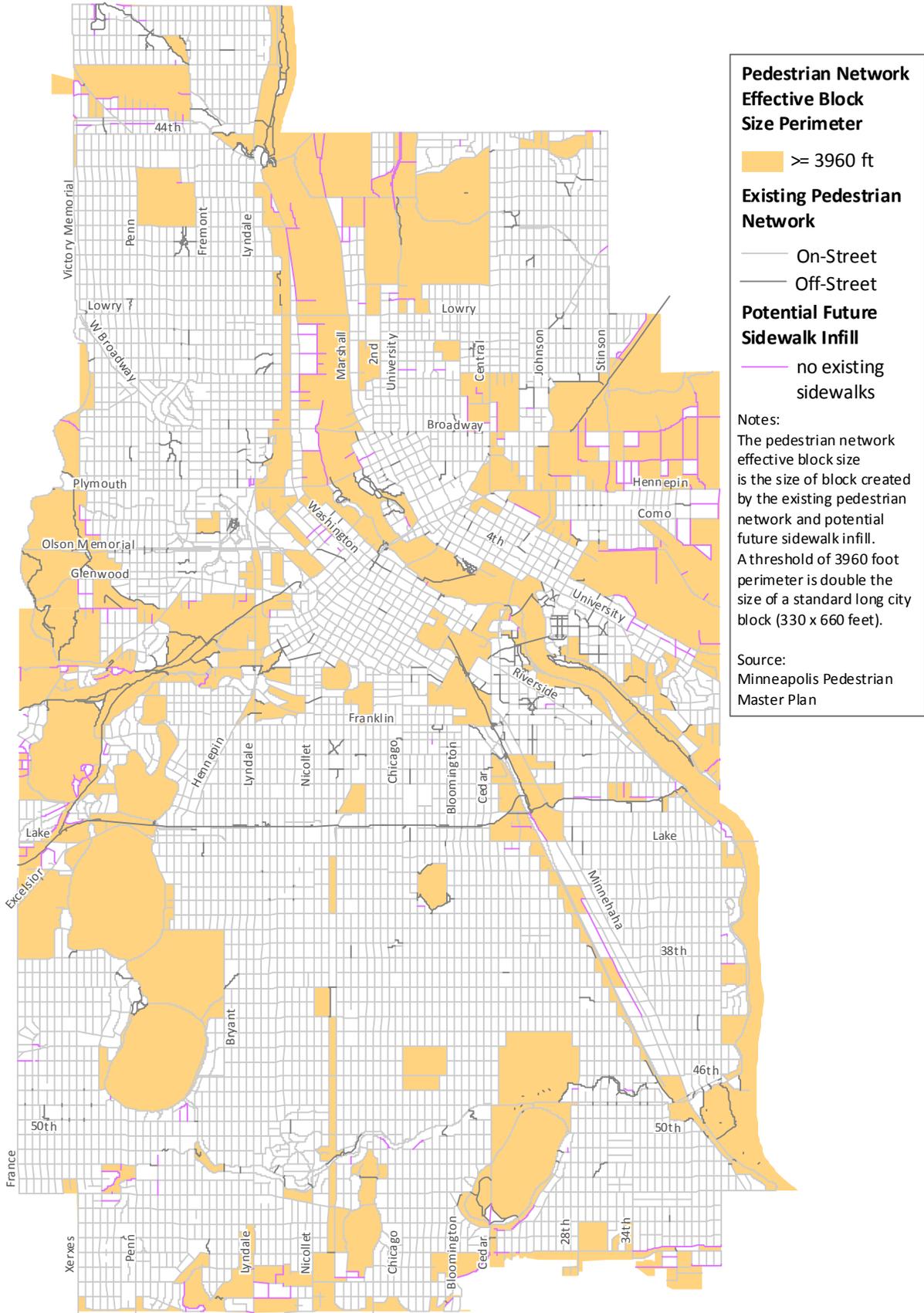
- Park/Golf
- Cemetery
- Water

Source:
Minneapolis Pedestrian Master Plan

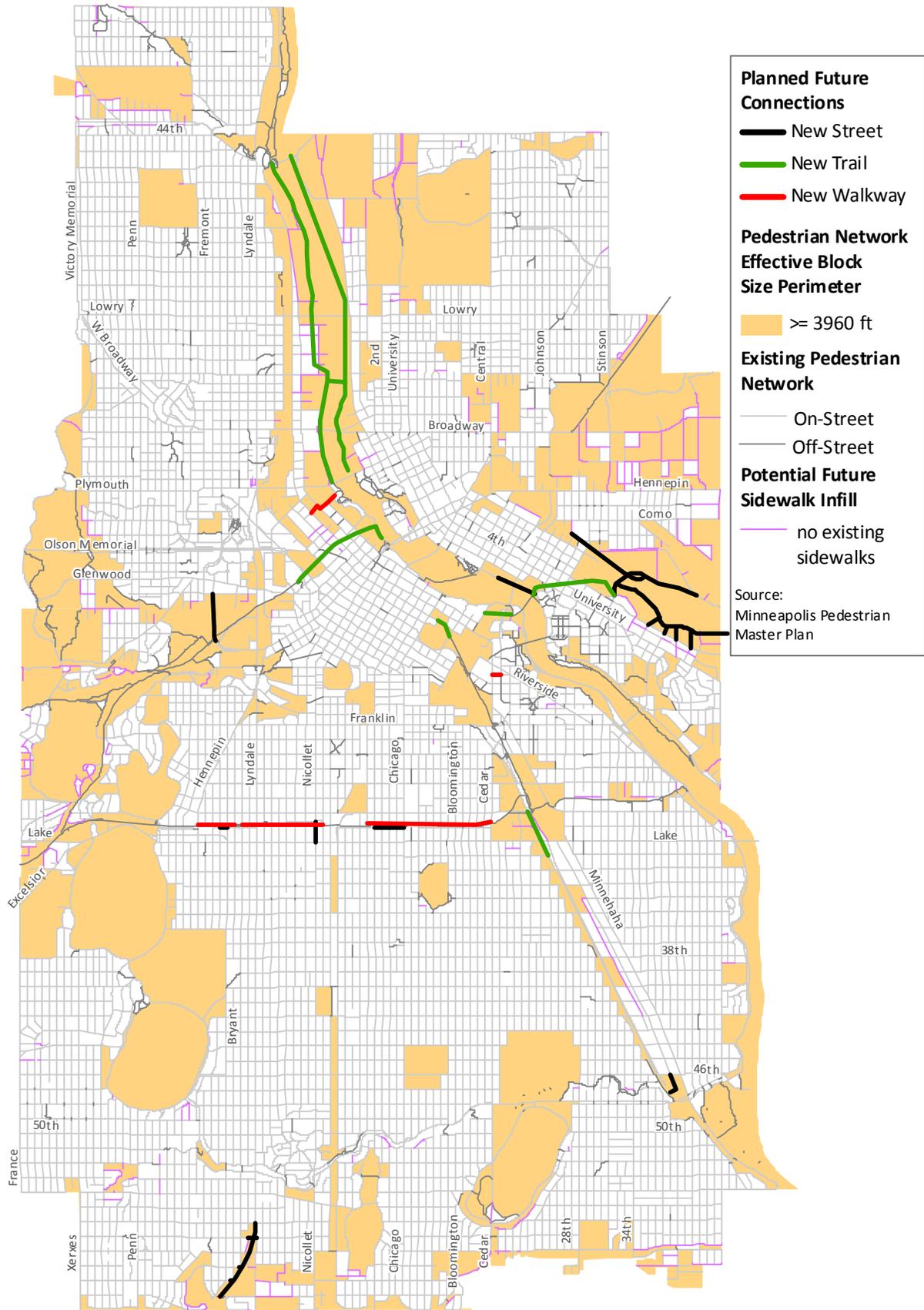
Map A-11: Existing Pedestrian Network



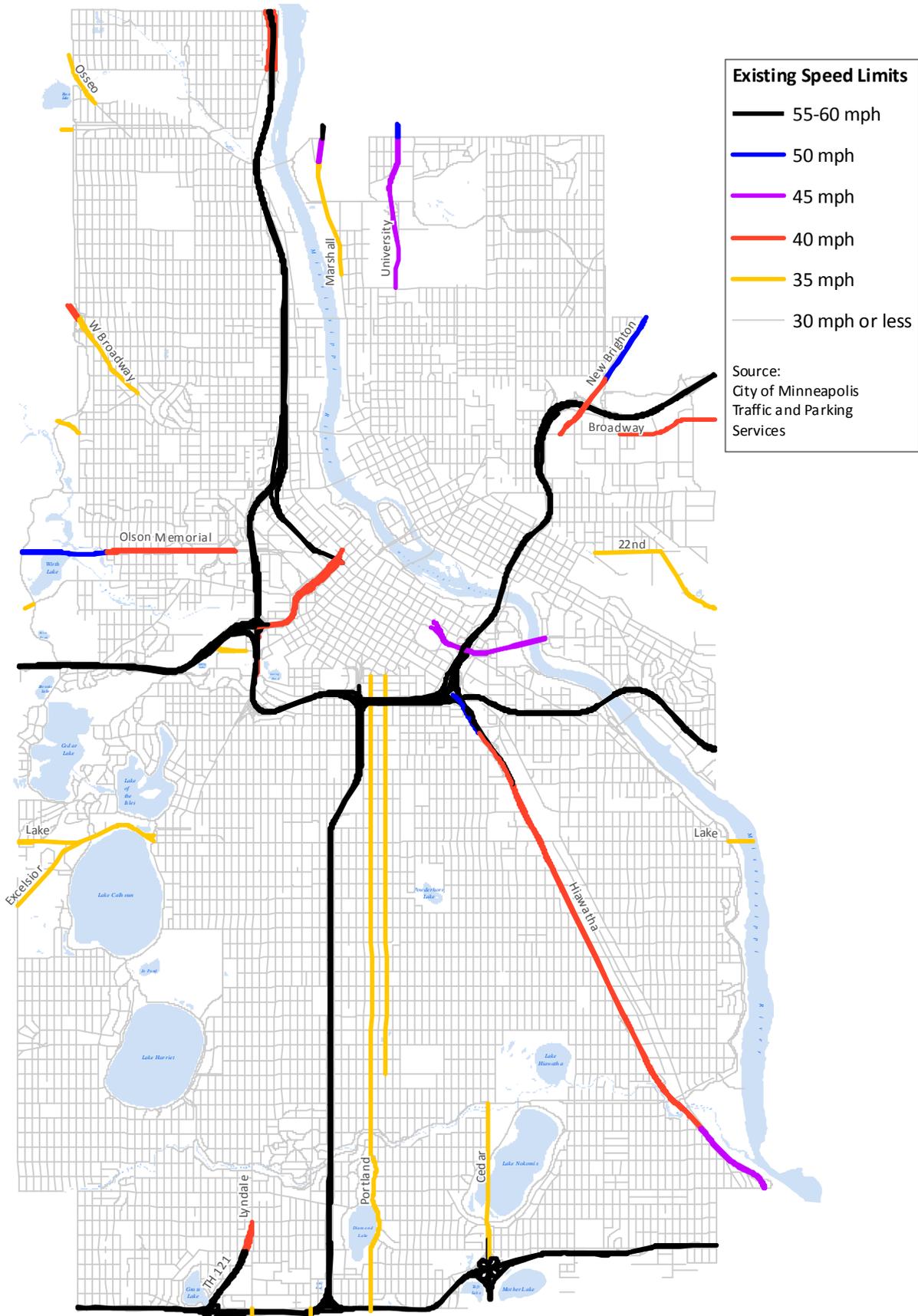
Map A-12: Potential Sidewalk Gaps



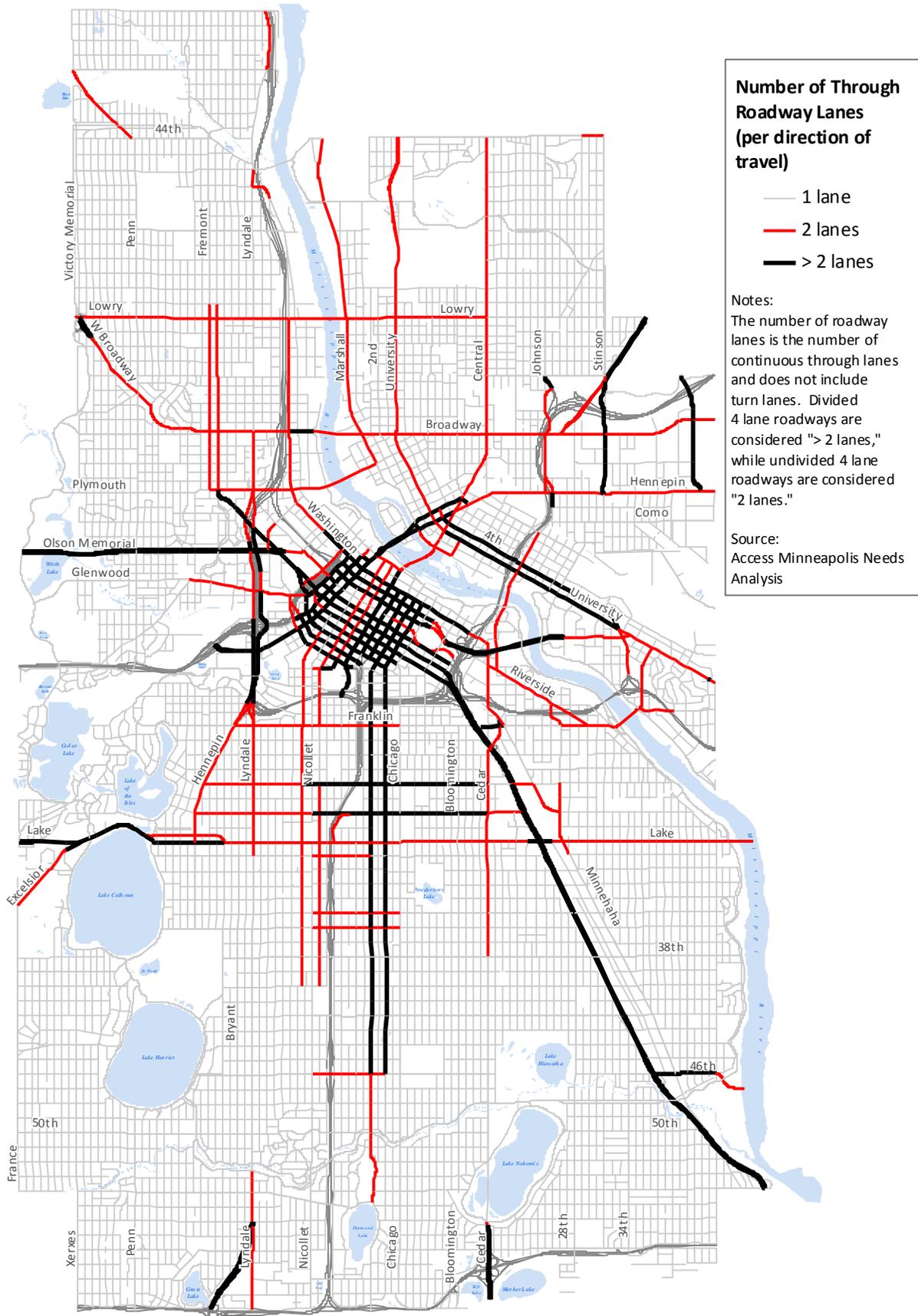
Map A-13: Areas of Low Pedestrian Network Connectivity



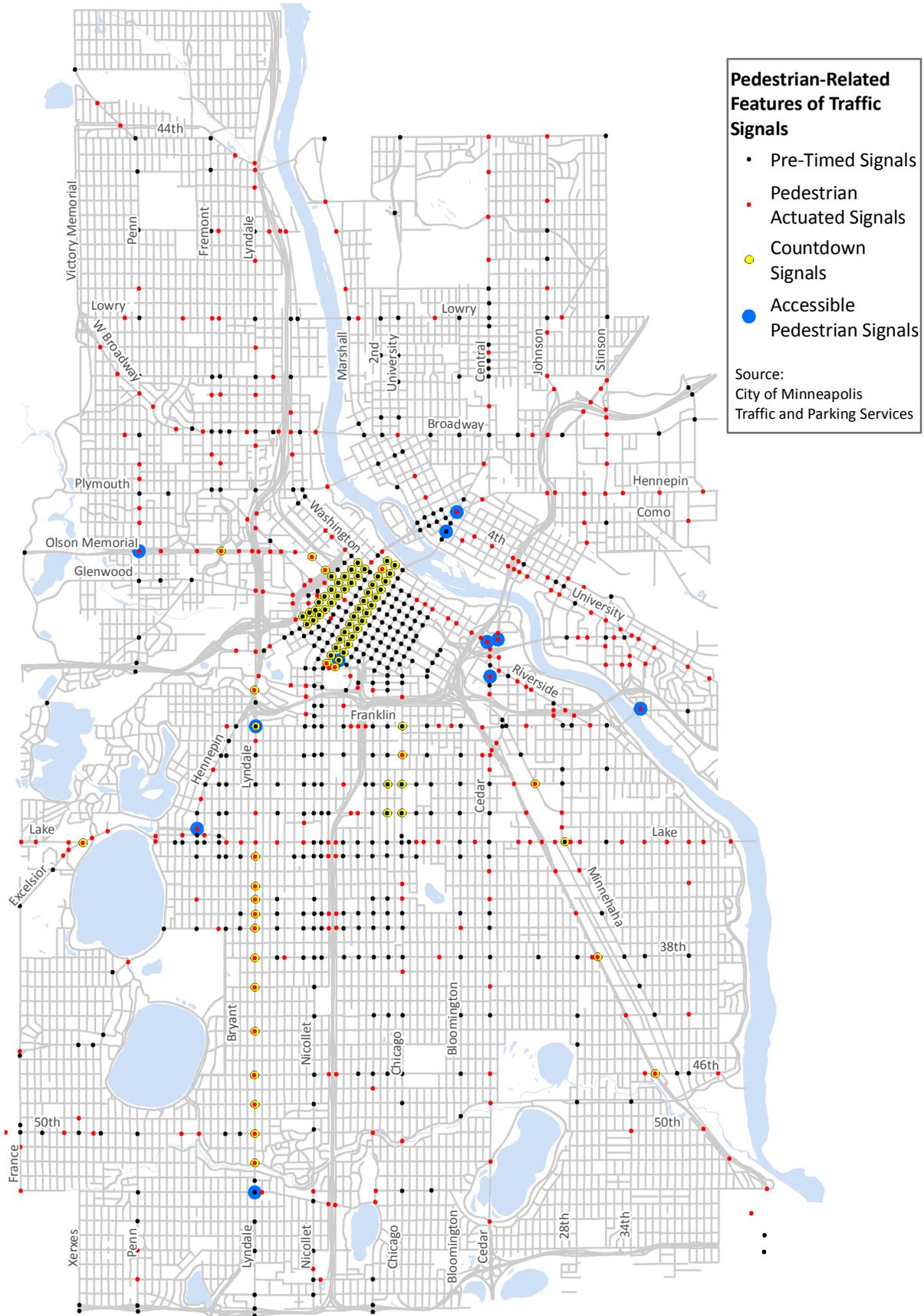
Map A-14: Planned Future Pedestrian Network Connections



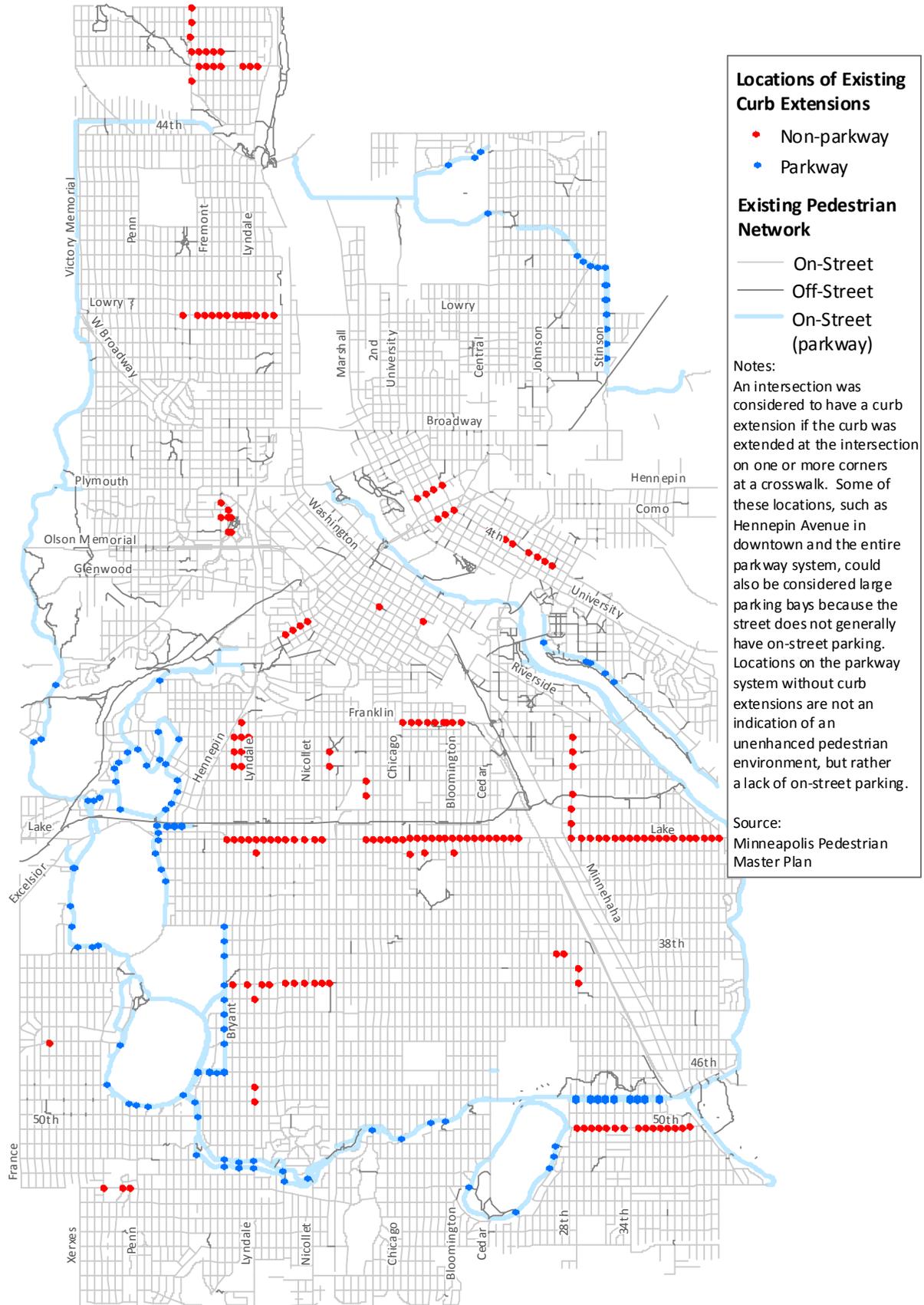
Map A-15: Existing Speed Limits



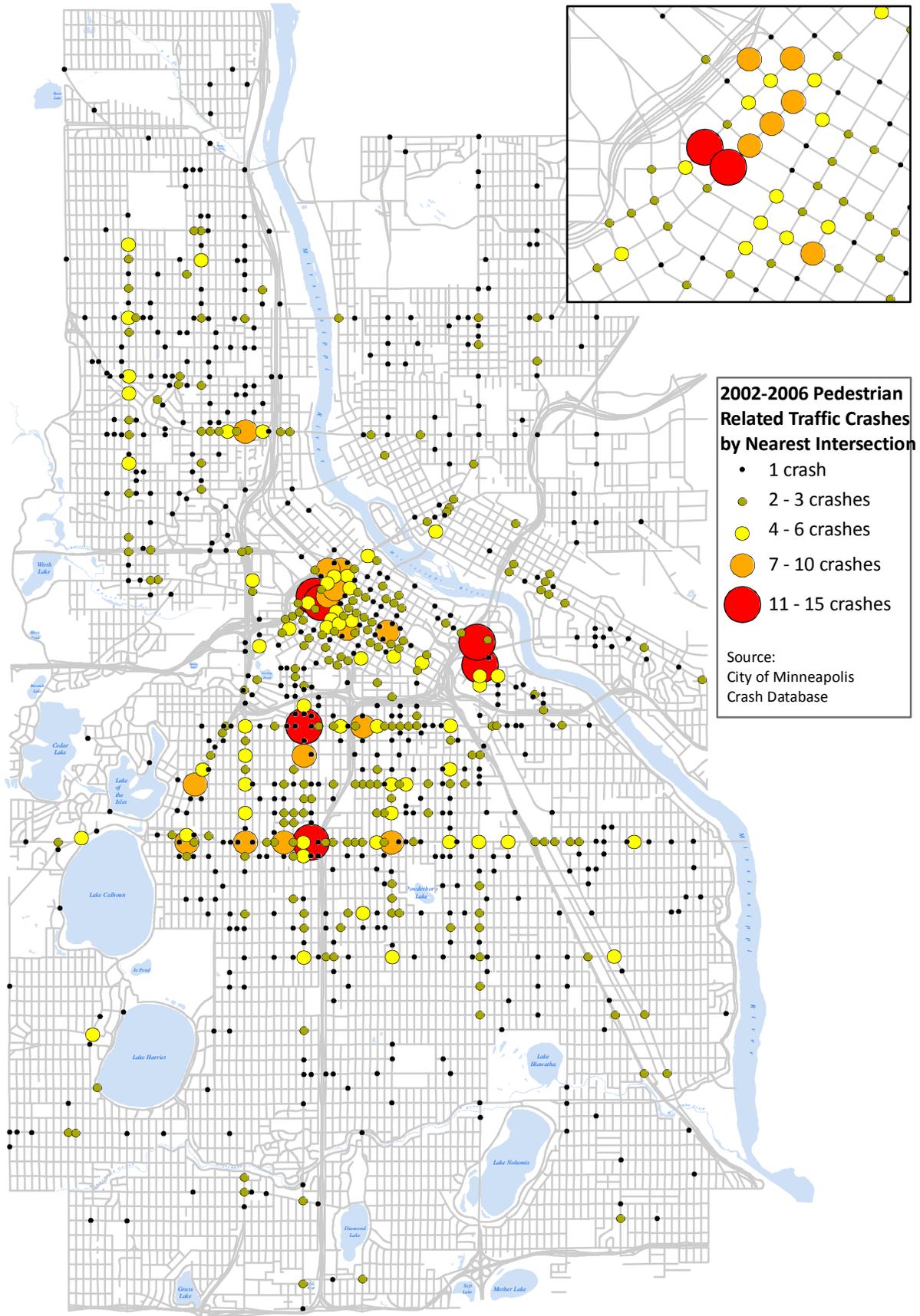
Map A-16: Number of Through Traffic Lanes



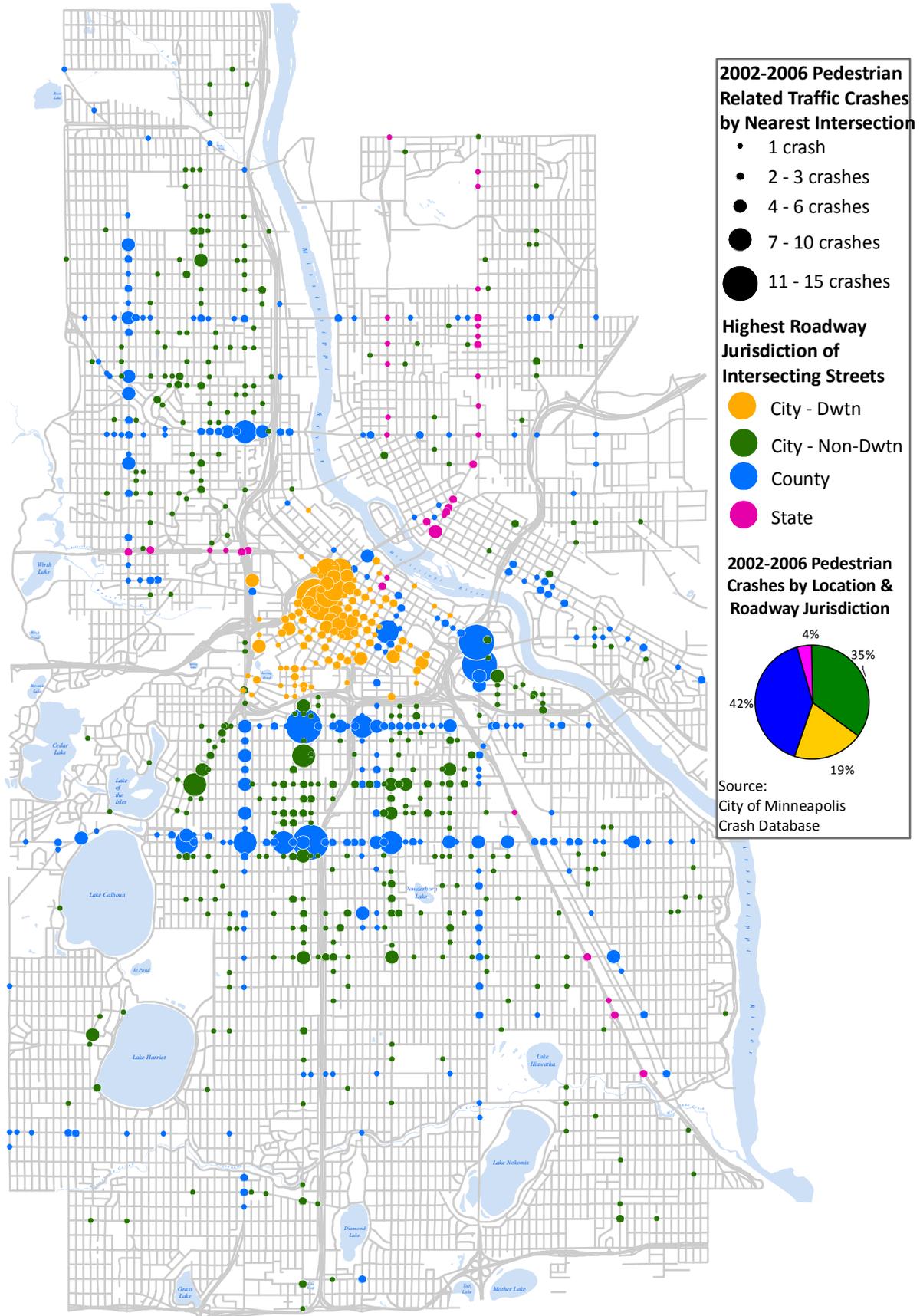
Map A-17: Pedestrian-Related Features of Traffic Signals



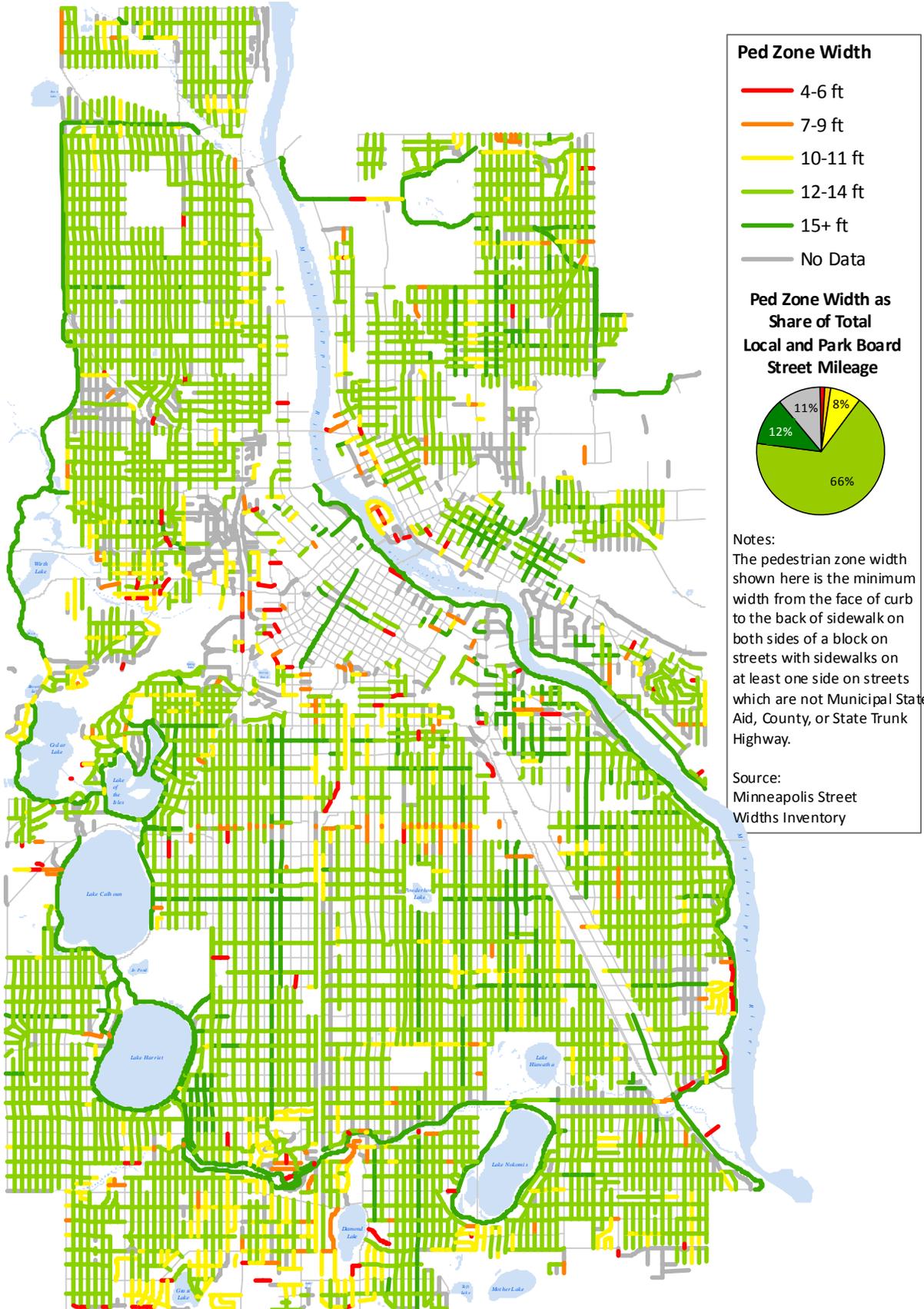
Map A-18: Existing Curb Extensions



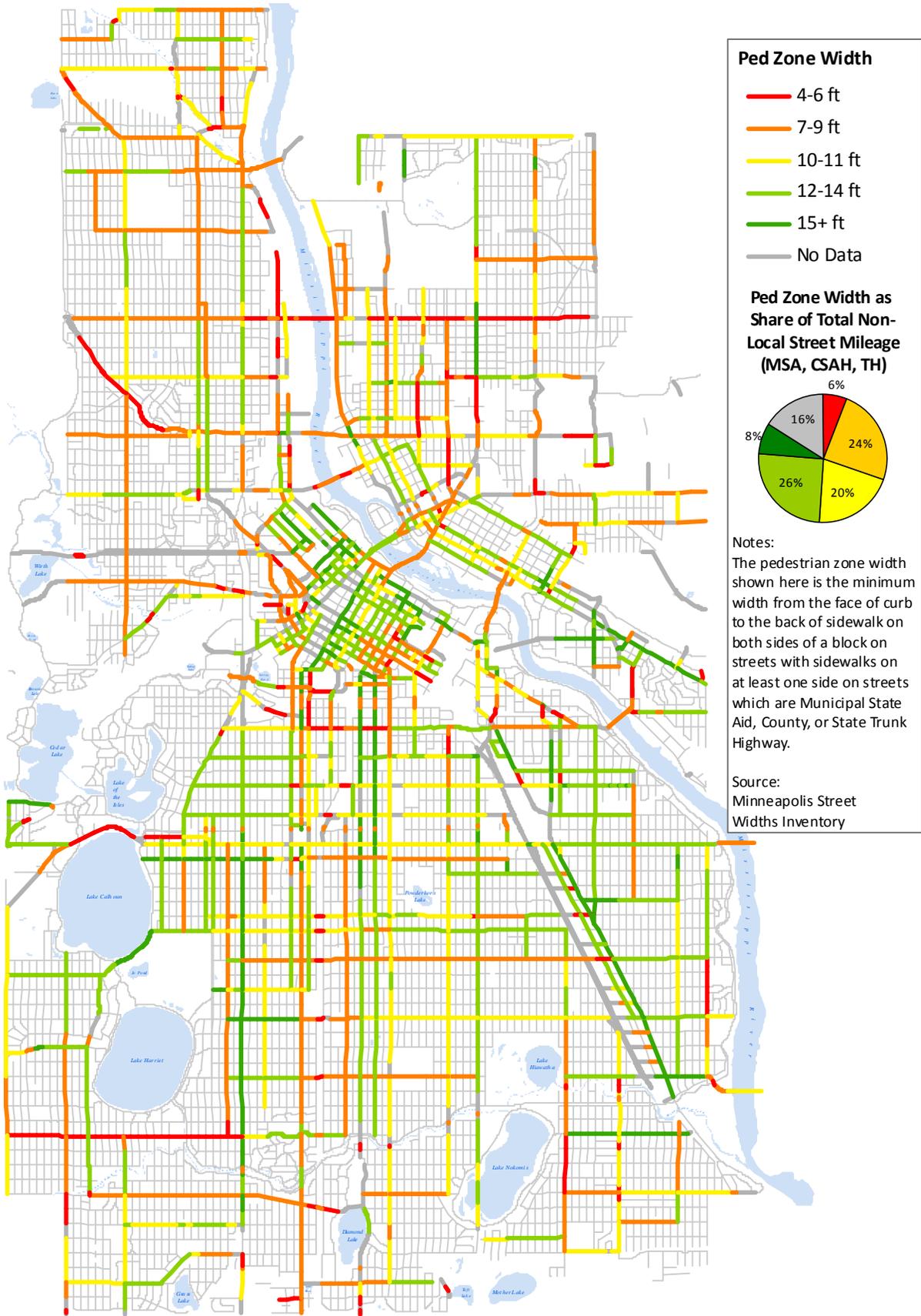
Map A-19: Pedestrian-Related Traffic Crashes



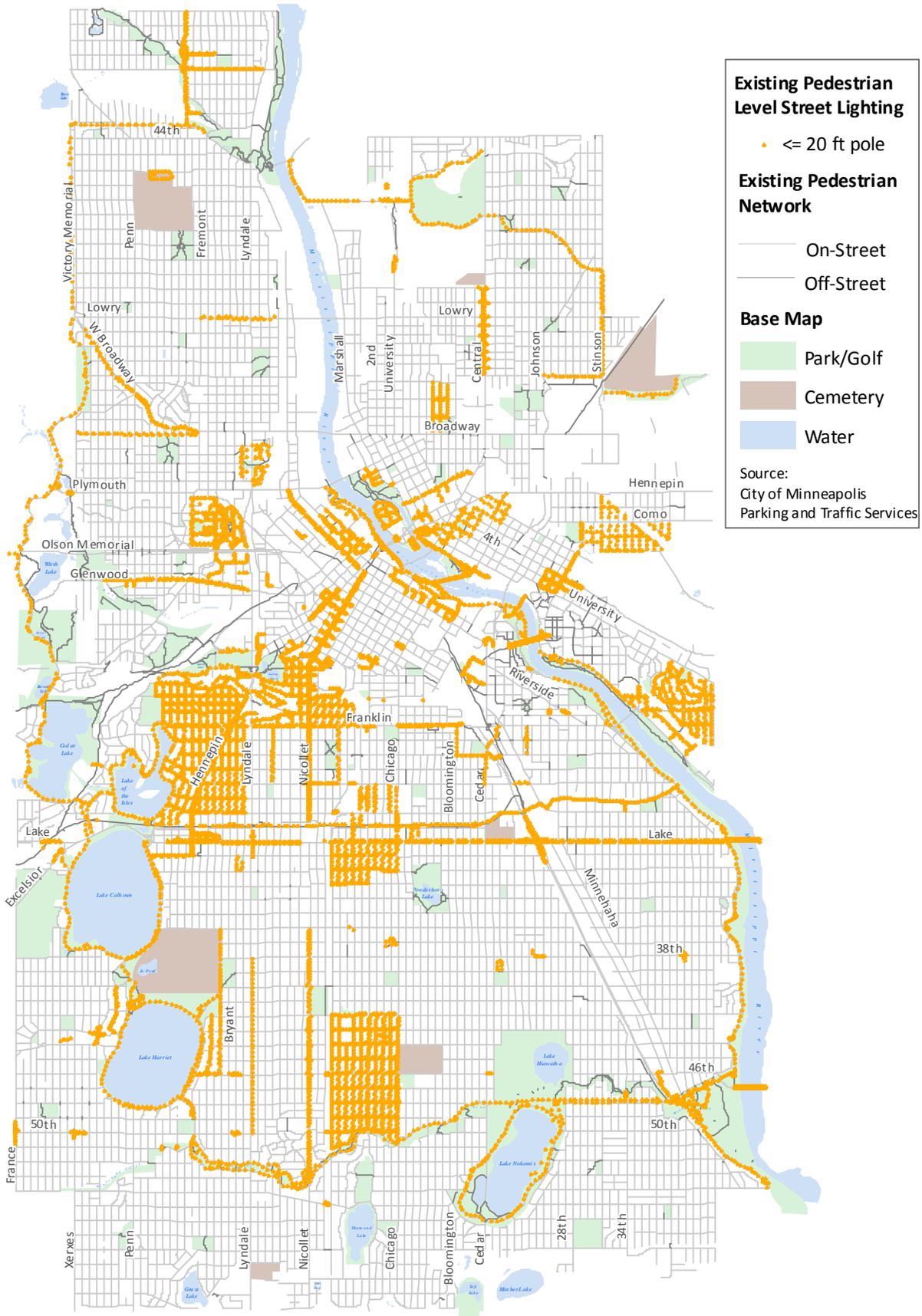
Map A-20: Pedestrian-Related Traffic Crashes by Roadway Jurisdiction



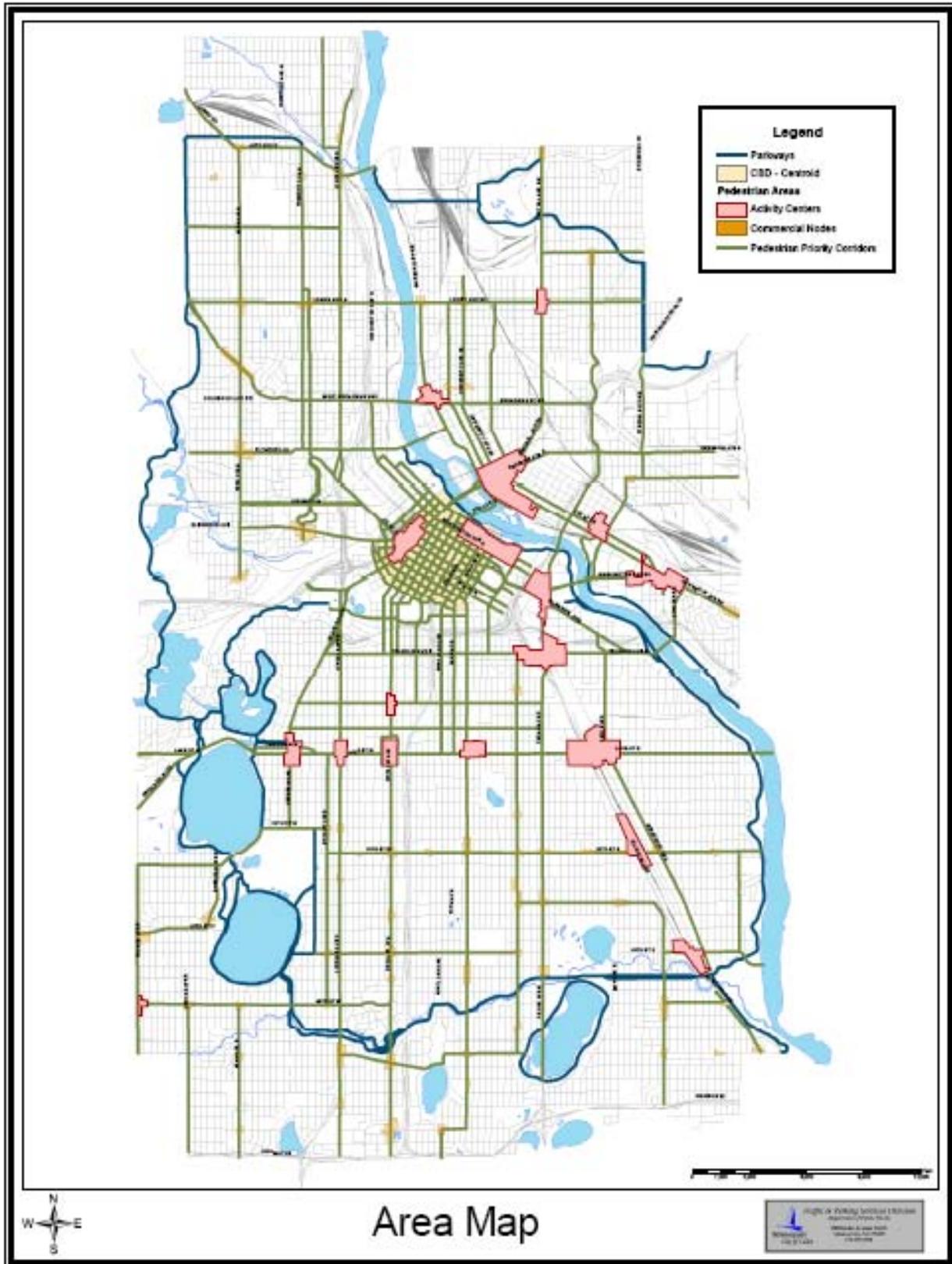
Map A-21: Pedestrian Zone Width on Local and Park Board Streets



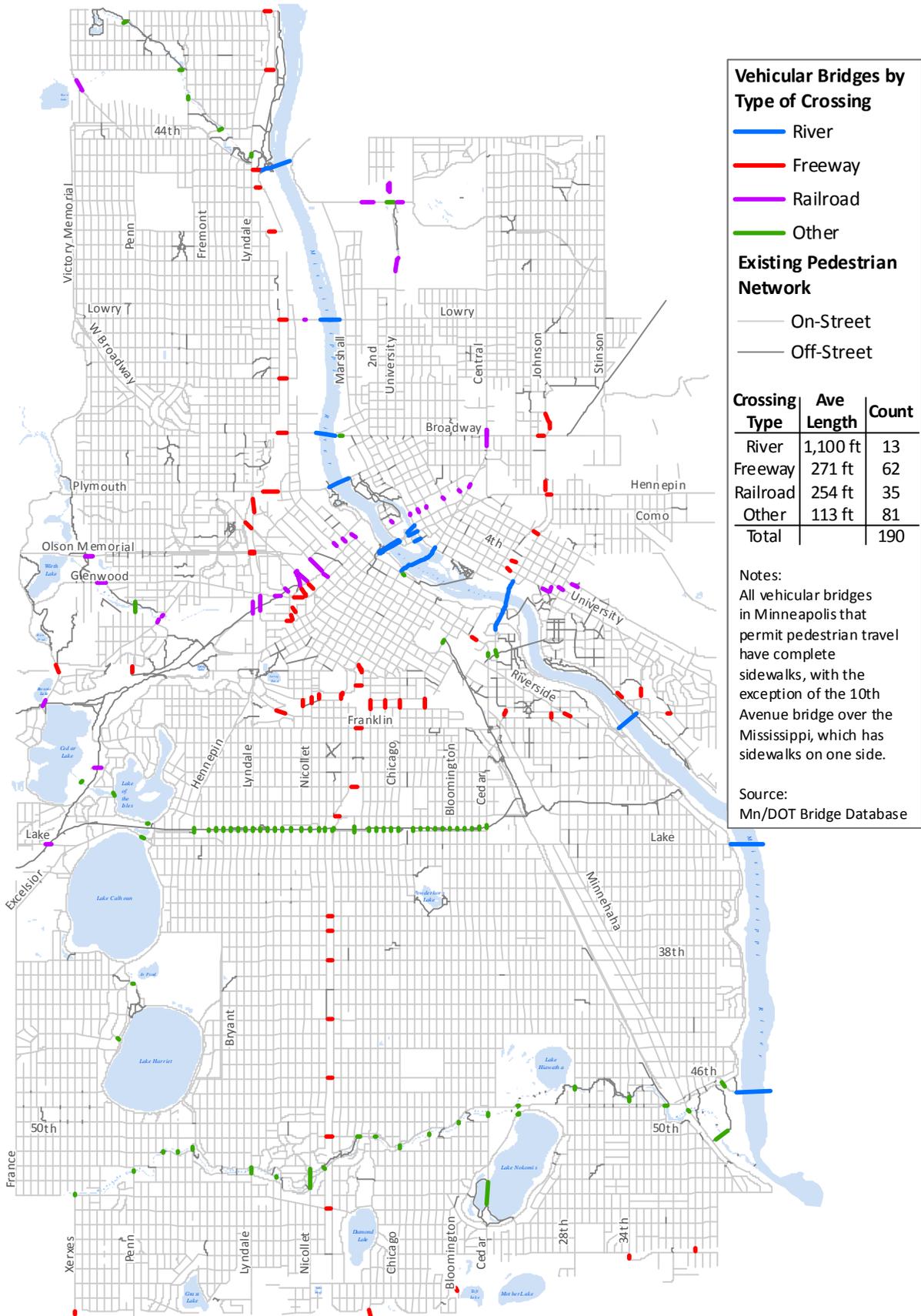
Map A-22: Pedestrian Zone Width on Non-Local Streets



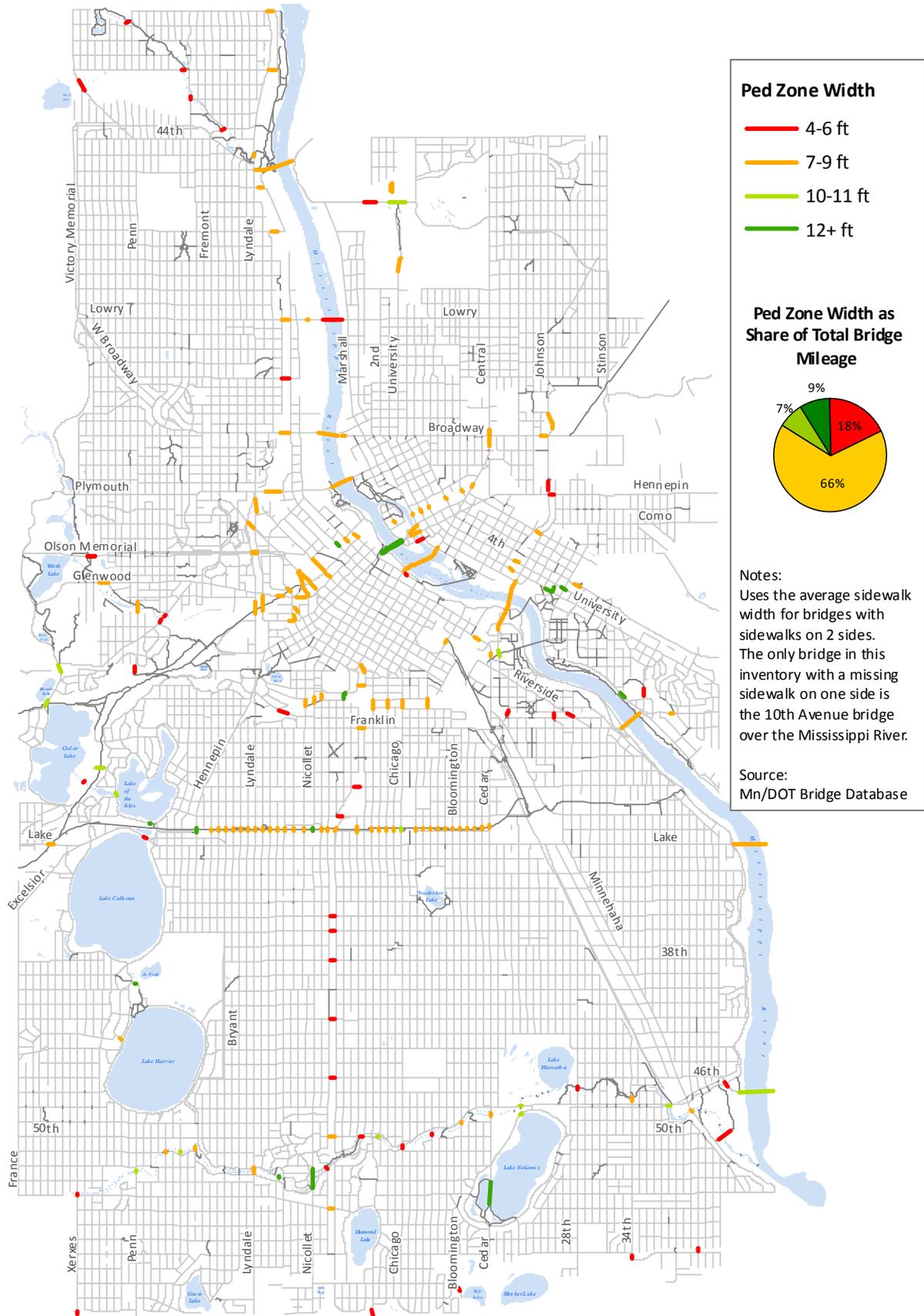
Map A-23: Existing Pedestrian-Level Street Lighting



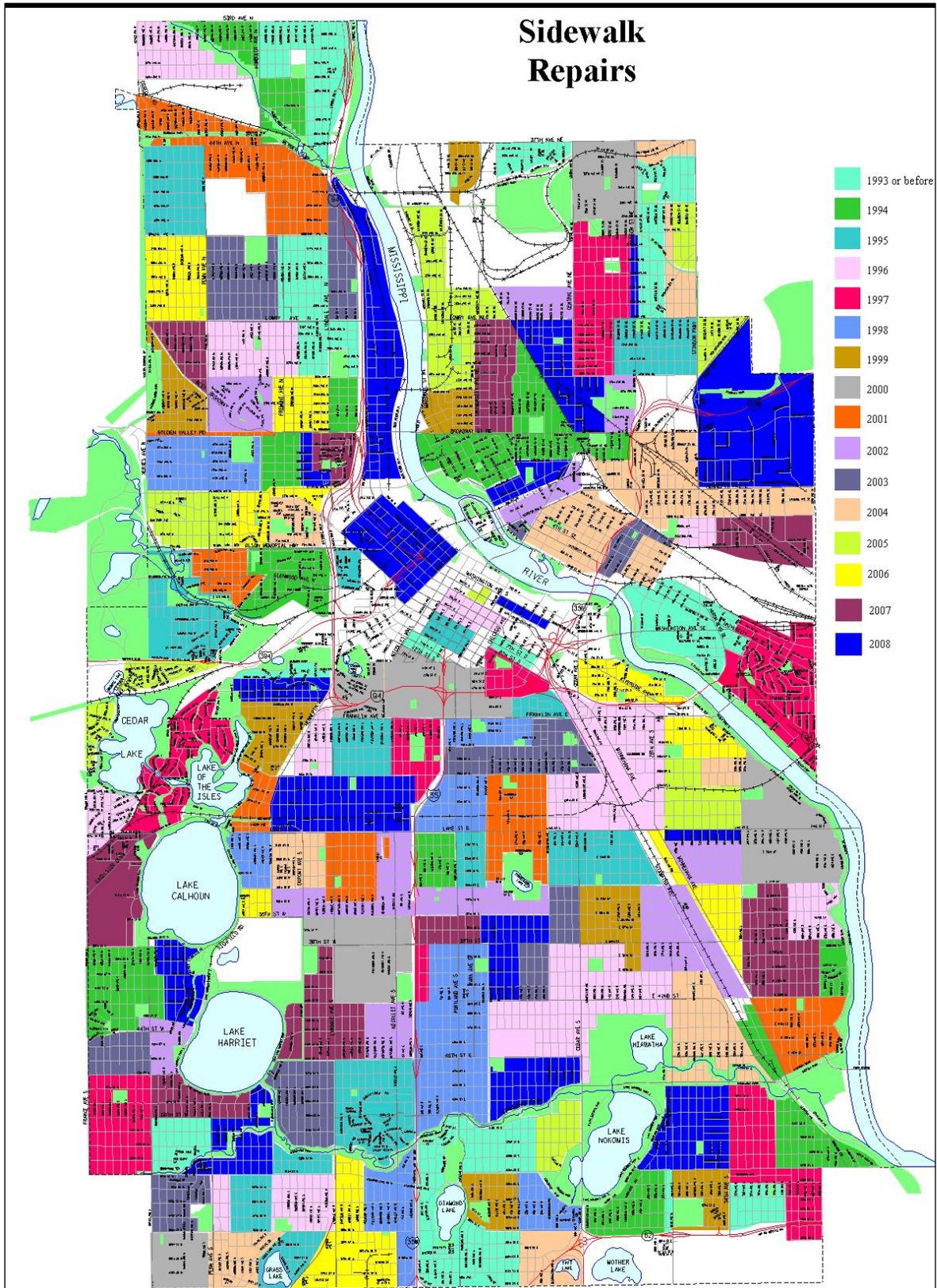
Map A-24: Street Lighting Policy Areas



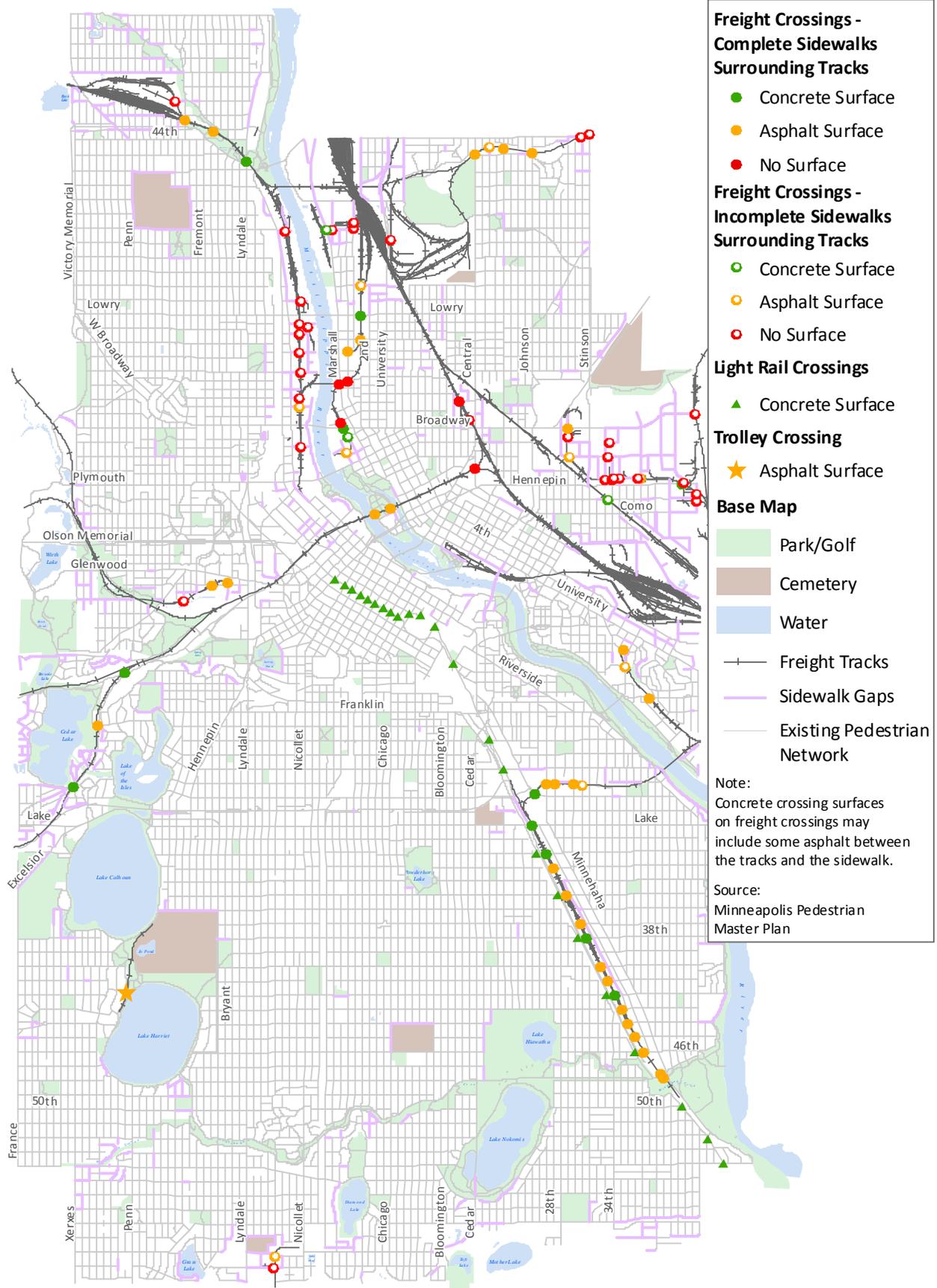
Map A-25: Vehicular Bridges with Pedestrian Access



Map A-26: Pedestrian Zone Width on Vehicular Bridges



Map A-27: Sidewalk Repair Program History



Map A-28: Condition of Sidewalks Crossing At-Grade Railroad Tracks

Appendix B: ***The Minneapolis Plan* Goals and Policies Related to Pedestrians**

THE MINNEAPOLIS PLAN GOALS AND POLICIES RELATED TO PEDESTRIANS

The Minneapolis Plan for Sustainable Growth has extensive policies and goals related to improving the pedestrian environment of the City and increasing walking. These policies are primarily addressed through the Land Use, Transportation and Urban Design chapters. Most of these policies are listed below; for complete listing of policies, see *The Minneapolis Plan for Sustainable Growth*⁴⁰.

Land Use

Goal 1: *Minneapolis will develop and maintain a land use pattern that strengthens the vitality, quality and urban character of its downtown core, commercial corridors, industrial areas, and neighborhoods while protecting natural systems and developing a sustainable pattern for future growth.*

- **Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.**
 - 1.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.
- **Policy 1.3: Ensure that development plans incorporate appropriate transportation access and facilities, particularly for bicycle, pedestrian, and transit.**
 - 1.3.1 Require safe, convenient, and direct pedestrian connections between principal building entrances and the public right-of-way in all new development and, where practical, in conjunction with renovation and expansion of existing buildings.
 - 1.3.2 Ensure the provision of high quality transit, bicycle, and pedestrian access to and within designated land use features.
 - 1.3.3 Encourage above-ground structured parking facilities to incorporate development that provides active uses on the ground floor.
- **Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.**
 - 1.4.1 Support a variety of commercial districts and corridors of varying size, intensity of development, mix of uses, and market served.
 - 1.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.
- **Policy 1.7: Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.**
 - 1.7.1 Discourage new and expanded high traffic, auto-oriented uses in neighborhood commercial nodes.

⁴⁰ <http://www.ci.minneapolis.mn.us/cped/mplsplan.asp>

- 1.7.2 Direct auto-oriented uses to locations on Commercial Corridors that are not at the intersection of two designated corridors, where more traditional urban form would be appropriate.
- 1.7.3 Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.
- **Policy 1.9: Through attention to the mix and intensity of land uses and transit service, the City will support development along Community Corridors that enhances residential livability and pedestrian access.**
 - 1.9.1 Support the continued presence of existing small-scale retail sales and commercial services along Community Corridors.
 - 1.9.2 Support new small-scale retail sales and services, commercial services, and mixed uses where Community Corridors intersect with Neighborhood Commercial Nodes.
 - 1.9.3 Discourage uses that diminish the transit and pedestrian oriented character of Community Corridors, such as automobile services and drive-through facilities.
- **Policy 1.10: Support development along Commercial Corridors that enhances the street's character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.**
 - 1.10.1 Support a mix of uses – such as retail sales, office, institutional, high-density residential and clean low impact light industrial – where compatible with the existing and desired character.
 - 1.10.2 Encourage commercial development, including active uses on the ground floor, where Commercial Corridors intersect with other designated corridors.
 - 1.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.
- **Policy 1.11: Preserve and enhance a system of Neighborhood Commercial Nodes that includes a mix of housing, neighborhood-serving retail, and community uses.**
 - 1.11.1 Discourage the commercial territorial expansion of Neighborhood Commercial Nodes, except to adjacent corners of the node's main intersection.
 - 1.11.2 Support the continued presence of small-scale, neighborhood serving retail and commercial services in Neighborhood Commercial Nodes.
 - 1.11.3 Discourage new or expanded uses that diminish the transit and pedestrian character of Neighborhood Commercial Nodes, such as some automobile services and drive-through facilities.
- **Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.**
 - 1.12.1 Encourage a variety of commercial and residential uses that generate activity all day long and into the evening.
 - 1.12.2 Encourage mixed use buildings, with commercial uses located on the ground floor and secure entrances for residential uses.

- 1.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- 1.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- **Policy 1.13: Support high density development near transit stations in ways that encourage transit use and contribute to interesting and vibrant places.**
 - 1.13.1 Encourage pedestrian-oriented services and retail uses as part of higher density development near transit stations.
 - 1.13.2 Pursue opportunities to integrate existing and new development with transit stations through joint development.
 - 1.13.3 Discourage uses that diminish the transit and pedestrian character of areas around transit stations, such as automobile services, surface parking lots, and drive-through facilities.
 - 1.13.4 Encourage architectural design, building massing and site plans to create or improve public and semi-public spaces near the station.
 - 1.13.5 Concentrate highest densities and mixed use development adjacent to the transit station and along connecting corridors served by bus.
 - 1.13.6 Encourage investment and place making around transit stations through infrastructure changes and the planning and installation of streetscape, public art, and other public amenities.
- **Policy 1.16: Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle and foot traffic**
 - 1.16.1 Encourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Major Retail Centers and neighboring residential areas.
 - 1.16.2 Incorporate principles of traditional urban design in new and phased development, including buildings that reinforce the street wall, have windows that provide “eyes on the street”, and principal entrances that face the public sidewalks.

Transportation

Goal 2: Minneapolis will build, maintain and enhance access to multi-modal transportation options for residents and businesses through a balanced system of transportation modes that supports the City’s land use vision, reduces adverse transportation impacts, decreases the overall dependency on automobiles, and reflects the city’s pivotal role as the center of the regional transportation network.

- **Policy 2.1: Encourage growth and reinvestment by sustaining the development of a multi-modal transportation system.**
 - 2.1.4: Preserve the existing transportation grid through right-of-way preservation and acquisition.
- **Policy 2.2: Support successful streets and communities by balancing the needs of all modes of transportation with land use policy.**

- 2.2.3 Promote street and sidewalk design that balances handling traffic flow with pedestrian orientation and principles of traditional urban form.
- **Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable and pleasant.**
 - 2.3.1 Ensure that there are safe and accessible pedestrian routes to major destinations, including transit corridors, from nearby residential areas.
 - 2.3.2 Identify and encourage the development of pedestrian routes within Activity Centers, Growth Centers, and other commercial areas that have superior pedestrian facilities.
 - 2.3.3 Develop and implement guidelines for streets and sidewalks to ensure safe, attractive, and accessible pedestrian facilities.
 - 2.3.4 Maintain the street grid, reconnecting it where possible, and discourage the creation of superblocks that isolate pedestrians and increase walking distances.
 - 2.3.5 Continue to enforce standards for building placement and design based primarily on the needs of pedestrians.
 - 2.3.6 Provide creative solutions to increasing and improving pedestrian connectivity across barriers such as freeways, creeks and the river, and commercial areas, such as shopping centers.
 - 2.3.7 Minimize and consolidate driveway curb cuts as opportunities arise, and discourage curb cuts where alleys are available.
- **Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city's business community.**
 - 2.8.1 Implement offstreet parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.
- **Policy 2.10: Support the development of a multi-modal Downtown transportation system that encourages an increasingly dense and vibrant regional center.**
 - 2.10.3 Identify and develop primary pedestrian routes that encourage walking throughout Downtown and which are the focus of particular infrastructure improvements.
 - 2.10.4 Improve the pedestrian environment Downtown to ensure it is a safe, enjoyable, and accessible place to walk. Encourage strategies such as wider sidewalks for pedestrian movement, trees, landscaping, street furniture, improved transit facilities, additional bicycle facilities, and on-street parking and other curbside uses.
 - 2.10.5 Improve wayfinding and vertical circulation between the street and skyway system, particularly along primary transit and pedestrian routes.
 - 2.10.7 Improve local transportation across freeways, including promoting adequate spacing and connectivity of streets and improved pedestrian, bicycle, and transit facilities on local streets crossing the freeways.
 - 2.10.8 Manage the growth of the parking supply consistent with objectives for transit, walking and bicycling.

Urban Design

Goal 10: Minneapolis will be an attractive and inviting city that promotes harmony between the natural and built environments, gives prominence to pedestrian facilities and amenities, and respects the city's traditional urban features while welcoming new construction and improvements.

- **Policy 10.2: Integrate pedestrian scale design features into Downtown site and building designs and infrastructure improvements.**
 - 10.2.1 The ground floor of buildings should be occupied by active uses with direct connections to the sidewalk.
 - 10.2.2 The street level of buildings should have windows to allow for clear views into and out of the building.
 - 10.2.3 Ensure that buildings incorporate design elements that eliminate long stretches of blank, inactive building walls such as windows, green walls, architectural details, and murals.
 - 10.2.4 Integrate components in building designs that offer protection to pedestrians, such as awnings and canopies, as a means to encourage pedestrian activity along the street.
 - 10.2.5 Locate access to and egress from parking ramps mid-block and at right angles to minimize disruptions to pedestrian flow at the street level.
 - 10.2.6 Arrange buildings within a site in order to minimize the generation of wind currents at ground level.
 - 10.2.7 Locate buildings so that shadowing on public spaces and adjacent properties is minimized.
 - 10.2.8 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas. Policy
- **Policy 10.3: Use skyways to connect buildings Downtown.**
 - 10.3.1 Provide maximum transparency of skyway walls in order to provide views to the outside that help users orient themselves.
 - 10.3.2 Maintain uniform skyway hours of operation wherever possible.
 - 10.3.3 Provide consistent and uniform directional signage and accessible skyway system maps near skyway entrances, particularly along primary transit and pedestrian routes.
 - 10.3.4 Provide convenient and easily accessible vertical connections between the skyway system and the public sidewalks, particularly along primary transit and pedestrian routes.
 - 10.3.5 Maintain functional links in the skyway system while adjoining properties undergo redevelopment or renovation.
 - 10.3.6 Limit skyway expansion to the downtown core and at other key sites with high-intensity uses in order to minimize low-usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas.
- **Policy 10.6: New multi-family development or renovation should be designed in terms of traditional urban building form with pedestrian scale design features at the street level.**

- 10.6.4 Orient buildings and building entrances to the street with pedestrian amenities like wider sidewalks and green spaces.
- 10.6.5 Street-level building walls should include an adequate distribution of windows and architectural features in order to create visual interest at the pedestrian level.
- **Policy 10.9: Support urban design standards that emphasize traditional urban form with pedestrian scale design features at the street level in mixed-use and transit-oriented development.**
 - 10.9.1 Encourage both mixed-use buildings and a mix of uses in separate buildings where appropriate.
 - 10.9.2 Promote building and site design that delineates between public and private spaces.
 - 10.9.3 Provide safe, accessible, convenient, and lighted access and way finding to transit stops and transit stations along the Primary Transit Network bus and rail corridors.
 - 10.9.4 Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, landscaping, street furniture, sidewalk cafes and other elements of active pedestrian areas.
- **Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.**
 - 10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.
 - 10.10.2 Identify commercial areas in the city that reflect, or used to reflect, traditional urban form and develop appropriate standards and preservation or restoration objectives for these areas.
 - 10.10.3 Enhance pedestrian and transit-oriented commercial districts with street furniture, street plantings, plazas, water features, public art and improved transit and pedestrian and bicycle amenities.
 - 10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.
 - 10.10.5 Limit the visual impact of existing billboards in neighborhood commercial areas.
 - 10.10.6 Require storefront window transparency to assure both natural surveillance and an inviting pedestrian experience.
- **Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.**
 - 10.15.1 Consider street vacations as a last resort to preserve the network of city streets and arterials.
 - 10.15.2 Integrate and/or reuse historic pavement materials for streets and sidewalk reconstruction, where appropriate.
 - 10.15.3 Reduce street widths for safe and convenient pedestrian crossing by adding medians, boulevards, or bump-outs.

- 10.15.4 Improve access management and way-finding to and from all streets, sidewalks, and other pedestrian connections.
- 10.15.5 Explore options to redesign larger blocks through the reintroduction and extension of the urban street grid.
- **Policy 10.16: Design streets and sidewalks to ensure safety, pedestrian comfort and aesthetic appeal.**
 - 10.16.1 Encourage wider sidewalks in commercial nodes, activity centers, along community and commercial corridors and in growth centers such as Downtown and the University of Minnesota.
 - 10.16.2 Provide streetscape amenities, including street furniture, trees, and landscaping, that buffer pedestrians from auto traffic, parking areas, and winter elements.
 - 10.16.3 Integrate placement of street furniture and fixtures, including landscaping and lighting, to serve a function and not obstruct pedestrian pathways and pedestrian flows.
 - 10.16.4 Employ pedestrian-friendly features along streets, including street trees and landscaped boulevards that add interest and beauty while also managing storm water, appropriate lane widths, raised intersections, and high-visibility crosswalks.
- **Policy 10.15: Wherever possible, restore and maintain the traditional street and sidewalk grid as part of new developments.**
 - 10.15.1: Consider street vacations as a last resort to preserve the network of city streets and arterials. Policy
- **Policy 10.17: Provide sufficient lighting to reflect community character, provide a comfortable environment in a northern city and promote environmentally friendly lighting systems.**
 - 10.17.1 Provide high-quality lighting fixture designs that are appropriate to street types and land use, and that provide pedestrian friendly illumination, but minimize glare and dark sky conditions, and other unnecessary light pollution.
 - 10.17.2 Require circuit installations below grade for new developments.
 - 10.17.3 Encourage pedestrian scale lighting throughout neighborhoods as well as in areas such as waterfronts, pathways, parks and plazas, and designated historic districts.
 - 10.17.4 Ensure that all site lighting requirements and directional signs have appropriate illumination levels to comply with zoning and industry illumination standards.
 - 10.17.5 Integrate exterior building lighting design to attune with building designs and landscaping.
 - 10.17.6 Provide sufficient lighting for better way-finding and safe circulation within and around a development.
 - 10.17.7 Encourage additional pedestrian-scale, exterior lighting in growth centers, activity centers, commercial nodes, pedestrian overlay districts and transit station areas.
 - 10.17.8 Update city zoning code to reflect best available practices related to dark skies and the environmental benefits of strategic lighting management.
- **Policy 10.18: Reduce the visual impact of automobile parking facilities.**

- 10.18.4 Provide walkways within parking lots in order to guide pedestrians through the site.
- 10.18.6 The ground floor of parking structures should be designed with active uses along the street walls except where frontage is needed to provide for vehicular and pedestrian access.
- 10.18.17 Minimize the width of ingress and egress lanes along the public right of way in order to provide safe pedestrian access across large driveways.
- **Policy 10.21: Unique areas and neighborhoods within the city should have a special set of sign standards to allow for effective signage appropriate to the planned character of each area/neighborhood.**
 - 10.21.2 To promote street life and activity, signs should be located and sized to be viewed by people on foot (not vehicles) in order to preserve and encourage the pedestrian character of commercial areas that have traditional urban form.
- **Policy 10.22: Use Crime Prevention Through Environmental Design (CPTED) principles when designing all projects that impact the public realm, including open spaces and parks, on publicly owned and private land.**
 - 10.22.1 Integrate “eyes on the street” into building design through the use of windows to foster safer and more successful commercial areas in the city.
 - 10.22.2 Orient new housing to the street to foster safe neighborhoods.
 - 10.22.3 Design the site, landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.
 - 10.22.4 Provide on-site lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating glare or excessive lighting of the site.
 - 10.22.5 Locate landscaping, sidewalks, lighting, fencing and building features to clearly guide pedestrian movement on or through the site and to control and restrict people to appropriate locations.
 - 10.22.6 Use innovative building designs and landscaping to limit or eliminate the opportunity for graffiti tagging.
 - 10.22.7 Locate entrances, exits, signs, fencing, landscaping, and lighting to distinguish between public and private areas, control access, and to guide people coming to and going from the site.
- **Policy 10.23 Promote climate-sensitive design principles to make the winter environment safe, comfortable and enjoyable.**
 - 10.23.1 Consider solar access, shelter from wind and snow storage and removal in site design.
 - 10.23.2 Locate pedestrian places on the sunny sides of streets and buildings to shelter from the wind and utilize the sun’s warmth.
 - 10.23.3 Consider building context, placement, and height to manage wind speeds.
 - 10.23.4 Encourage snow removal and storage practices that promote pedestrian and bicycle activity and safety.

- 10.23.5 Utilize pedestrian lighting, seasonal lighting, and furniture to increase comfort and safety so that streets become places for people.
- 10.23.6 Encourage street tree plantings to reduce wind speed and provide separation between pedestrians and cars.
- 10.23.7 Consider topography and site grading so that snowmelt is directed away from roads and pedestrian areas to avoid icy conditions and from basements to avoid snowmelt infiltration.
- 10.23.8 Develop guidance that encourages climate-sensitive design for residential and commercial buildings, parking lots, and open spaces and parks.
- **Policy 10.24: Preserve the natural ecology and the historical features that define Minneapolis' unique identity in the region.**
 - 10.24.3 Increase public access to, along and across the river in the form of parks, cyclist/pedestrian bridges, greenways, sidewalks and trails.

Appendix C: Priority Improvement Projects Evaluation

METHODOLOGY

Project Identification

Potential pedestrian improvement projects were identified based upon a number of sources: pedestrian needs identified in CPED small area plans and the Access Minneapolis Transportation Action Plan; project ideas submitted for the second round of Non-Motorized Transportation Pilot Program solicitation; issues identified by a Fall 2007 inquiry to neighborhood organizations; bicycle and pedestrian trails in the Bicycle Master Plan Map; and a review of the existing conditions.

Over 250 potential improvement projects were originally identified, representing the following types of improvements:

- street crossing improvements at complex intersections, freeway interchanges, along street corridors, and in downtown
- pedestrian environment improvements, including streetscape improvements, sidewalk widening improvements, and bridge improvements
- connectivity improvements, including sidewalk infill, new sidewalk and bicycle/pedestrian trail connections, and new street connections

Accessibility improvements were also recognized as an important type of need, but information was not available on the existing accessibility of pedestrian facilities. Many of the locations identified as having narrow sidewalks or needing street crossing improvements may also be good candidates for accessibility improvements.

The initial project list was presented at a public meeting in September 2008 for public review. The projects were then consolidated into the current list of approximately 150 potential projects.

Pedestrian Need Evaluation

All of the potential pedestrian improvement projects were evaluated based upon number of infrastructure condition and pedestrian demand measures, including crash incidence, multi-lane roadways, pedestrian zone width, sidewalk gaps, deficient pedestrian environment, transit priority, pedestrian generators, and areas with poor pedestrian network connectivity. Each potential improvement project was given a high, medium, or low rating for each of the evaluation measures, and a total pedestrian need level calculated summing the points for each measure, as defined in Table C-2. A summary of the resulting pedestrian need levels are shown in Table C-1 and Maps C-1 to C-6. The detailed evaluation results are shown Table C-4

Table C-1: Pedestrian Need Evaluation Results

Project Type	Number of Projects by Pedestrian Need Level			Total
	High	Medium	Low	
Complex Intersections	9	3	6	18
Street Corridors	18	24	21	63
Freeway bridges & interchanges	8	13	12	33
River and railroad bridges	2	5	0	7
Sidewalk infill	6	9	1	16
New Connections	3	11	7	21
Other	2	0	1	3
Total	48	65	48	161

Table C-2: Pedestrian Need Evaluation Criteria

Measurement	High ● 2 pts	Medium ○ 1 pt	Low ○ 0 pts	See Map
Crash Incidence (total crashes involving pedestrians 2002-2006 within 1 block of project location)	Corridor: 8 or more crashes per 1/4 mile Intersection: 5 or more crashes	Corridor: 4 or more crashes per 1/4 mile Intersection: 2 or more crashes	Corridor: less than 4 crashes per 1/4 mile Intersection: less than 2 crashes	#A-19
Multi-Lane Roadway	3 or more lanes per direction or divided 4 lane roadway	2 or more lanes per direction	1 lane per direction	# A-16
Pedestrian Zone Width (measured as minimum sidewalk + boulevard width on at least 1 side of the street for successive blocks)	6 or less	7-9	10 or more	# A-22 # A-26
Sidewalk Gap (sidewalk gap defined as location where sidewalk is missing on one or both sides of the street and is needed to provide access to properties or to provide a direct connection to other sidewalks)	Sidewalk gap on both sides of street	Sidewalk gap on one side of street	Complete sidewalks	# A-12
Deficient Pedestrian Environment (indicates lack of enhancements to the pedestrian environment measured by the presence of pedestrian scale lighting, trees, architectural bridge fencing, or curb extensions)	No enhancements present	1 type of enhancement present	2 or more types of enhancements present	# A-18 # A-23
Transit Priority (the level of current or future transit use)	Definite Primary Transit Network or Primary Transit Network and LRT/BRT station	Primary Transit Network or LRT/BRT station	No Primary Transit Network of LRT/BRT station	# A-4
Number of Pedestrian Generators schools, parks, museums, libraries, universities, large venues, hospitals, community corridors or neighborhood commercial node, or commercial corridors/activity centers (commercial corridors and activity centers are counted as 2 generators)	4 or more	2-3	less than 2	# A-8 # A-1
Areas with Low Pedestrian Network Connectivity (defined as having an effective block size created by existing pedestrian facilities that is the same size as two large city blocks or larger – perimeter of 3960 ft or more)	Surrounded by areas of poor connectivity on most sides	Adjacent to some areas of poor connectivity	Not located in areas of poor connectivity	# A-13
Overall Pedestrian Need Level	8 or more pts	6 or more pts	Less than 6 pts	

Project Readiness

In order to implement pedestrian improvement projects, there needs to be not only a demonstrated need for pedestrian improvements, but also an opportunity for pedestrian improvements to occur. Some potential projects will have a high need, but there may not be an opportunity to implement an improvement for many years. Likewise, some projects may have a low need relative to other potential pedestrian projects, but an opportunity exists to integrate pedestrian improvements into another infrastructure improvement project in a short timeframe.

An overall project readiness level of high, medium, or low was assigned for each potential improvement project based upon current information available according to the following definition:

- **High Project Readiness** - project with pedestrian improvements is in a capital program and is substantially funded.
- **Medium Project Readiness**
 - project with pedestrian improvements is in a capital program and has been partially funded or is in a provisional capital program
 - OR a non-pedestrian infrastructure improvement is in a capital program which offers an opportunity to integrate pedestrian improvements
 - OR a significant planning or design study has been completed or is underway which demonstrates the feasibility of implementing the pedestrian improvement project
- **Low Project Readiness**
 - no pedestrian project is in a capital program
 - AND no significant non-pedestrian infrastructure projects is in a capital program, offering the opportunity to integrate pedestrian improvements
 - AND no significant planning or design study has been completed to demonstrate project feasibility

The supporting information justifying the project readiness levels are shown in Table C-4. It should be noted that project readiness changes frequently as capital improvement programs change, and as planning and design work is advanced for potential pedestrian improvement projects. The project readiness included in this plan is the most current information available at the time of the plan. The majority of the potential pedestrian projects have a low project readiness level based upon current information.

Project Tiers

The projects were then grouped into implementation tiers based upon the combined pedestrian need and project readiness ratings, as shown in Table C-3.

Table C-3: Project Tiers

Project Readiness Level	Pedestrian Need Level		
	High	Medium	Low
High	Tier 1	Tier 1	Tier 1
Medium	Tier 2	Tier 3a	Tier 4a
Low	Tier 3b	Tier 4b	Tier 5

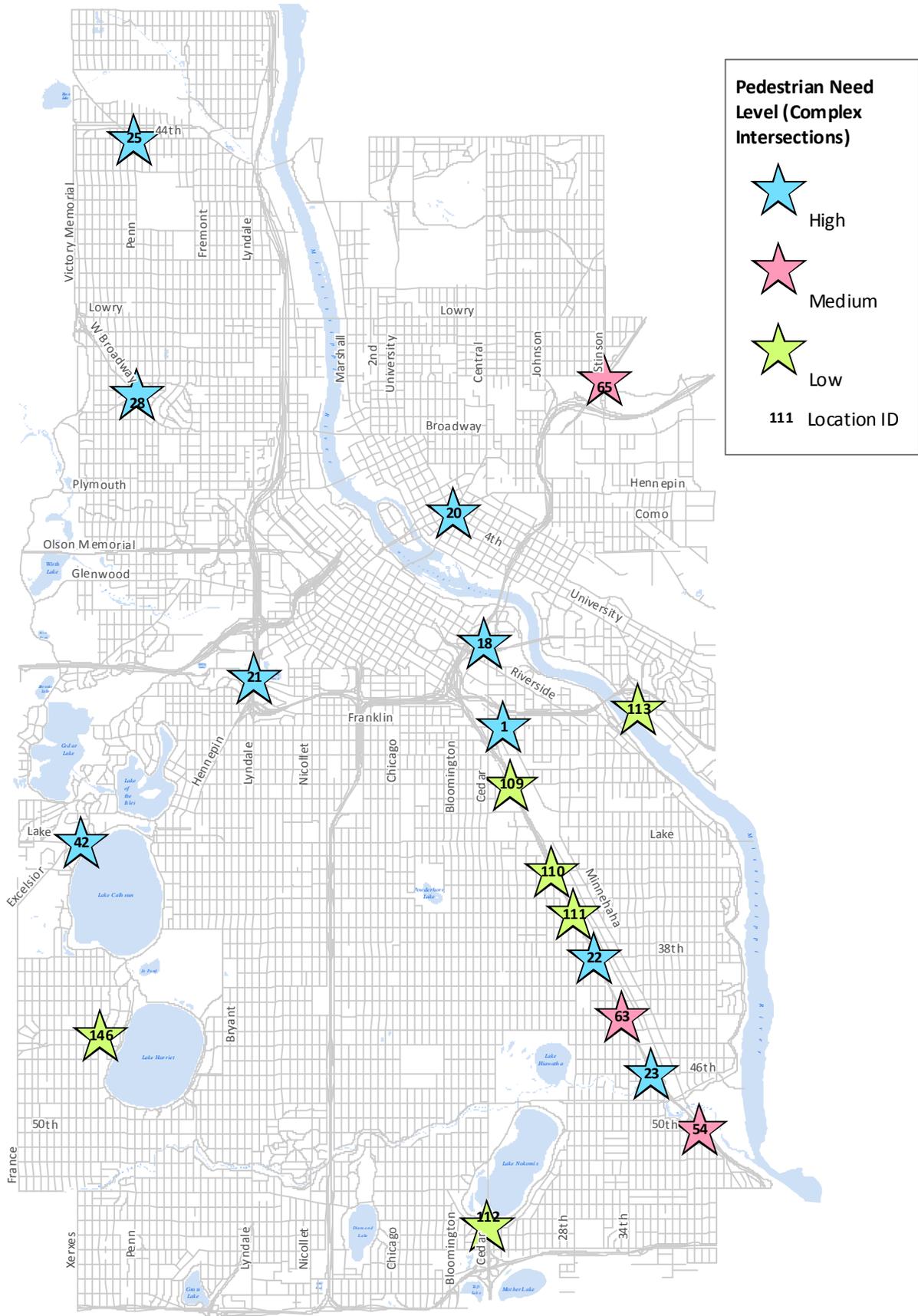
Because the project readiness is subject to frequent change, these tiers are expected to change over time, but they provide a good starting point for prioritizing pedestrian improvement projects for funding solicitations and for further defining the scope of pedestrian improvement projects.

- Tier 1 projects have a high project readiness and any level of pedestrian need. Design and implementation is a priority for these projects.
- Tier 2 projects have a high pedestrian need and a medium project readiness. These projects are the highest priority for funding and scoping new pedestrian improvements based upon current information.
- Tier 3a projects have a medium pedestrian need but have a medium project readiness. Tier 3b projects have a high pedestrian need and a low project readiness. Tier 3a and 3b projects are the second highest priority for funding and scoping new pedestrian improvements based upon current information.
- Tier 4a projects have a low pedestrian need and a medium project readiness. Tier 4b projects have a low pedestrian need and a medium project readiness. Tier 4a and 4b projects are moderate to low priority for funding and scoping pedestrian improvements based upon current information.
- Tier 5 projects have low pedestrian need and low project readiness and are the lowest priority based upon current information and may be addressed as opportunities allow, but are not a priority at a citywide scale.

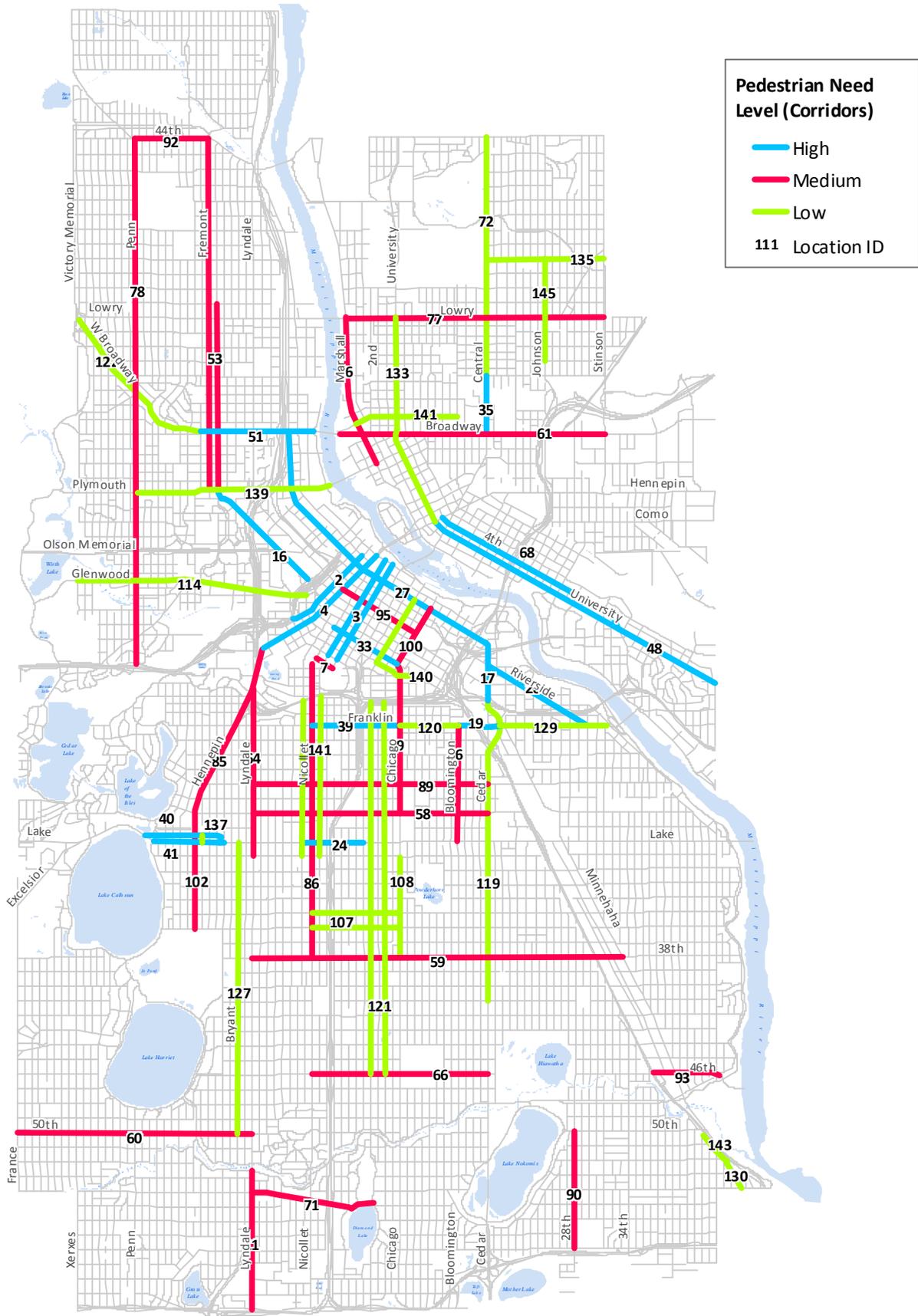
Potential Improvements to Prioritization Methodology

The methodology used to prioritize pedestrian improvement projects provides a good high level comparison of the relative need for pedestrian improvements among a large number of potential improvements. However, the approach could be further refined. For instance, population and employment density and transit boardings could be used to provide a more refined level of pedestrian demand. The criteria could also be weighted depending upon the relevance of the criteria to the type of facility.

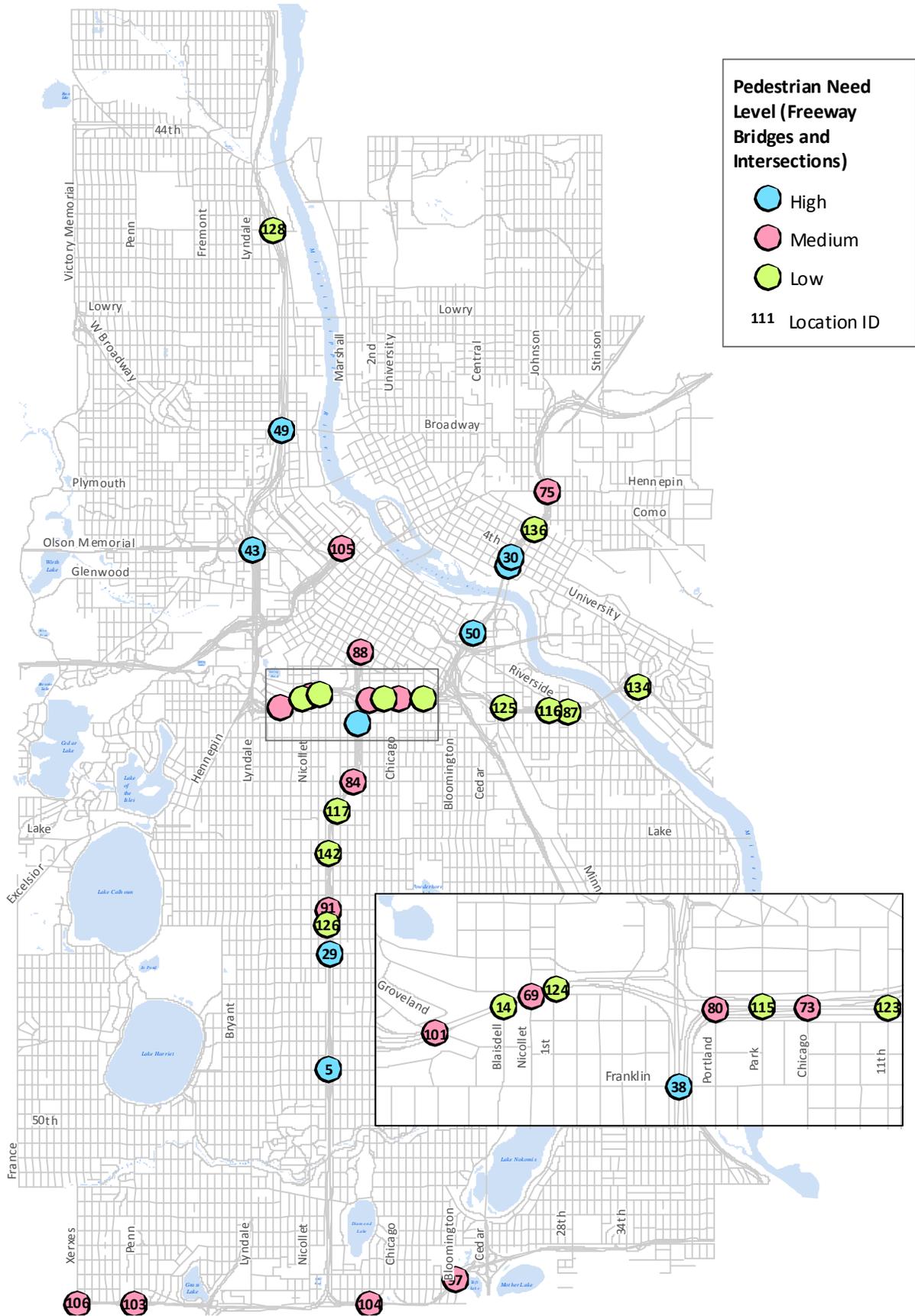
The Pedestrian Advisory Committee developed a weighted criteria framework for evaluating potential pedestrian projects, initially developed for evaluating the potential improvement projects in this plan, but it required far more information than could be collected for such a large number of projects. These criteria are shown in Table C-5 and Figure C-1.



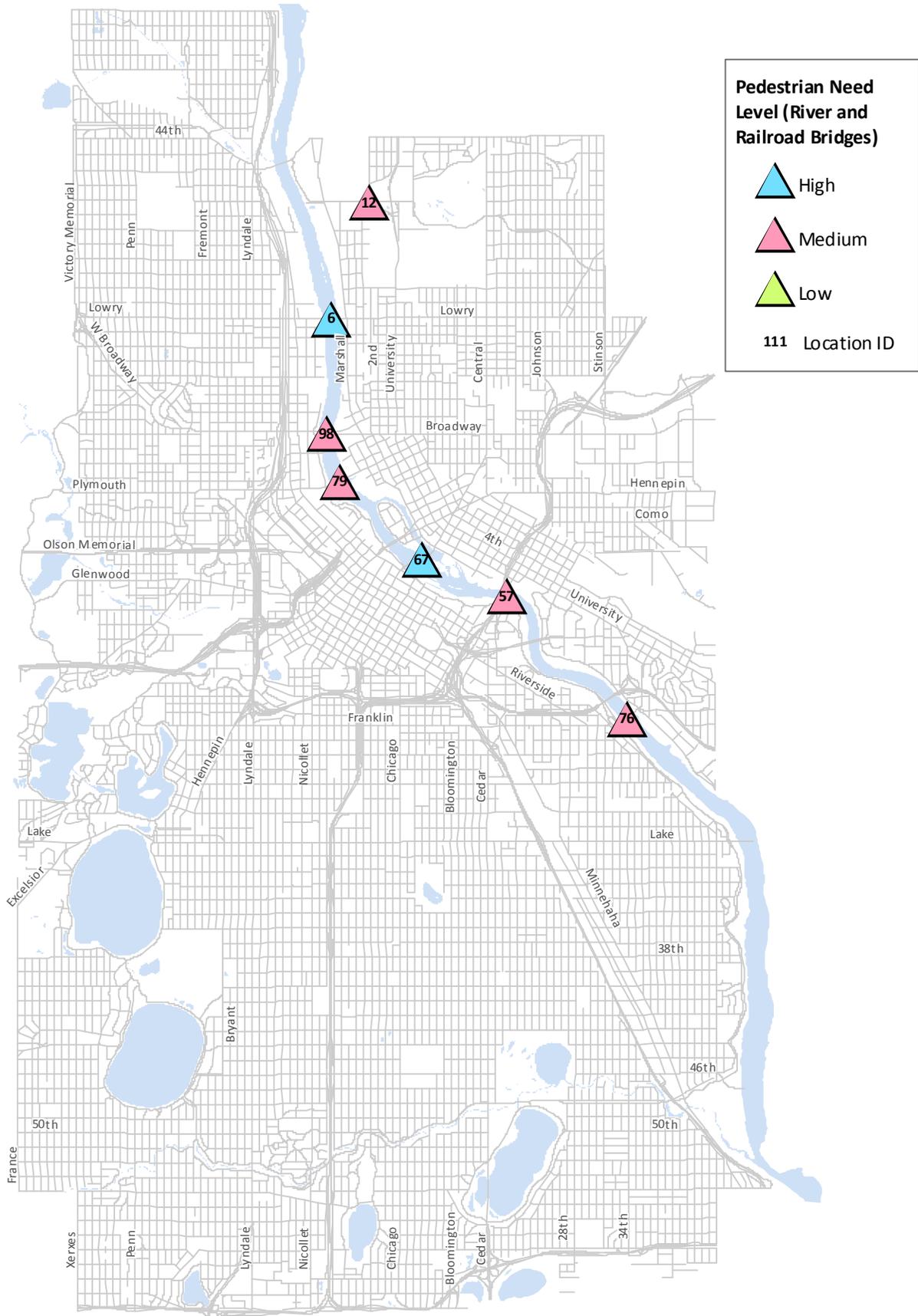
Map C-1: Pedestrian Need Evaluation: Complex Intersections



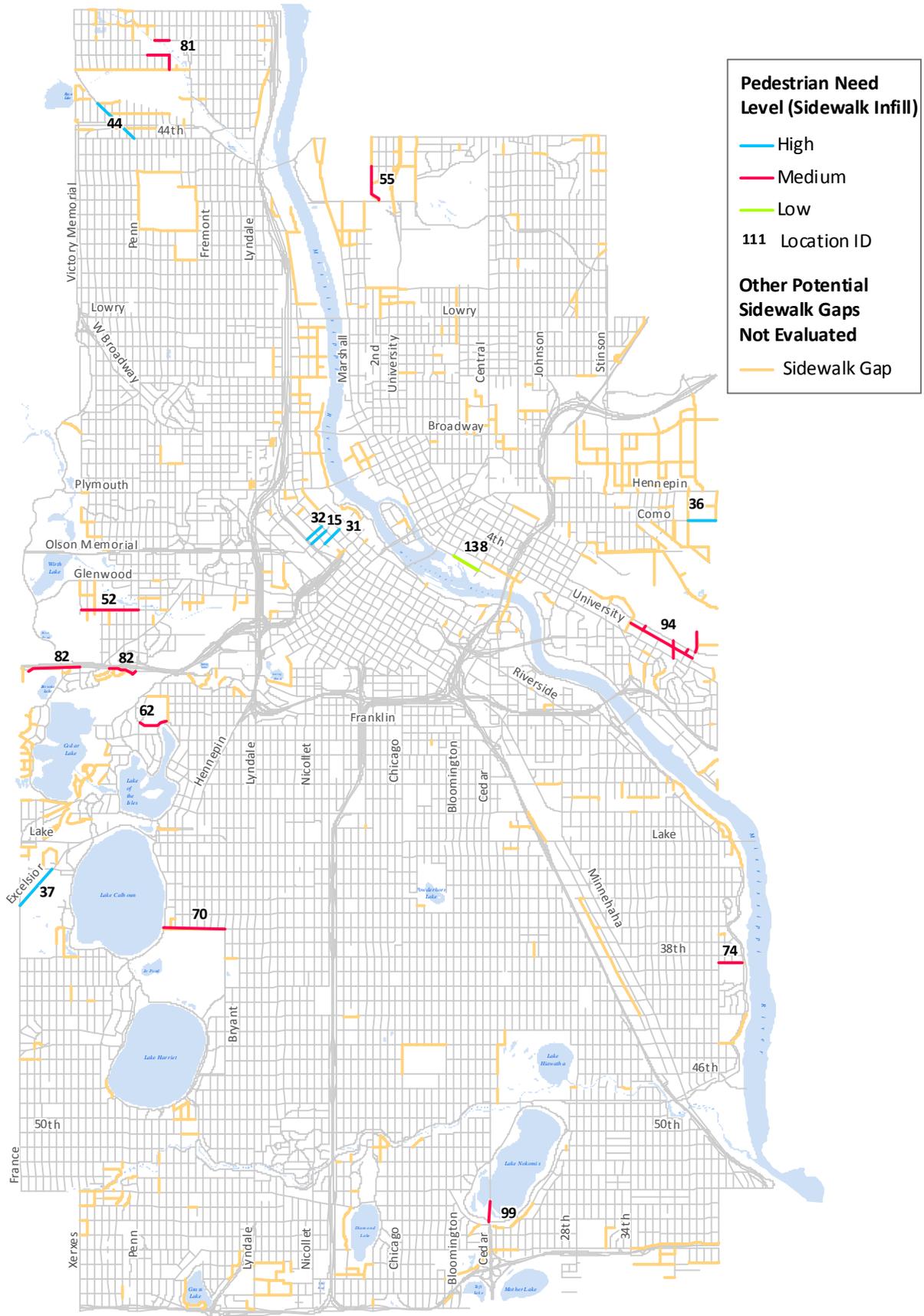
Map C-2: Pedestrian Need Evaluation: Corridors



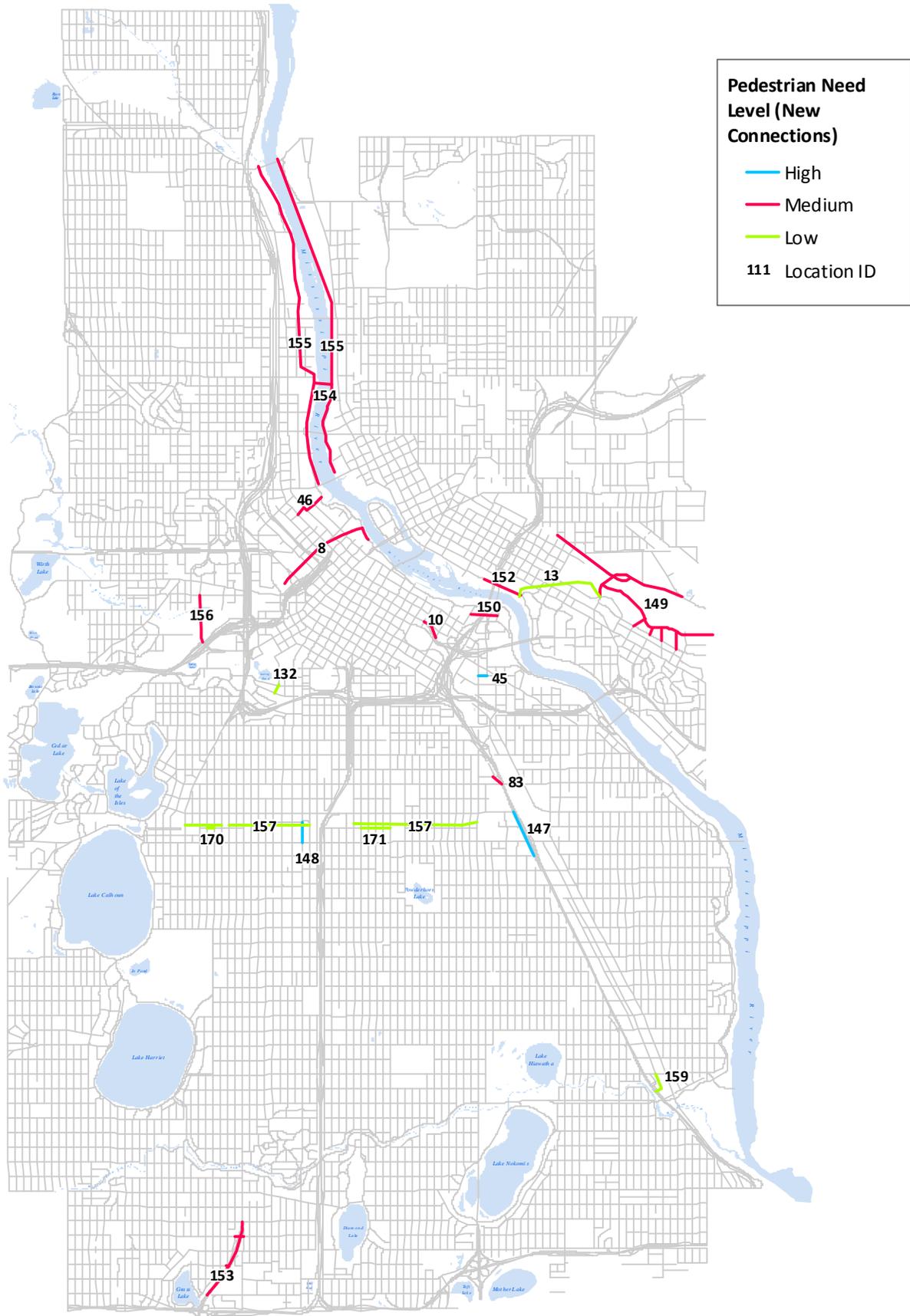
Map C-3: Pedestrian Need Evaluation: Freeway Bridges and Intersections



Map C-4: Pedestrian Need Evaluation: River and Railroad Bridges



Map C-5: Pedestrian Need Evaluation: Sidewalk Infill



Map C-6: Pedestrian Need Evaluation: Connectivity Improvements

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location		Pedestrian Need										Project Readiness				
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
Complex Intersections																
Tier 1																
1	S	Franklin/Cedar/Minnehaha	C	●	●	○	○	○	●	●	●	○	9	H	Intersection realignment for pedestrian improvements programmed for 2011 (PV028); project design underway; additional funding needed	H
Tier 2																
18	E	Cedar/Washington ("Seven Corners")	C	●	●	○	○	○	●	●	●	○	8	H	Crash review committee evaluated pedestrian crashes; needs identified; APS programmed for 2009	M
20	E	Hennepin/1st/4th/University/ Central/6th/7th	S/C	●	●	○	○	○	●	●	●	○	10	H	Bike lanes on 5th Street programmed for 2010 (100% NTP); APS at Central/University and Central/Hennepin programmed for 2009	M
21	D/SW	Hennepin/Lyndale @15th St/Vineland & @Groveland	M	●	●	○	○	○	●	●	●	○	10	H	Neighborhood-initiated visioning for pedestrian improvements completed; street resurfacing programmed for 2011 (PV056); bike lanes on 15th Street programmed for 2010 (100% NTP); APS at 15th Street programmed for 2010	M
22	S	Hiawatha/38th St	S/M	●	●	○	○	○	●	●	●	○	9	H	CPED Small Area Plan recommends improvements; pedestrian improvements programmed for 2009 for Hennepin County TOD funding application (TR014); signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
23	S	Hiawatha/46th St	S/C	●	●	○	○	○	●	●	●	○	9	H	CPED TOD Implementation Plan recommends new pedestrian crossing at 45th Street; pedestrian improvements programmed for 2009 for Hennepin County TOD funding application (TR014); signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
25	N	Penn/Osseo/44th	C	○	●	●	●	●	●	●	○	○	8	H	CPED Great Streets Plan completed for pedestrian improvements; signal replacement programmed for 2011 (TR007)	M
Tier 3a																
42	SW	Lake/Excelsior	C	●	●	●	○	○	●	●	●	○	10	H	APS programmed for 2010	L
28	N	Penn/Broadway	C	●	●	○	○	○	●	●	●	○	9	H	Penn Broadway TOD Plan completed for pedestrian improvements; roadway reconstructed recently	L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
Tier 3b																
63	S	Hiawatha/42nd St	S/M	●	●	○	○	●	○	○	○	○	6	M	Riverlake Greenway bike improvement programmed for 2010 (BIK13); signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
54	S	Hiawatha/50th St	S/M	○	●	○	○	●	●	○	○	○	7	M	CPED Small Area Plan recommends improvements; signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
65	E	Stinson/New Brighton Blvd/18th Ave NE	C	○	●	○	○	●	○	○	○	○	7	M	Roadway reconstruction identified as provisional project in Hennepin County CIP.	M
Tier 4b																
112	S	Cedar Ave/Edgewater Blvd/Nokomis Pkwy	C/M	○	○	○	○	○	○	○	○	○	4	L	Intersection reconstruction identified as provisional project in Hennepin County CIP.	M
113	E	Franklin/27th/East River Pkwy	C/M	○	○	○	○	○	○	○	○	○	5	L	Intersection realignment study underway by Hennepin County; APS programmed for 2009	M
109	S	Hiawatha/26th St	S/M	○	●	○	○	●	○	○	○	○	5	L	Signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
110	S	Hiawatha/32nd St	S/M	○	●	○	○	●	○	○	○	○	5	L	Signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
111	S	Hiawatha/35th St	S/M	○	●	○	○	●	○	○	○	○	5	L	Signal improvements programmed for 2009 (TR019); APS programmed for 2010	M
Tier 5																
146	E	Sheridan/Upton/43rd St S	M	○	○	○	○	○	○	○	○	○	1	L		L
Street Corridors																
Tier 1																
7	D	13th Street Pedestrian Gateway Improvements	M	○	○	○	○	○	○	●	●	●	7	M	13th Street Pedestrian Gateway programmed for 2008	H
2	D	1st Avenue N – 2nd St S to 394	M	●	●	○	○	●	○	●	○	○	8	H	Two way conversion programmed for 2010 (PV049)	H
3	D	2nd and Marquette Ave S – Grant to 1st St S	M	●	○	○	○	●	●	●	○	○	8	H	Street reconstruction for transit improvements under construction 2008-2009	H

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
9	D/S	Chicago Ave – 8th to 28th St	M	●	○	○	○	○	○	○	○	○	7	M	Reconstruction programmed for 2009-2010 (PV029)	H
4	D	Hennepin Ave – river to I-94	M	●	●	○	○	○	○	○	○	○	8	H	Two way conversion programmed for 2010 (PV050)	H
11	SW	Lyndale Ave S – Minnehaha Pkwy to 62nd St	C	○	○	○	○	○	○	○	○	○	6	M	Roadway reconstruction programmed for 2009	H
162	D/N	Washington Avenue – Hennepin to 5th	C	○	●	○	○	○	○	○	○	○	9	H	CIP street reconstruction (Hennepin to 5th); 35W interchange study underway	H
Tier 2																
16	D/N	7th Street N – 394 to Plymouth Ave	M	○	●	●	○	○	○	○	○	○	10	H	Bike lanes programmed for 2010 (100% NTP)	M
17	E	Cedar Avenue – Washington Ave to I-94	C	●	○	○	○	○	○	○	○	○	10	H	Intersection improvements to be completed as Central Corridor LRT mitigation (YEAR??); APS @ 5th St programmed for 2009; future access to Central Corridor LRT at Cedar bridge over Washington Ave SE	M
19	S	Franklin Ave – Bloomington to Minnehaha	C	●	●	○	○	○	○	○	○	○	11	H	Lighting improvements funded in conjunction with Cedar/Franklin/Minnehaha; Roadway reconstruction identified as provisional project in Hennepin County CIP.	M
24	S/SW	Lake Street – Blaisdell to 5th Ave S	C	●	○	○	○	○	○	○	○	○	8	H	Roadway reconstruction anticipated to follow 35W Lake Street Access planning	M
26	E	Riverside Avenue - Cedar to Franklin	M	○	○	○	○	○	○	○	○	○	9	H	Bike lanes programmed for 2010 (100% NTP)	M
Tier 3a																
68	E	4th Street SE – Central Ave to Oak St	S/C	○	●	○	○	○	○	○	○	○	8	H		L
33	D	9th St - Elliot Park to Nicollet Mall	M	○	●	○	○	○	○	○	○	○	8	H	9th Street recommended for two-way conversion east of 5th Avenue S	L
35	E	Central Avenue – Broadway to 18th Ave NE	S	○	○	●	○	○	○	○	○	○	9	H		L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
39	S/SW	Franklin Ave – Nicollet to Chicago	C	●	○	○	○	○	○	○	○	○	10	H		L
40	SW	Lagoon Ave – Lake Calhoun Pkwy to Dupont	C	●	○	○	○	○	○	○	○	○	9	H	CPED Uptown Small Area Plan recommends pedestrian improvements	L
41	SW	Lake St - Lake Calhoun Pkwy to Girard	C	●	○	○	○	○	○	○	○	○	9	H	CPED Uptown Small Area Plan recommends pedestrian improvements	L
48		University Ave SE – 1st Ave NE to city limits	S/C	○	●	○	○	○	○	○	○	○	8	H		L
27	D/N	Washington Avenue – West Broadway Ave to Cedar Ave	C	○	●	○	○	○	○	○	○	○	9	H	CIP street reconstruction (Hennepin to 5th); 35W interchange study underway	L
51	N	West Broadway - Girard to river	C	●	○	○	○	○	○	○	○	○	9	H	CPED West Broadway Alive Plan recommends pedestrian improvements	L
Tier 3b																
58	S/SW	28th Street S – Lyndale to Cedar	M	○	●	○	○	○	○	○	○	○	6	M	Roadway resurfacing from 4th to Cedar programmed for 2013 (PV056)	M
59	S/SW	38th Street - King's Hwy to Minnehaha	M	○	○	○	○	○	○	○	○	○	6	M	Roadway resurfacing project programmed for 2009 (nicollet to 13th)	M
60	SW	50th St W – France to Lyndale	C	○	○	○	○	○	○	○	○	○	6	M	Roadway reconstruction identified as provisional project in Hennepin County CIP.	M
61	E	Broadway Street NE – river to Stinson	C	○	○	○	○	○	○	○	○	○	6	M	Roadway reconstruction identified as provisional project in Hennepin County CIP.	M
53	N	Emerson Avenue N – Plymouth to 33rd Ave N; Fremont Ave N - Plymouth to 44th Ave N	M	○	○	○	○	○	○	○	○	○	7	M	Bike lanes programmed for 2010 (100% NTP); CPED West Broadway Alive Plan calls for enhanced streetscape	M
64	SW	Lyndale Ave S – Franklin to 31st St E	C	●	○	○	○	○	○	○	○	○	6	M	Roadway reconstruction identified as provisional project in Hennepin County CIP.	M
56	E	Marshall St NE – 8th Ave NE to Lowry Ave N	C	○	○	○	○	○	○	○	○	○	7	M	Roadway reconstruction identified as provisional project in Hennepin County CIP. Bike lanes programmed for 2010 (100% NTP).	M

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need										Project Readiness			
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
Tier 4a																
89	S/SW	26th Street S – Lyndale to Cedar	M	●	●	○	○	○	○	○	○	○	6	M		L
90	S	28th Avenue S – 50th Street to MN-62	M	○	○	●	○	●	○	○	○	○	6	M	Roadway needs to be reconstructed. Not currently programmed.	L
92	N	44th Ave N – Penn to Fremont	M	○	○	○	○	●	●	○	○	○	6	M		L
66	S/SW	46th St – Nicollet to Cedar	C	○	○	○	○	○	○	○	○	○	7	M	BRT station and bridge reconstruction programmed, but no improvements to 46th St.	L
93	S	46th Street E – Hiawatha to river	C	○	○	○	○	○	○	○	○	○	6	M		L
71	S/SW	54th/Diamond Lake Road – Penn to Portland	M	○	○	○	○	○	○	○	○	○	7	M		L
95	D	5th Street – Chicago to Hennepin	M	○	○	○	○	○	○	○	○	○	6	M		L
96	S	Bloomington Ave – Franklin to Lake St	M	○	○	○	○	○	○	○	○	○	6	M		L
100	D	Chicago Ave – Washington to 8th St	M	○	○	○	○	○	○	○	○	○	6	M		L
102	SW	Hennepin Ave S – 31st to 36th St	M	○	○	○	○	○	○	○	○	○	6	M		L
85	SW	Hennepin Ave S – I-94 to 31st St	M	○	○	○	○	○	○	○	○	○	6	M		L
77	E	Lowry Ave - River to Stinson Boulevard	C	○	○	○	○	○	○	○	○	○	7	M	Roadway reconstruction under consideration	L
86	SW	Nicollet Ave – I-94 to 38th St	M	○	○	○	○	○	○	○	○	○	6	M		L
78	N	Penn Avenue N – 44th to 394	C	○	○	○	○	○	○	○	○	○	7	M		L
Tier 4b																
107	S/SW	35th/36th Street S – Nicollet to Chicago	M	○	○	○	○	○	○	○	○	○	5	L	Signal replacements (Blaisdell to Chicago) programmed for 2013 (TR007)	M
108	S	Chicago Ave – 31st to 38th St	M	○	○	○	○	○	○	○	○	○	5	L	Signal replacements programmed for 2012 (TR007)	M
114	N	Glenwood Avenue – city limits to 2nd Ave N	C	○	○	○	○	○	○	○	○	○	3	L	Bike lanes programmed for 2010 (100% NTP)	M
Tier 5																
140	D	11th Street/14th Street	M	○	○	○	○	○	○	○	○	○	3	L	Streetscape recommended in Elliot Park Small Area Plan	L
144	E	13th Avenue NE - Marshall to Washington St NE	M	○	○	○	○	○	○	○	○	○	2	L	Neighborhood plan for pedestrian improvements	L
141	SW	1st Avenue S/ Blaisdell Ave S – I-94 to 31st St S		○	○	○	○	○	○	○	○	○	3	L		L
135	E	29th Ave NE – Central to Stinson	M	○	○	○	○	○	○	○	○	○	4	L	Community plan for pedestrian improvements; potential alternate alignment of funded NTP bike project	L
127	SW	Bryant Ave - Lake to 50th Street	M	○	○	○	○	○	○	○	○	○	5	L		L
119	S	Cedar Avenue – I-94 to 38th Street	C	○	○	○	○	○	○	○	○	○	5	L		L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
120	S	Franklin Ave - Chicago to Bloomington	C	●	○	○	○	○	○	○	○	○	5	L	Roadway recently reconstructed and streetscape enhanced	L
129	S	Franklin Ave - Minnehaha to river	C	○	○	○	○	○	○	○	○	○	5	L	CPED Great Streets Plan for pedestrian improvements	L
137	SW	Girard Avenue – Lake to Lagoon		○	○	○	○	○	○	○	○	○	4	L	CPED Uptown Small Area Plan calls for pedestrian street.	L
145	E	Johnson St NE - 19th to 29th	M	○	○	○	○	○	○	○	○	○	2	L	Streetscape improvements recommended in neighborhood plan.	L
130	S	Minnehaha Ave – 52nd to 54th Street	M	○	○	●	○	○	○	○	○	○	5	L	Sidewalk and boulevard widening occurring with redevelopment along LRT line	L
143	S	Old Hiawatha Avenue - 50th St E to 52nd St E	M	○	○	○	○	○	○	○	○	○	3	L		L
121	S	Park and Portland Ave S - I-94 to 46th St	C	○	●	○	○	○	○	○	○	○	5	L		L
139	N	Plymouth Ave N – Penn Ave to river	C	○	○	○	○	○	○	○	○	○	4	L		L
131	D	Portland Avenue - Downtown	C	○	○	○	○	○	○	○	○	○	5	L	Streetscape recommended in Downtown East/North Loop Plan	L
133	E	University Ave NE – Hennepin to Lowry	S	○	○	○	○	○	○	○	○	○	5	L		L
122	N	West Broadway Avenue – city limits to Girard	C	○	○	○	○	○	○	○	○	○	5	L	Recent roadway reconstruction	L
Freeway Bridges and Interchanges																
Tier 1																
5	S/SW	46th St @ 35W Bridge & Interchange	S/C	○	○	○	○	○	○	○	○	○	10	H	Bridge under reconstruction	H
14	D/SW	LaSalle @ 94 Bridge	S	○	○	○	○	○	○	○	○	○	5	L	Mn/DOT programmed bridge redecking for 20XX.	H
Tier 3a																
29	S/SW	38th St @ 35W Bridge	S	○	○	○	○	○	○	○	○	○	8	H		L
30	E	4th @ 35W Bridge & Interchange	S/C	○	○	○	○	○	○	○	○	○	9	H		L
38	S/SW	Franklin @ 35W Bridge	S	○	○	○	○	○	○	○	○	○	9	H		L
43	N	Olson Memorial Hwy @ 94 Bridge & Interchange	S	○	○	○	○	○	○	○	○	○	9	H		L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
47	E	University @ 35W Bridge & Interchange	S/C	●	●	○	○	●	●	●	○	○	9	H	Interchange recently reconfigured for improved pedestrian safety; bridge still needing improvements.	L
49	N	W. Broadway Ave. @ 94 Bridge & Interchange	S/C	●	●	○	○	●	●	●	○	○	11	H	CPED West Broadway Alive Plan recommends pedestrian improvements on bridge.	L
50	D	Washington @ 35W Bridge & Interchange	S/C	●	●	○	○	●	●	●	○	○	11	H	35W interchange study underway	L
Tier 4a																
88	D	10th St S @ TH 65 (35W), 4th and 5th Avenues S Interchange	S/M	●	●	○	○	○	○	○	○	○	6	M	Access Minneapolis Downtown Action Plan recommends two-way conversion of 10th St east of 5th Avenue S	L
84	S/SW	26th St @ 35W Bridge	S	○	●	○	○	○	○	○	○	○	6	M		L
91	S/SW	35th St @ 35W Bridge & Interchange	S/M	○	○	○	○	○	○	○	○	○	6	M		L
97	S	Bloomington Ave @ TH 62 Bridge	S	○	○	○	○	○	○	○	○	○	6	M		L
73	D/S	Chicago @ 94/35W Bridge	S	○	○	○	○	○	○	○	○	○	7	M	Chicago Avenue reconstruction on either side of bridge.	L
75	E	E. Hennepin Ave. @ 35W Bridge & Interchange	S	○	○	○	○	○	○	○	○	○	7	M		L
101	D/SW	Groveland @ 94 Bridge	S	○	○	○	○	○	○	○	○	○	6	M		L
69	D/SW	Nicollet @ 94 Bridge	S	○	○	○	○	○	○	○	○	○	7	M		L
103	SW	Penn Ave @ TH 62 Bridge	S	○	○	○	○	○	○	○	○	○	6	M		L
80	D/S	Portland @ 94/35W Bridge	S	○	○	○	○	○	○	○	○	○	6	M		L
104	S	Portland Ave @ TH 62 Bridge & Interchange	S	○	○	○	○	○	○	○	○	○	6	M		L
105	D	Washington @ 394 Interchange	S/C	○	○	○	○	○	○	○	○	○	6	M		L
106	SW	Xerxes Ave @ TH 62 Bridge & Interchange	S	○	○	○	○	○	○	○	○	○	6	M		L
Tier 5																
123	D/S	11th @ 94/35W Bridge	S	○	○	○	○	○	○	○	○	○	4	L		L
124	D/SW	1st @ 94 Bridge	S	○	○	○	○	○	○	○	○	○	5	L		L
125	S/E	20th Ave. S. @ 94 Bridge	S	○	○	○	○	○	○	○	○	○	5	L		L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need										Project Readiness			
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score		Status	Overall Readiness
													Overall	Level		
116	S	25th Ave. S. @ 94 Bridge & Interchange	S/M	●	○	○	○	○	○	○	○	○	5	L		L
134	S/E	27th Ave. S.E. @ 94 Bridge	S	○	●	●	○	○	○	○	○	○	5	L		L
117	S/SW	28th St @ 35W Bridge	S	○	●	●	○	○	○	○	○	○	5	L		L
142	S/SW	31st St @ 35W Interchange	S/M	○	○	○	○	○	○	○	○	○	3	L		L
126	S/SW	36th St @ 35W Bridge & Interchange	S/M	○	○	●	○	○	○	○	○	○	5	L		L
136	E	8th @ 35W Bridge	S	○	○	○	○	○	○	○	○	○	4	L		L
128	N	Dowling @ 94 Bridge & Interchange	S/M	○	○	○	○	○	○	○	○	○	5	L		L
115	D/S	Park @ 94/35W Bridge	S	○	○	○	○	○	○	○	○	○	5	L		L
87	E/S	Riverside Ave. S. @ 94 Bridge & Interchange	S/M	○	○	○	○	○	○	○	○	○	5	L		L
River and Railroad Bridges																
Tier 1																
6	N/E	Lowry Avenue Bridge over Mississippi	C	○	○	○	○	○	○	○	○	○	8	H	Bridge reconstruction programmed for 2009; additional funding needed. Bridge is currently closed and high priority for replacement.	H
12	E	St. Anthony Parkway Bridge over railyard	M	○	○	○	○	○	○	○	○	○	6	M	Bridge replacement programmed for 2011 (BR110)	H
Tier 3a																
67	D	3rd Ave S Bridge over Mississippi	S	○	○	○	○	○	○	○	○	○	8	H		L
Tier 3b																
57	D	10th Ave SE Bridge over Mississippi	M	○	○	○	○	○	○	○	○	○	7	M	Bike lanes programmed for 2010 (100% NTP); Brick arch rehabilitation programmed for 2012 (BR111)	M
Tier 4a																
98	N/E	Broadway Avenue Bridge over Mississippi	C	○	○	○	○	○	○	○	○	○	6	M		L
76	S/E	Franklin Avenue Bridge over Mississippi	C	○	○	○	○	○	○	○	○	○	7	M		L
79	D/N/E	Plymouth Avenue Bridge over Mississippi	M	○	○	○	○	○	○	○	○	○	7	M		L
Sidewalk Infill																
Tier 1																

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location		Pedestrian Need											Project Readiness			
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
													8	H		
15	D	6th Ave N in North Loop	M	○	○	●	●	●	○	○	○	○	8	H	6th Ave N reconstruction programmed for 2011	H
Tier 3a																
31	D	5th Ave N in North Loop	M	○	○	●	●	●	○	○	○	○	8	H		L
32	D	7th Ave N in North Loop	M	○	○	●	●	●	○	○	○	○	8	H		L
36	E	Como Ave SE – 29th to 33rd Ave SE	M	○	○	○	○	●	●	○	○	○	8	H		L
37	SW	Excelsior	C	○	○	○	○	●	○	○	○	○	8	H		L
44	N	Osseo Road – 44th Ave N to 47th Ave N	C	○	○	○	○	○	●	○	○	○	8	H		L
Tier 3b																
52	N	Chestnut Ave - Penn Avenue to Xerxes Avenue	M/M	○	○	●	●	○	○	○	○	○	7	M	Residential street renovation programmed in CIP	M
62	SW	Franklin Avenue - Penn Avenue to Logan Avenue	M	○	○	○	○	○	○	○	○	○	6	M	SRTS Application Submitted for sidewalk infill	M
55	E	Main St NE - 35th Ave NE to St. Anthony Pkwy	M	○	○	●	●	○	○	○	○	○	7	M	St. Anthony Bridge reconstruction programmed; potential to coordinate with that project	M
Tier 4a																
70	SW	36th St W – Hennepin Ave to E Calhoun Pkwy	M	○	○	○	○	○	○	○	○	○	6	M		L
94	E	4th Street SE – 23rd to Malcolm; 29th and 23rd Avenues SE – University Ave SE to U of M Transitway		○	○	○	○	●	○	○	○	○	6	M		L
99	S	Cedar Ave – Lake Nokomis bridge to Edgewater Blvd	M	○	○	●	●	○	○	○	○	○	6	M		L

Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need											Project Readiness		
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score		Status	Overall Readiness
74	S	Dowling St - Edmund Blvd to 46th Ave S	M	○	○	●	●	○	○	○	○	○	7	M		L
81	N	Streets near Olson/Lind Upper School	M	○	○	●	●	○	○	○	○	○	7	M		L
82	SW	Wayzata Blvd S – Thomas Ave to Penn Ave	M/S	○	○	●	●	○	○	○	○	○	7	M		L
Tier 5																
138	E	Main St SE – 3rd Ave SE to 6th Ave SE	M	○	○	○	○	○	○	○	○	○	4	L		L
Connectivity Improvements																
Tier 1																
8	D	Cedar Lake Trail extension to West River Parkway	M	○	-	-	●	●	○	○	○	○	6	M	Trail programmed for 2008	H
10	D/S/E	Hiawatha LRT Trail Connection - 9th to 11th Avenues S	M	○	-	-	●	●	○	○	○	○	6	M	Trail programmed for 2008	H
13	E	U of M Trail extension to Bridge #9	M	○	-	-	●	○	○	○	○	○	4	L	Trail programmed for 2009	H
Tier 3a																
147	S	Hiawatha LRT Trail Improvements - 28th to 31st Street		○	●	○	○	○	○	○	○	○	9	H		L
148	SW	Nicollet Avenue Street Connection at Lake Street		●	-	-	●	●	○	○	○	○	10	H		L
45	E	Sidewalk "Shortcut" - 5th St at Cedar where street has been vacated		●	-	-	●	○	○	○	○	○	8	H	CPED Small Area Plan recommends connection	L
Tier 3b																
149	SE	SEMI redevelopment area new streets (Granary Park Drive, Kasota Blvd, 29th Ave SE, 30th Ave SE, Malcolm Ave SE, North/South bridge)		○	-	-	●	○	○	○	○	○	7	M		M

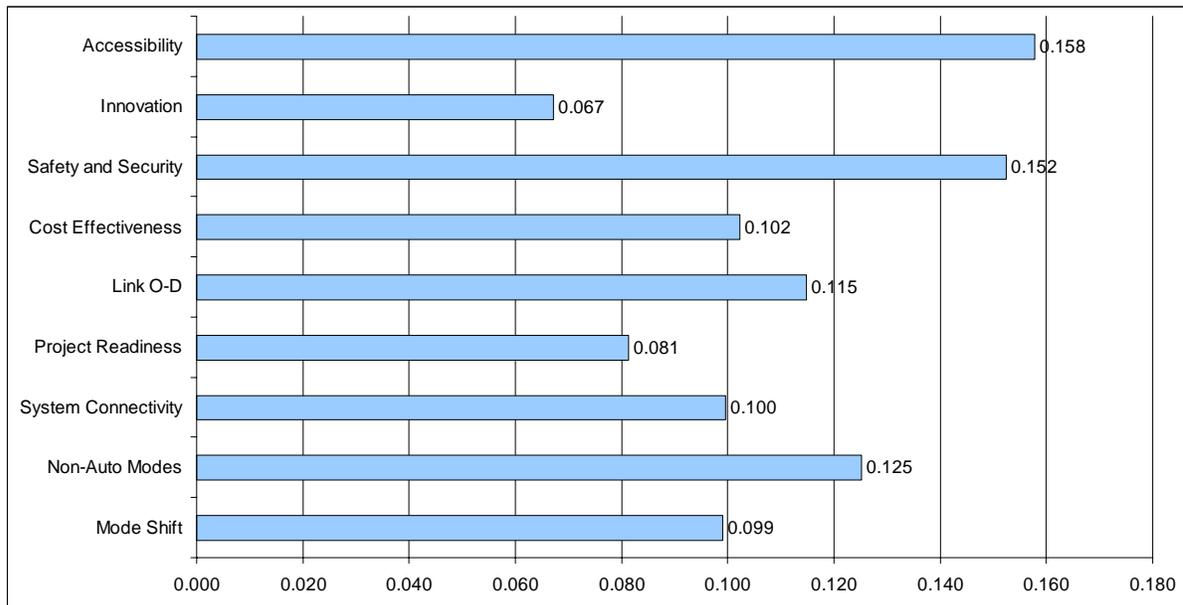
Table C-4: Pedestrian Improvement Needs Evaluation Results

Project Location			Pedestrian Need										Project Readiness			
ID	Sector	Location	Jurisdiction	Crash Incidence	Multi-lane Roadway	Deficient Sidewalk Width	Sidewalk Gap	Deficient Environment	Transit Priority	Pedestrian Generators	Serves Poor Connectivity	Wayfinding Difficulty	Overall Need Score	Overall Need Level	Status	Overall Readiness
Tier 4a																
150	D	Bridge #9 to 2nd Street S via 35W bridge culvert		○	-	-	●	●	○	○	●	○	6	M		L
152	SE	Main Street/East River Parkway Street Connection		○	-	-	●	●	○	●	○	○	7	M		L
83	S	Sidewalk "Shortcut" - 25 ½ St to Hiawatha at Little Earth		○	-	-	●	●	○	○	○	○	6	M		L
46	D	Sidewalk "Shortcut" - Washington to West River Pkwy – between 5th to 10th Avenues N		○	-	-	●	○	○	○	○	○	6	M	Recommended in Access Minneapolis Downtown Transportation Action Plan	L
153	SW	TH 121 realignment and connection to 49th, 60th and 57th Streets		○	-	-	●	●	○	○	○	○	6	M		L
154	N/NE	Upper River Burlington Northern RR trail bridge over Mississippi		○	-	-	●	●	○	○	○	○	6	M		L
155	N/NE	Upper River Trails		○	-	-	●	●	○	○	○	○	6	M		L
156	N	Van White Memorial Boulevard		○	-	-	●	●	○	○	○	○	6	M		L
Tier 5																
170	S	29th St - Emerson to Dupont		○	-	-	○	○	○	○	○	○	2	L		L
171	SW	29th St - Portland to Chicago		○	-	-	○	○	○	○	○	○	2	L		L
157	S/SW	Midtown Greenway "upper promenade" walkways - Humboldt to Cedar		○	-	-	○	○	○	○	○	○	2	L		L
132	D	Sidewalk "Shortcut" - Loring Hill/Loring Park @ Women's Club		○	-	-	●	○	○	○	○	○	3	L		L
159	S	Snelling Avenue Street Connection		○	-	-	●	●	○	○	○	○	5	L		L
Miscellaneous Improvements																
Tier 3a																
34	E	Cedar Riverside LRT Station Wayfinding		-	-	-	-	○	○	○	○	○	8	H	Recommended in Cedar Riverside Small Area Plan	L
160	D	Downtown Intersection Improvements	M	●	●	○	○	○	○	○	○	○	9	H		L
Tier 5																
161	S	Hiawatha LRT Trail Lighting Improvements		○	-	-	○	○	○	○	○	○	5	L		L

Table C-5: Pedestrian Advisory Committee Proposed Project Evaluation Criteria

<p>1. Potential Use / Mode Shift. Projects must be able to show projected use and how the project will result in a modal shift (including transit) from single occupancy vehicle to a non-motorized mode. The methodology used to determine projected use and how a project will create a modal shift must be presented.</p>
<p>2. Reliance on non-auto modes . A high percentage of people who live in the area rely on walking, biking and/or transit as their primary mode of transportation. Priority should be given to projects that serve areas with low auto ownership and low incomes.</p>
<p>3. System connectivity. Project removes a barrier or closes a system gap. Proposed projects should demonstrate that the project or planning effort will connect to or will supplement the pedestrian system. Preference will be given to projects that connect to transit or are multi-modal in nature.</p>
<p>4. Project readiness. The project has a well-defined scope of work, addresses potential obstacles, and is consistent with approved plans. Other readiness elements include: offers leverage for other projects or outcomes, addresses sustainable O&M, is cost effective and has a process for public engagement. Studies or projects must be completed by the deadlines posted in the solicitation requirements.</p>
<p>5. Linking origins to destinations. Proposals should demonstrate a travel demand need (current or anticipated) that links origins to destinations. Proposals should serve population and employment concentrations, with a focus on high trip generation areas. Examples of high trip generation facilities are parks, schools, large venues, etc.</p>
<p>6. Cost effectiveness. Projects must demonstrate that proposals are cost effective. Proposals will look at how much the projects will cost compared to the number of users it benefits. Innovative cost saving ideas should be given preference. Consideration should also be given to maintenance costs.</p>
<p>7. Education and enforcement. Projects should consider how education, enforcement, promotion, and encouragement can help an infrastructure project to be more successful. Priority should be given to projects that outline the education and enforcement elements and those infrastructure projects that include non-infrastructure strategies to help improve the modal shift.</p>
<p>8. Safety and security. Proposals need to consider the varied elements of safety (personal security, traffic, physical condition). Preference will be given to projects that address a safety or personal security need, improve mobility, and make bicycling and walking more convenient. Examples include addressing sub-standard conditions or lighting.</p>
<p>9. Innovation. Creativity in design has been shown to increase bike and pedestrian use. Innovative treatments often solve difficult problems that traditional treatments cannot solve. Preference should be given to projects that use innovative treatments or techniques, especially those that offer transferability to other projects.</p>
<p>10. Accessibility. Projects would be given a higher priority if they address an area where pedestrian facilities are not currently ADA compliant. All projects must adhere to ADA accessibility guidelines.</p>

Figure C-1: Pedestrian Advisory Committee Proposed Project Evaluation Criteria Weighting



Appendix D: Laws and Ordinances

MINNESOTA STATUTES CHAPTER 169 TRAFFIC REGULATIONS

169.21 PEDESTRIAN.

Subdivision 1. Obey traffic-control signals. Pedestrians shall be subject to traffic-control signals at intersections as heretofore declared in this chapter, but at all other places pedestrians shall be accorded the privileges and shall be subject to the restrictions stated in this section and section [169.22](#).

Subd. 2. Rights in absence of signal. (a) Where traffic-control signals are not in place or in operation, the driver of a vehicle shall stop to yield the right-of-way to a pedestrian crossing the roadway within a marked crosswalk or at an intersection with no marked crosswalk. The driver must remain stopped until the pedestrian has passed the lane in which the vehicle is stopped. No pedestrian shall suddenly leave a curb or other place of safety and walk or run into the path of a vehicle which is so close that it is impossible for the driver to yield. This provision shall not apply under the conditions as otherwise provided in this subdivision.

(b) When any vehicle is stopped at a marked crosswalk or at an intersection with no marked crosswalk to permit a pedestrian to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

(c) It is unlawful for any person to drive a motor vehicle through a column of school children crossing a street or highway or past a member of a school safety patrol or adult crossing guard, while the member of the school safety patrol or adult crossing guard is directing the movement of children across a street or highway and while the school safety patrol member or adult crossing guard is holding an official signal in the stop position. A peace officer may arrest the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this paragraph within the past four hours.

(d) A person who violates this subdivision is guilty of a misdemeanor. A person who violates this subdivision a second or subsequent time within one year of a previous conviction under this subdivision is guilty of a gross misdemeanor.

Subd. 3. Crossing between intersections. (a) Every pedestrian crossing a roadway at any point other than within a marked crosswalk or at an intersection with no marked crosswalk shall yield the right-of-way to all vehicles upon the roadway.

(b) Any pedestrian crossing a roadway at a point where a pedestrian tunnel or overhead pedestrian crossing has been provided shall yield the right-of-way to all vehicles upon the roadway.

(c) Between adjacent intersections at which traffic-control signals are in operation pedestrians shall not cross at any place except in a marked crosswalk.

(d) Notwithstanding the other provisions of this section every driver of a vehicle shall (1) exercise due care to avoid colliding with any bicycle or pedestrian upon any roadway and (2) give an audible signal when necessary and exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Subd. 4. Use right half of crosswalk. Pedestrians shall move when practicable upon the right half of crosswalks.

Subd. 5. Walk on left side of roadway. Pedestrians when walking or moving in a wheelchair along a roadway shall, when practicable, walk or move on the left side of the roadway or its shoulder giving way to oncoming traffic. Where sidewalks are provided and are accessible and usable it shall be unlawful for any pedestrian to walk or move in a wheelchair along and upon an adjacent roadway.

169.06 SIGNS, SIGNALS, MARKINGS.

Subd. 5. Traffic-control signal. (a) Whenever traffic is controlled by traffic-control signals exhibiting different colored lights, or colored lighted arrows, successively one at a time or in combination, only the colors Green, Red, and Yellow shall be used, except for special pedestrian signals carrying a word or legend. The traffic-control signal lights or colored lighted arrows indicate and apply to drivers of vehicles and pedestrians as follows:

(1) Green indication:

(i) Vehicular traffic facing a circular green signal may proceed straight through or turn right or left unless a sign at such place prohibits either turn. But vehicular traffic, including vehicles turning right or left, shall yield the right-of-way to other vehicles and to pedestrians lawfully within the intersection or adjacent crosswalk at the time this signal is exhibited.

(ii) Vehicular traffic facing a green arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by the arrow, or other movement as permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(iii) Unless otherwise directed by a pedestrian-control signal as provided in subdivision 6, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk. Every driver of a vehicle shall yield the right-of-way to such pedestrian, except that the pedestrian shall yield the right-of-way to vehicles lawfully within the intersection at the time that the green signal indication is first shown.

(2) Steady yellow indication:

(i) Vehicular traffic facing a circular yellow signal is thereby warned that the related green movement is being terminated or that a red indication will be exhibited immediately thereafter when vehicular traffic must not enter the intersection, except for the continued movement allowed by any green arrow indication simultaneously exhibited.

(ii) Pedestrians facing a circular yellow signal, unless otherwise directed by a pedestrian-control signal as provided in subdivision 6, are thereby advised that there is insufficient time to cross the roadway before a red indication is shown and no pedestrian shall then start to cross the roadway.

(iii) Vehicular traffic facing a steady yellow arrow signal is thereby warned that the protected vehicular movement permitted by the corresponding prior green arrow indication is being terminated.

(3) Steady red indication:

(i) Vehicular traffic facing a circular red signal alone must stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and shall remain standing until a green indication is shown, except as follows: (A) the driver of a vehicle stopped as close as practicable at the entrance to the crosswalk on the near side of the intersection or, if none, then at the entrance to the intersection in obedience to a red or stop signal, and with the intention of making a right turn may make the right turn, after stopping, unless an official sign has been erected prohibiting such movement, but shall yield the right-of-way to pedestrians and other traffic lawfully proceeding as directed by the signal at that intersection; or (B) the driver of a vehicle on a one-way street intersecting another one-way street on which traffic moves to the left shall stop in obedience to a red or stop signal and may then make a left turn into the one-way street, unless an official sign has been erected prohibiting the movement, but shall yield the right-of-way to pedestrians and other traffic lawfully

proceeding as directed by the signal at that intersection.

(ii) Unless otherwise directed by a pedestrian-control signal as provided in subdivision 6, pedestrians facing a steady red signal alone shall not enter the roadway.

(iii) Vehicular traffic facing a steady red arrow signal, with the intention of making a movement indicated by the arrow, must stop at a clearly marked stop line but, if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection and must remain standing until a permissive signal indication permitting the movement indicated by the red arrow is displayed, except as follows: when an official sign has been erected permitting a turn on a red arrow signal, the vehicular traffic facing a red arrow signal indication is permitted to enter the intersection to turn right, or to turn left from a one-way street into a one-way street on which traffic moves to the left, after stopping, but must yield the right-of-way to pedestrians and other traffic lawfully proceeding as directed by the signal at that intersection.

(b) In the event an official traffic-control signal is erected and maintained at a place other than an intersection, the provisions of this section are applicable except those which can have no application. Any stop required must be made at a sign or marking on the pavement indicating where the stop must be made, but in the absence of any such sign or marking the stop must be made at the signal.

(c) When a traffic-control signal indication or indications placed to control a certain movement or lane are so identified by placing a sign near the indication or indications, no other traffic-control signal indication or indications within the intersection controls vehicular traffic for that movement or lane.

Subd. 6. pedestrian control signal. (a) Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" or symbols of a "walking person" or "upraised hand" are in place, the signals or symbols indicate as follows:

(1) A steady "Walk" signal or the symbol of a "walking person" indicates that a pedestrian facing either of these signals may proceed across the roadway in the direction of the signal, possibly in conflict with turning vehicles. Every driver of a vehicle shall yield the right-of-way to such pedestrian except that the pedestrian shall yield the right-of-way to vehicles lawfully within the intersection at the time that either signal indication is first shown.

(2) A "Don't Walk" signal or the symbol of an "upraised hand," flashing or steady, indicates that a pedestrian shall not start to cross the roadway in the direction of either signal, but any pedestrian who has partially crossed on the "Walk" or "walking person" signal indication shall proceed to a sidewalk or safety island while the signal is showing.

(b) A pedestrian crossing a roadway in conformity with this section is lawfully within the intersection and, when in a crosswalk, is lawfully within the crosswalk.

169.31 STOP AT SIDEWALK.

The driver of a vehicle within a business or residence district emerging from an alley, driveway, or building shall stop such vehicle immediately prior to driving onto a sidewalk or into the sidewalk area and shall yield the right-of-way to any pedestrian and all other traffic on the sidewalk.

169.201 YIELD SIGN.

The driver of a vehicle approaching a YIELD sign shall slow to a speed that is reasonable for conditions of traffic and visibility, and stop if necessary, and yield the right-of-way to any pedestrian legally crossing the roadway, and to all vehicles on the intersecting street or highway which are so close as to constitute an immediate hazard.

169.202 BLIND PERSON CARRYING WHITE CANE.

Subdivision 1. Limitation on carrying. It shall be unlawful for any person to carry a white painted cane unless said person is a blind person.

Subd. 2. Blind pedestrian has right-of-way. Any person operating a motor vehicle in this state shall bring such motor vehicle to a stop and give the right-of-way at any intersection of any street, avenue, alley or other public highway to a blind pedestrian who is carrying a cane predominantly white or metallic in color, with or without red tip, or using a guide dog, when such blind person enters said intersection.

169.212 OPERATION OF ELECTRIC PERSONAL ASSISTIVE MOBILITY DEVICES.

Subdivision 1. Rights and responsibilities of pedestrians. Except as otherwise provided by law, a person operating an electric personal assistive mobility device has the rights and responsibilities of a pedestrian.

Subd. 2. Operation. (a) An electric personal assistive mobility device may be operated on a bicycle path.

(b) No person may operate an electric personal assistive mobility device on a roadway, sidewalk, or bicycle path at a rate of speed that is not reasonable and prudent under the conditions. Every person operating an electric personal assistive mobility device on a roadway, sidewalk, or bicycle path is responsible for becoming and remaining aware of the actual and potential hazards then existing on the roadway or sidewalk and must use due care in operating the device.

(c) An electric personal assistive mobility device may be operated on a roadway only:

- (1) while making a direct crossing of a roadway in a marked or unmarked crosswalk;
- (2) where no sidewalk is available;
- (3) where a sidewalk is so obstructed as to prevent safe use;
- (4) when so directed by a traffic control device or by a peace officer; or
- (5) temporarily in order to gain access to a motor vehicle.

(d) An electric personal assistive mobility device may not be operated at any time on a roadway with a speed limit of more than 35 miles per hour except to make a direct crossing of the roadway in a marked crosswalk.

(e) An electric personal assistive mobility device may not be operated at any time while carrying more than one person.

(f) A person operating an electric personal assistive mobility device on a sidewalk must yield the right-of-way to pedestrians at all times. A person operating an electric personal assistive mobility device on a bicycle path must yield the right-of-way to bicycles at all times.

Subd. 3. Reflectors. An electric personal assistive mobility device may not be operated unless the device bears reflectorized material on the front, back, and wheels, visible at night from 600 feet when illuminated by the lower beams of headlamps of a motor vehicle.

Subd. 4. Local regulation. A local road authority may not further regulate the operation of electric personal assistive mobility devices, except that a local road authority may allow and regulate the operation of these devices on roadways within its jurisdiction that have a speed limit of more than 35 miles per hour.

169.219 PUBLIC SERVICE ANNOUNCEMENTS.

The commissioner of public safety shall include in the department's series of public service announcements information that educates the public about traffic regulations that are frequently violated, including the requirement for a vehicle driver to stop to yield the right-of-way to a pedestrian in a crosswalk. The commissioner shall distribute these announcements for broadcast in this state on radio and television.

169.222 OPERATION OF BICYCLE.

Subd. 4. Riding on roadway or shoulder. (a) Every person operating a bicycle upon a roadway shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- (1) when overtaking and passing another vehicle proceeding in the same direction;
 - (2) when preparing for a left turn at an intersection or into a private road or driveway;
 - (3) when reasonably necessary to avoid conditions, including fixed or moving objects, vehicles, pedestrians, animals, surface hazards, or narrow width lanes, that make it unsafe to continue along the right-hand curb or edge.
- (b) If a bicycle is traveling on a shoulder of a roadway, the bicycle shall travel in the same direction as adjacent vehicular traffic.
- (c) Persons riding bicycles upon a roadway or shoulder shall not ride more than two abreast and shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.
- (d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian. No person shall ride a bicycle upon a sidewalk within a business district unless permitted by local authorities. Local authorities may prohibit the operation of bicycles on any sidewalk or crosswalk under their jurisdiction.
- (e) An individual operating a bicycle or other vehicle on a bikeway shall leave a safe distance when overtaking a bicycle or individual proceeding in the same direction on the bikeway, and shall maintain clearance until safely past the overtaken bicycle or individual.
- (f) A person lawfully operating a bicycle on a sidewalk, or across a roadway or shoulder on a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

Subd. 9. Bicycle parking. (a) A person may park a bicycle on a sidewalk unless prohibited or restricted by local authorities. A bicycle parked on a sidewalk shall not impede the normal and reasonable movement of pedestrian or other traffic.

(b) A bicycle may be parked on a roadway at any location where parking is allowed if it is parked in such a manner that it does not obstruct the movement of a legally parked motor vehicle.

169.2151 PEDESTRIAN SAFETY CROSSINGS.

A local road authority may provide by ordinance for the designation of pedestrian safety crossings on highways under the road authority's jurisdiction where pedestrian safety considerations require extra time for pedestrian crossing in addition to the time recommended under the Minnesota Manual on Uniform Traffic Control Devices for pedestrian signals. The ordinance may provide for timing of pedestrian signals for such crossings, consistent with the recommendations of the uniform manual for pedestrian signal timing at senior citizen and disabled pedestrian crossings. Cities other than cities of the first class may designate a pedestrian safety crossing only with the approval of the road authority having jurisdiction over the crossing. The authority of local road authorities to determine pedestrian signal timing under this section is in addition to any other control exercised by local road authorities over the timing of pedestrian signals.

MINNESOTA STATUTES CHAPTER 306 PUBLIC CEMETERIES**306.14 TAXES; ROADS; SPECIAL ASSESSMENTS.**

Subdivision 1. Tax exemption.

The lands and property of any such cemetery association are exempt from all public taxes and assessments, and shall not be sold on execution against the association or any lot owner. The owners of cemetery lots, their heirs or legal representatives, may hold the lots exempt from taxation so long as the lots are used for a cemetery. No road or street shall be laid through the cemetery, or any part of the lands of the association without the consent of the trustees.

Subd. 2. Special assessments.

Subdivision 1 does not exempt cemetery property owned or leased by a corporation, association, partnership, proprietorship, or other organization from any special assessment unless the corporation, association, partnership, proprietorship or other organization:

- (1) was formed for a purpose not involving pecuniary gain to its shareholders or members; and
- (2) pays no dividends or other pecuniary remuneration directly or indirectly to its shareholders or members as such.

CITY ORDINANCE CHAPTER 445: SNOW AND ICE REMOVAL

445.20. Duty elsewhere. (a) The person having the care, custody or control of any building or lot (except one- and two-family dwellings) adjoining, abutting or bordering on any street located within the city shall, within the first four (4) hours of daytime after the ceasing to fall of any snow, cause the snow and/or ice to be removed from the sidewalk adjoining said building or lot.

- (b) The owners, occupants or persons having the care, custody and control of any building that is a one- or two-family dwelling shall cause the snow and/or ice to be removed from the public sidewalk abutting or adjoining the lot upon which such building is situated, within the first twenty-four (24) hours after the ceasing to fall of any snow, and shall cause sand to be sprinkled on the sidewalk where there is snow or ice upon the sidewalk that cannot be removed. (Code 1960, As Amend., § 580.020; Ord. of 9-12-74, § 3; Ord. of 12-12-75, § 2; 80-Or-184, § 1, 8-8-80; 80-Or-283, § 1, 11-26-80)

445.30. Penalty; "daytime" defined. (a) Any person who violates, disobeys, omits or neglects, or refuses to comply with any of the provisions of this chapter shall be in violation of this Code and guilty of a petty misdemeanor, and each and every hour after the expiration of said four-hour daytime period, or twenty-four-hour period in case of a violation of section 445.20(b), that the snow shall remain on such sidewalk, shall be deemed to be a separate violation of this Code.

- (b) "Daytime" for the purposes of this section shall be the period of time from 8:00 a.m. to 5:00 p.m. (Code 1960, As Amend., § 580.030; Ord. of 9-12-74, § 4; Ord. of 10-10-75, § 1; 80-Or-184, § 2, 8-8-80)

445.35. Removal by city; assessment of costs. The city engineer is authorized to remove any snow or ice remaining on the public sidewalks of the city more than twenty-four (24) hours after the ceasing to fall of any snow. The city engineer shall determine the cost of such snow removal, and the owner of the lot abutting the sidewalk from which the city has removed snow shall be charged for said cost. If said charges are not paid within ninety (90) days after a bill of charges has been mailed to the owner, the city council shall assess and levy, and cause to be collected, the amount of such charges as a special assessment upon and against the lands and buildings involved, in the manner as provided by law for the levy and collection of other special assessments, payable in one sum and assessed, levied and collected in the city. (80-Or-184, § 3, 8-8-80)

445.40. Duty of certain licensees; failure to comply grounds for revocation of license. Every person carrying on any business, profession, vocation, calling, parking lot or other service within the city which requires a license or permit from the city, and for the service of such business, profession, vocation, calling, parking lot or other service a curb cut or driveway over a public street or boulevard or other public way is required, shall keep and maintain the driveway leading into the place of such business, profession, vocation, calling, parking lot or other service, and the public sidewalk immediately adjoining such place of business, profession, vocation, calling, parking lot or other service free and clear of all snow, ice and other debris. In addition to any and all other penalties, failure to comply with the provisions of this chapter shall be grounds for the revocation of the license or permit of the person violating the terms of this chapter. (Ord. of 10-10-75, § 2)

Appendix E: Potential Funding Sources

POTENTIAL FUNDING SOURCES FOR PEDESTRIAN IMPROVEMENTS

<p><i>Regional Trail Grant Program (Minnesota Department of Natural Resources):</i></p> <p>Website: http://www.dnr.state.mn.us/grants/recreation/trails_regional.html</p>	<p>The purpose of this grant is to promote the development of regionally significant trails. Cities, counties, and townships are eligible for the funding. The stipulation for this grant is that land acquisition and trail development is required to be outside of the metro area. This would mean that this grant could be used for providing regional connections to the City of Minneapolis. The complete application is due on February 28 of each year to be eligible for the next funding cycle. Reimbursement grant awards will be announced the following July. In most cases, projects must be completed by June 30, 2010.</p>
<p><i>Local Trails Connections Program (Minnesota Department of Natural Resources):</i></p> <p>Website: http://www.dnr.state.mn.us/grants/recreation/trails_local.html</p>	<p>This grant is intended to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails. Projects eligible for inclusion within the program include land acquisition and trail development. All projects accepted for funding must result in a trail linkage that is immediately available for use by the general public. Local/area support must be demonstrated.</p>
<p><i>National Highway System (NHS):</i></p>	<p>These grants are intended for improvements to rural and urban roads that are part of the National Highway system. Construction of pedestrian walkways on land adjacent to the highway is eligible for funding. (Requires 20% local contribution)</p>
<p><i>Surface Transportation Program (STP):</i></p>	<p>The construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements of highways and bridges are eligible for this type of grant. The construction or reconstruction necessary to accommodate other transportation modes also is included. As part of this grant, pedestrian walkways and modifications to sidewalks can be built. Projects do not have to be located within the right of way of a federal aid highway. It should be noted that ADA accommodations are to be integrated in all pedestrian projects, regardless of the amount of Federal, state, or local funding sources. (Requires 20% local contribution)</p>
<p><i>Interstate Maintenance (IM):</i></p>	<p>This grant provides funding for the resurfacing, restoring, rehabilitating, and reconstruction of routes on the Interstate system. Funds may be used for pedestrian facilities, such as grade-separated crossings. (Requires 10% local contribution)</p>

<i>Transportation Enhancements (TE):</i>	The transportation enhancements program provides funding for twelve specific categories of projects. Among these twelve categories are education and safety programs for pedestrians, rail-to-trails, streetscape enhancements, “main street” improvements, all of which benefit the pedestrian environment. (Does not require local contribution, although some local match is desirable)
<i>Highway Bridge Replacement and Repair Program (HBRRP):</i>	This federal grant can be applied to replacing and rehabilitating deficient highway bridges and to retrofit bridges located on any public road. Pedestrian walkways can be included as part of these projects. (Does not require local contribution, although some local match is desirable)
<i>Highway Safety Improvement Program (HSIP):</i>	The purpose of the HSIP grant is to achieve a significant reduction in traffic fatalities and serious injuries on public roadways. Improvements for pedestrian safety are eligible for funding. (Requires 10% local contribution)
<i>Congestion Mitigation & Air Quality (CMAQ):</i>	The intent of this grant is to provide funding for projects in non-attainment areas that help to reduce transportation related emissions. Non-motorized facilities can be constructed with grants from this program. (Requires 20% local contribution)
<i>National Scenic Byways Program (NSBP):</i>	This program provides funding for the construction along a scenic byway of a facility for pedestrians and improvements to a scenic byway that will enhance access to an area for the purpose of recreation. Construction includes the development of the environmental documents, design, engineering, purchase of right-of-way, land, or property, as well as supervising, inspecting, and actual construction. (Requires 20% local contribution)
<i>Recreational Trails Program:</i>	This federal program provides funding for recreational trails and associated facilities that accommodate both motorized and non-motorized users. Eligible categories include construction, maintenance, and assessments. (Sliding scale, requires no less than 5% local contribution)
<i>Transportation, Community, and System Preservation Program (TCSP):</i>	This program provides funding for a comprehensive program including planning grants, implementation grants, and research to investigate and to address the relationships among transportation and community and system preservation plans and practices and to examine private sector based initiatives. (Requires 20% local contribution)

<p><i>Safe Routes to School (SRTS):</i></p>	<p>Safe Routes to School Program (SRTS) is administered by the Minnesota Department of Transportation (MnDOT). SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. The program has three main goals:</p> <ul style="list-style-type: none"> • To enable and encourage children, including those with disabilities, to walk and bicycle to school • To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and • To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of both public and private primary and middle schools (grades K-8). <p>In 2007, \$695,000 was provided for traffic and pedestrian safety improvements through SRTS. (Requires no local contribution)</p>
<p><i>Non-motorized Transportation Pilot Program (NTPP):</i></p>	<p>The purpose of this program grant is to demonstrate the extent to which walking can carry a significant portion of the transportation load, as well as represent a major portion of the transportation solution. In 2005, the Minneapolis/St. Paul region was chosen as one of four regions in the nation to pilot the NTPP and split the \$100 million in authorized funds. A total of \$7.3 million was approved in 2007 for planning and construction projects, of which this master plan is a part. (Requires 20% local contribution)</p>
<p><i>National Park Service Rivers, Trails, and Conservation Assistance Program:</i></p> <p>Website: http://www.nps.gov/ncrc/programs/rtca/index.htm</p>	<p>This program is part of the community assistance branch of the National Park Service. Technical assistance is provided to local, state, and federal government agencies in order to conserve rivers, to preserve open space, and to develop trails and greenways. The program can be applied to urban settings. Example projects include the conversion of abandoned railroad rights-of-way, stream restoration, and riverfront development.</p>
<p><i>National Park Service Land and Water Conservation Fund (LWCF)</i></p> <p>Website: http://www.nps.gov/lwcf/</p>	<p>The LWCF program provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources.</p>

<p><i>America’s Historic Places</i></p> <p>Website: http://www.neh.gov/grants/guidelines/historicplaces.html</p>	<p>The National Endowment for the Humanities supports public programs that use one or more historic sites to address themes and issues central to American history. Projects can include single historic sites, whole neighborhoods, or towns. The City of Minneapolis currently has historic walking tours. This grant can be used to supplement these activities and to develop these programs more fully. In particular, funding for this grant is provided to organizations/agencies that collaborate with multiple institutions.</p>
<p><i>Active Living Research Grants</i></p> <p>Website: http://www.activelivingresearch.org/grantsearch/grantopportunities/current</p>	<p>Active Living Research grants support studies that contribute to current policy debates. The current funding program is intended to address children’s activities that help reduce obesity. Grants can be used to evaluate policy or environmental strategies for increasing physical activity and/or reducing sedentary behaviors among youth. The construction of pedestrian facilities may be included as part of these grant applications.</p>
<p><i>Safe Kids Walk This Way</i></p> <p>Website: http://www.usa.safekids.org/wtw/</p>	<p>The Safe Kids Worldwide and program sponsor FedEx created this program to teach safe behavior to motorists and children. The intent of the program is to create safe, walkable communities. The goal of the initiative is preventing pedestrian-related injury to children. As part of this program, FedEx volunteers reach out to families in hundreds of communities throughout the United States. The program works by forming partnerships with individual community liaisons including public officials, public agencies, community organizations and parents.</p>
<p><i>Livable Communities Demonstration Account Grants</i></p> <p>Website: http://www.metrocouncil.org/services/livcomm/LCAresources.htm#LCDA</p>	<p>The Livable Communities Demonstration Account (LCDA) funds development and redevelopment projects that achieve connected development patterns linking housing, jobs and services, and maximize the development potential of existing infrastructure and regional facilities. Funded projects include a variety of small-scale and large-scale developments throughout the region, serving as destinations for daily activities, such as work, errands, shopping and entertainment.</p>

<p><i>Hennepin County Transit-Oriented Development Grants</i></p> <p>Website: http://www.co.hennepin.mn.us/portal/site/HCIInternet/me.nuitem.77d27cbcd42457649bfa04a6c8c06498/?vgnextoid=503fbe2f09b7c010VgnVCM100000f094689RCRD</p>	<p>Transit Oriented Developments (TOD) supported with this funding, must be in redevelopment areas, have multi-jurisdictional impacts, and enhance transit usage. The criteria and guidelines for this fund are designed to support both redevelopment and new construction. Funding is only available to those multi-jurisdictional programs and projects that occur within or directly adjacent to Hennepin County Transit Corridors, and/or where transit services supporting county strategies are taking place. Eligible multi-jurisdictional projects must be located in either a county or local redevelopment area or housing district.</p>
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Appendix F: Public Engagement

MARCH 2008 OPEN HOUSE SUMMARY

Residents of Minneapolis were invited to participate in a discussion about the goals and objectives of the Pedestrian Master Plan in an open house format on March 26, 2008. Over 100 people attended the open house, which was held from 5:30-8:30 p.m. at the Central Library. The geographic distribution of attendees was as follows:

Zip Code	Approximate Location	Number of Attendees
55401	Downtown	17
55403	Downtown	8
55415	Downtown	3
55454	Downtown	2
55411	North	7
55412	North	1
55405	North/Southwest	5
55014	Northeast	1
55413	Northeast	3
55418	Northeast	4
55406	South	8
55407	South	3
55404	South/Southwest	3
55414	Southeast	5
55455	Southeast	1
55408	Southwest	11
55409	Southwest	1
55410	Southwest	4
55416	Southwest	3
55419	Southwest	2
	St. Paul	4
	Suburbs	4

People were notified about the open house through a news release, information on the city's website, notices sent to all neighborhood organizations, email notices to the pedestrian list serve and individuals who had attended previous pedestrian plan meetings, and information provided to Council members. The public open house included:

- A presentation on the goals and objectives of the Pedestrian Master Plan
- An open comment forum
- A series of interactive exhibits displaying existing conditions as outlined in the first two technical memoranda, including:
 - o Destinations, generators of pedestrian activity (parks, schools, etc.)
 - o Infrastructure deficiencies (gaps, narrow sidewalks, areas without lighting)
 - o Crashes
 - o Current practices of snow removal, sidewalk maintenance
- A written feedback form

The open house provided attendees with an opportunity to provide verbal comments, written comments, and enabled them to state their preference for a series of predetermined statements with respect to pedestrian-related issues in Minneapolis.

Each component of the workshop is explained briefly below. More detailed reports, including a complete tabulation of data collected, can be found in the attachments at the end of this document.

Open Comment Forum

An open comment forum was held at the beginning of the meeting where residents were invited to share their comments in order to provide insight into the most pressing pedestrian-related issues within Minneapolis from the public's perspective. Of greatest concern among residents were the issues of snow removal, the relationship between bicyclists and pedestrians, and safety with respect to pedestrians.

Crosswalks, Signals and Intersections:

- Timing of crosswalk painting associated with construction
- Fading - need to paint crosswalks on a regular basis
- Consider staggering placement of white stop bars to reduce conflicts with right-turn movements
- Cars encroach onto crosswalks and drivers are not stopping
- Use countdown timers/signals
- Right turns on red are not safe - the new no turn signs do not catch drivers' attention.
- Consider using all-walk traffic signal phases (scramble)
- Traffic-light timing is geared to cars, not pedestrians
- At traffic signals, have walk signal up before vehicle signal

Enforcement:

- Need better enforcement of pedestrian laws
- Need better police and lighting
- Better enforcement of crosswalk rules
- Increase fine for violation of white cane from \$500 to \$5000
- Enforce jaywalking violations

Education and Public Outreach:

- Need more education about pedestrian laws
- Website needs to provide a two-way communication process to get citizen feedback
- Need to educate bicyclists to announce their presence to pedestrians
- No current way to send emails to 311
- Pedestrians need to be educated to wear visible clothing during dark periods
- Need a bottom-up process
- Need neighborhood involvement

Safety:

- Predatory behavior and hassle (made to feel uncomfortable by other people, primarily men)
- Rush hour in downtown is dangerous

Sidewalks:

- Vegetation and soil encroachment on sidewalks
- Improve pedestrian connections between destinations – overcome barriers
- Need better policy on how to handle sidewalk closures during construction
- Concrete is a better surface than bituminous
- Pave pedestrian desire lines (example, Loring Park)
- Consider constructing walking paths that are separate from streets
- Place “closed sidewalk” signs at intersections rather than mid-block

Snow Removal:

- County snow plows throw snow onto sidewalks. Some sidewalks are on bus routes which forces the pedestrian onto the street
- Snow plowing is a big issue
- Remove snow at intersections (need more than snow plows) – it is difficult to remove plowed snow
- Some parking lots plow their snow onto adjacent sidewalks
- Bus stops need to be open – snow gets plowed into the crosswalks
- Inspectors should make regular sweeps to identify property owners that don’t shovel their sidewalks in a timely manner
- Should double the fines for not clearing sidewalks
- Sidewalks next to vacant properties are not cleared (should require banks or whoever is holding the property to clear the snow)
- The extent and consistency of snow removal and sidewalk repair depends on the neighborhood – some are better than others

Pedestrian Amenities:

- Need “eye candy”. Want walking to be an aesthetically pleasing experience
- Paint hydrants
- Pay attention to maintenance
- Can City consider new and contemporary approaches for light levels, fixtures, etc?
- Need trash cans
- Street furniture as public art
- Surface parking lots should be screened with planters and shrubs
- Need places to sit and rest
- Focus on the basics first (level sidewalks and shoveling) before beautification
- Bus and auto fumes are not pleasant
- Nicollet Mall should be a walking street

Bicycle/Pedestrian Conflicts:

- Bicycle facilities should be providing on bridges
- Bicycle courtesy is needed
- Bikes on sidewalks conflict with pedestrians; bikes should be on streets not on sidewalks
- Bike paths need to be made safer – some bicyclists do not like riding on the road

- Bicycle/pedestrian conflicts have been an issue for a long time
- Pedestrians and bicyclists need to work together and find ways to accommodate both modes of transportation

Accessibility Issues:

- It is difficult to cross the street at Broadway and Lyndale, Broadway and Central, and 38th and Nicollet
- Nicollet Mall really needs count-down signals at the cross-street intersections because a blind person cannot tell the direction/presence of traffic by traffic noise (no traffic on Nicollet)
- Sidewalk cafes are a problem for disabled people
- There are “boulders” on Nicollet Mall that are a problem

Implementation/Planning Process:

- City needs to follow-through to implement master plans
- How does the pedestrian planning process relate to the bike planning process?
- Local economic development should support pedestrian activity; allowing pedestrians to walk to local businesses
- Community is still investing in roads – needs to focus on pedestrians
- What is the chance of the pedestrian master plan becoming a reality?
- Require developers to adhere to this plan and to design in human scale

Interactive Exhibits

Twelve (12) boards were presented at the open house and are included in Attachment 2 at the back of this summary. On several of the boards, attendees were asked to mark their answers to “yes/no” questions or to state their preference on scales that ranged from “strongly agree” to “strongly disagree” or “very important” to “very unimportant”.

On average, the interactive exhibits received between 12 and 41 individual responses. The exhibits with the highest response rates (34-41) concerned snow removal on sidewalks and at curb ramps.

The exhibit that received the next highest response rate (27-41), was the exhibit that asked questions related to motivation and encouragement efforts to increase walking.

The exhibit that generated the fewest responses (12-18) concerned alternative funding sources for sidewalk inspections and repairs. Responses were split among the “strongly agree” to “strongly disagree” range for each suggested funding source. This exhibit generated a lot of discussion, however, and a comment was added to the exhibit by an attendee who recommended that the City “find a way to tax people coming into the city from outside”.

In addition, many of the exhibits that showed infrastructure, sidewalk gaps, and pedestrian-related crashes generated discussion that involved adding more data to the analysis. For example, attendees felt that additional pedestrian activity generators were needed to help identify pedestrian projects, and added those generators to the map.

Other attendees noted that while crashes involving pedestrians, gaps, and pedestrian activity generators are good indicators of areas in need of pedestrian projects, the City should pay attention

to areas that did not have much of this information, indicating that a lack of data might mean that some neighborhoods are underserved in terms of pedestrian projects.

Getting The Word Out - Snow Removal	Yes	No	Total
As a property owner, were you aware of your responsibility?	16	0	16
As a property owner, were you aware of available resources?	7	9	16
311 Poster			
Were you aware of 311?	38	3	41
Have you ever used 311?	28	13	41
If yes, did you see a result?	18	11	29

	Strongly Disagree	Disagree	Agree	Strongly Agree	Total
Sidewalk Repair & Replacement					
I feel the current practice is equitable	9	12	4	2	27
I feel the current practice is efficient	8	9	7	2	26
I prefer the 50/50 program	3	3	9	3	18
I prefer the 100% City managed program	7	8	0	3	18
For alternative funding sources, the City should consider					
Special Assessments by City Ward	0	7	5	0	12
A tax increase (property, sales, other)	4	4	10	0	18
A fee on parking permits	3	2	11	1	17
A fee on other city services (water, trash, etc.)	4	4	5	3	16
What motivates you to walk?					
Maintain or improve health/physical appearance	1	5	11	22	39
Recreation/social	1	3	17	20	41
Primary means of travel	1	8	12	16	37
Access public transportation (bus, train, taxi)	2	4	9	20	35
To/from personal vehicle	12	5	14	0	31
Walk a pet	18	5	0	4	27
Errands/visits to local stores	1	1	7	31	40
What would encourage you to walk more often or farther?					
Desirable destinations	1	1	12	22	36
Aesthetically pleasing route	1	0	8	31	40
Safety (from traffic)	1	3	14	22	40
Direct route to destination	1	6	16	11	34
Better lighting/perception of security	1	8	11	17	37
How do you rate the following pedestrian goals?					
Promote walking to enhance the character of the community	0	0	6	29	35
Address locations where accidents have occurred	0	5	12	12	29
Facilitate access to transit	0	0	11	20	31
Facilitate access to shopping, restaurants, work, other services	0	0	8	26	34
Improve crossings at problematic locations	0	1	8	25	34
Provide facilities accessible for all users	0	3	14	18	35
Promote walking to enhance health	0	3	13	15	31
Snow Removal Responsibilities - How well does this work?					
Existing snow removal system is effective	7	22	11	1	41
Snow build-up at curb ramps are routinely cleared	24	12	5	0	41
Transit stops and stations are cleared in a timely manner	10	5	16	0	31
Property owners clear sidewalks in a timely manner	8	30	2	0	40
Sidewalks on city-owned property are cleared in a timely manner	4	9	16	1	30
The enforcement policy is effective	13	18	3	0	34

If you are given ten projects for the same general area,	Very High	High	Undecided	Low	Very	Total
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but only enough money for five, which issues are most important?	Priority	Priority	ed	Priority	Low Priority	
Fill sidewalk gaps	4	15	9	4	1	33
Reduce pedestrian crashes	16	8	7	2	0	33
Improve pedestrian access to transit	20	11	2	0	0	33
Improve pedestrian access to schools	13	6	9	2	0	30
Improve pedestrian access to parks	12	5	7	5	0	29
Improve lighting	13	10	8	3	1	35
Improve health, increase physical activity	11	8	3	7	0	29
Revitalize underserved neighborhoods	25	9	2	0	0	36

Notes Next to Snow Removal Station

- How long does a resident have to shovel once notified? If they don't respond, how long before the City comes out and shovels?
- Fine people for unshoveled sidewalks.
- Require that ice patches be salted, sanded or graveled – there are many of these.
- Plan core area of City for total pedestrian/transit culture.
- Bus stops and major intersections need immediate snow removal (issue for elderly and handicapped). Currently, it is difficult for healthy/able people to climb over the snow piles.
- Emphasize to homeowners and businesses, if they have sidewalks – they need to be cleared to wheelchair width.
- Encourage people to adopt a bus stop for sidewalk removal.
- Bridges are a problem for snow removal; especially Plymouth Avenue Bridge – often it isn't plowed.
- What is the definition of a "clear" sidewalk? Down to pavement? OK to leave a thin layer of snow on sidewalk?
- How does the city enforce shoveling rules?
- What happens when a sidewalk can no longer be shoveled? (was not shoveled and now has a trampled and iced footpath). Can an additional penalty be given for these situations?

Notes Next to Sidewalk Funding Station

- Sidewalks are a part of the infrastructure, if left to the responsibility of property owners; the rights of the pedestrians are marginalized. If we can fund streets for cars, we should pay for walkways for people.
- We wouldn't leave roads/streets to adjacent property owners to fund/maintain, why sidewalks?
- Make sure uneven sidewalks are even – this harms pedestrians and wheelchairs. Don't waste money replacing perfectly good sidewalks which are merely cracked, but perfectly fine and not uneven. They did this all around my neighborhood, 38th-42nd & Bryant Avenue S, last summer – what a waste.

What is Missing?

- Lighting in Parks (Riverside Park).
- Crossings at non-intersections. 1st Street South/5th Avenue S – near river)
- No access to river from downtown.
- Opportunities for public-owned "short-cuts".

- Interrupted pedestrian flow.
- “Historic” treatments are not bike-friendly and must share limited space on sidewalks.
- Maps are missing! Population concentrations, land use
- Trees – for shade and for birds; don’t take away existing trees especially close to the river.
- One-way streets increase vehicle speed (Lagoon/Lake). Hostile toward pedestrians
- More frequent and extensive transit service.
- Sidewalk obstructions (newspaper boxes.....).
- Crosswalk “stripes” vs. “crosswalk zebra-striping (Diagram/graphic on notes)but where does the car stop (eg. Grant & Nicollet)
- Bus stops are generators of pedestrian traffic.
- Grocery stores.
- Nicollet Mall and streets leading to it
- The University of Minnesota
- Needs to be a crosswalk where the Stone Arch Bridge ends on the downtown side. Stop sign 1/2 block to E?S? isn’t used.
- Better signage to museum, arenas.....
- Street-level shops with windows on Nicollet, Hennepin, Marquette.

What other aspects should we observe?

- Shade – snow melts faster on the north side of the street.
- Street Enclosure (Height:Width ratio of building height to street width– 2:1)
- Sidewalk obstructions are numerous and consist of private and public intrusion. Transit shelters provide great refuge but placement should respect the walkway.
- Number of people crossing at various locations.
- Federal guidelines require relocating public utilities outside of pedestrian right of way - Especially with ADA considerations
- Do push buttons make pedestrians feel insecure?
- Narrow the streets at least use bumpouts, medians to narrow pedestrian crossing especially near parks.
- Enforce speed limits – does striping encourage faster driving?
- Water fountains.
- Bathrooms.
- “Intimidation Index”.
- Identify intersections with crosswalks (note: condition of crosswalk).

Miscellaneous Notes

- Not *Master* Plan but a *Micro* Plan - Pay attention to human scale/small things
- Restrict right turns on red downtown.

Written Feedback Form

Open house attendees were provided a written feedback form that corresponded to the interactive exhibits around the room. The form consisted of open-ended questions that enabled attendees to provide more detailed responses to the interactive exhibits that could be provided directly on the exhibit. Comments received from this form were grouped into one of seven categories: (1) snow

removal, (2) pedestrian amenities, (3) transit improvements, (4) sustainability, (5) social/environmental justice, (6) enforcement, and (7) education, programming, and events. Approximately 64 participants provided comments.

- **Snow Removal:** Snow removal within Minneapolis is a particular concern of numerous participants. Over 25 (39%) of the individual comments cited problems with the manner in which snow removal is handled by the City. Participants suggested that although the City was quick to remove the snow from roadways, the plows typically would dump the piles onto driveways and sidewalks, which recently were plowed by private residents/businesses. This posed a particular difficulty for the elderly and the disabled. Participants also suggested that residents often were to blame for the lack of clear sidewalks. Seventeen (27%) participants commented on the lack of residential clearing. A portion of this problem is due to vacant houses and properties, as people are not responsible for the clearance.
- **Pedestrian Amenities:** Although a bulk of the comments focused on overall pedestrian conditions, participants pointed to four primary concerns. They include the following:
 - Crosswalks need to be visible and placed throughout the City.
 - Improved pedestrian crossings, which consist of lighting improvements, appropriate crossing time, signal coordination, and automatic pedestrian controls, are needed throughout the City.
 - Bicycles need to be kept off the sidewalks.
 - Beautification projects would improve the overall walking conditions.
- **Transit Improvements:** In general, participants cited the need for improved connections for pedestrians between modes of transportation. They also suggested that transit stops needed improved lighting and disabled access. One specific comment called for the improvement of bus shelters.
- **Sustainability:** Several participants suggested that the City address sustainability not only by promoting walking and bicycling, but also through the use of materials. For instance, one participant suggested the use of sand over salts and chemicals for snow removal; while another suggested that permeable pavers be used for sidewalks. In general, participants were concerned about runoff creating from quick melting snow and the formation of ice. They stressed that the character of the walking environment could be improved by the overall “greening” of the City.
- **Social/environmental justice:** Although only two participants stressed the need for attention to issues of equity, the comments suggested that the lack of opinions and comments on this topic was a result of the lack of diversity in the people attending the public workshop. Several participants suggested that the City improve the means for advertising public meetings, City priorities, and programming for transportation to reach out to diverse populations within Minneapolis.
- **Enforcement:** The enforcement of regulations and laws received a large amount of attention regarding snow removal. Participants included suggestions to increase ticketing for residents

who do not clear the sidewalks. This issue was cited by over 10 participants. Additional comments suggested that enforcement be increased for red-light and stop sign runners. Specific locations were provided within the comments. One participant, for instance, suggested a “no turn on red” sign at the intersection of Lyndale and Oak Grove to make crossings for pedestrians more comfortable.

- **Education, programming, and events:** One aspect of the poster presentation concerned the “3-1-1 Service.” Ten participants (16%) provided comments on this service, including a suggestion to make the service available 24 hours a day, seven days a week; to publicize the service to residents; and to provide follow-up calls. Additional programming ideas included gathering celebrity endorsements/participation for walking and bicycling event to attract attention to the programs; providing educational programming for owner responsibilities in snow storms, and working with neighborhood councils to improve the walking environment.

SEPTEMBER 2008 PUBLIC MEETING SUMMARY

Residents of Minneapolis were invited to the second public open house for the Pedestrian Master Plan, focusing upon capital improvement priorities and best practices for designing and maintaining the pedestrian environment. 57 people signed in for the open house, which was held from 5:30-8:30 p.m. at the Central Library. The geographic distribution of attendees was as follows:

Zip Code	Approximate Location	Number of Attendees
55401	Downtown	11
55403	Downtown	6
55454	Downtown	1
55411	North	4
55405	North/Southwest	5
55413	Northeast	2
55418	Northeast	2
55406	South	1
55407	South	2
55417	South	1
55404	South/Southwest	4
55414	Southeast	4
55408	Southwest	1
55410	Southwest	1
55419	Southwest	1
St. Paul		2
Suburbs		5

People were notified about the open house through a news release, information on the city's website, notices sent to all neighborhood organizations, email notices to the pedestrian list serve and individuals who had attended previous pedestrian plan meetings, and information provided to Council members.

The content of the Open House was focused upon four topical areas:

1. **Common problems with the design** of the pedestrian system, including physical network connectivity, sidewalk corridors, street corners, street crossings.
2. **Best practices for the design** of the pedestrian system, including physical network connectivity, sidewalk corridors, street corners, street crossings.
3. **Physical improvement priorities**, including network connectivity improvements, street crossing improvements, pedestrian environment improvements and accessibility improvements.
4. **Preliminary goals, objectives and strategies** to improve the pedestrian system.

This content was presented on a series of interactive exhibits around the room, as well as through a presentation. Public comments were collected on handouts returned at the close of the meeting. These are included at the end of this document for reference. Additionally, the public was invited to ask general questions that were recorded at the time of the meeting. They are included at the end

of this document, as well. The boards and PowerPoint presentation are posted on the City website (<http://www.ci.minneapolis.mn.us/pedestrian/pedestrian-masterplan.asp>).

Public Workshop Summary of Comments

Public comments at the workshop and on written comments included the following:

Common Problems

- Need to improve lighting
- Enhance pedestrian walking trails in Bethune Park and Heritage Neighborhood
- Increase design to support street activity
- Improve pedestrian connectivity across freeway
- Streets (drive lanes and parking lanes) are too wide
- Too few trees
- Utilities below sidewalk prevent tree plantings
- Eliminate [sidewalk] gaps!
- Streets in many areas are way too wide. My street (2nd Street NE) is wide enough for two lanes of traffic plus parking, but is marked for only 1 lane in each direction. Theoretically, there would be room for a 6-foot green strip as a buffer between peds and cars.
- Construction zones with no ped access
- It's terrifying when a bike squeezes onto the sidewalk but I know EXACTLY why they do it, less [fewer] bike trails ending in the middle of nowhere, please (esp. around Hennepin and 12th)
- Crossing major highways
- Continued cul-de-sac'ing of streets.
- Lack of benches/seating/rest stops → important for aging population and those of us who live in the hilliest part of Minneapolis (NE)
- Bus shelters sticking out in middle of sidewalk AND too close to corners-obstructing sightlines especially when covered with Posters or Ads.
- Intersection of Cedar & Riverside is most dangerous in town for pedestrians, according to statistics. A red right turn arrow to the green arrow for right turns onto Cedar from Riverside would help a lot. Enforcement of requirements to yield right-of-way would also help.

Best Practices for Design

- Plant trees & green boulevard areas
- More landscape, better maintenance, more bump-outs. More control over adjacent properties – weedy parking lots, etc., broken fences. (Cheap & low standards for parking lots and vacant lots.)
- Good bike facilities on road to keep them off sidewalks
- Traffic signals that give pedestrians a head start by turning on the “walk” a couple of seconds before the green
- Intermodal bus, pedestrian connections
- Curb extensions – public works and council members refuse to do them
- Enforcement of existing laws on bicyclists
- Enforcement of existing laws on sidewalk obstructions
- Clean up “Free handout/news” machines which obstruct visibility and walkers
- Clean up bus stops/bus shelters

- Remove light poles from the middle of sidewalks, especially when there is no grass or “boulevard” strip to put them in (problem for plowing)
- Copenhagen (and other urban centers) use innovative sign holders, to leave sidewalks unobstructed. They attach signs to buildings, hang them from cables, long arms extended from a support farther away.
- Speed limit of 6 m.p.h. on sidewalk for everyone. Pedestrians, bicycle, skaters, handicap vehicles, etc. 6 mph should be fast enough for joggers – but would help deal with safety issues for pedestrians though hard to enforce. Example: Sept. 8 ticketing of mounted bicyclists on restricted pathways on Washington Avenue has been very effective in dealing with hazardous conditions. Bicyclists and pedestrians are a difficult mix.
- Peds should NEVER need to push a button to get a walk signal, any direction – otherwise encourage disobeying law/unsafe conditions
- Allowing the toxic accumulation of ice mounds along curbs that then melt and enter storm sewers is a terrible environmental practice
- Maintenance – snow removal
- Over the next 50 years, require the public utilities to move all systems into the “street” drive lanes so we can reclaim sidewalk rights-of-way
- It is very important that the design guidelines address the use and design of decorative/textured sidewalk surfaces. The scored sidewalks on Lake Street cause excessive vibrations for people in wheelchairs, and they are causing significant hardship for many people.
- Intersection of Cedar & Riverside is most dangerous in town for pedestrians according to statistics. A red right turn arrow added to the green arrow for right turns onto Cedar from Riverside would help a lot. Enforcement of the requirement to yield right-of-way would also help.

Capital Improvement Priorities

- Signage around Cedar-Riverside is sorely lacking. Lots of clear signs leading to the light rail (and a welcoming, intuitive entrance) would be great. Also, we need signs to the U from the light rail.
- All along Hiawatha Ave there is continuous boulevard in the middle of the highway between transit stations and major cross streets. There should be a cut out at every block for Ped only, so someone with suitcases, strollers, wheelchairs, etc. can cross at any street to get to the unobstructed “better” sidewalk on the LRT (west) side of Hiawatha.
- 26th Street planning is not on the list.
- Please show greenway/trail/bikes proposed on 26th Avenue north between the River and Theodore Wirth Parkway. 1) design plan is in place from River to Emerson 2) Planning is beginning for 26th Ave N from Emerson to Theodore Wirth.
- Notes: 1) You are missing sidewalks on 18th Ave NE north side behind Quarry near Stinson, it’s not indicated on a map. 2) NE bike trail plan is supposed to go all way to Stinson but it’s not on your map. 3) Waite Park Trail” This is a railroad! No one wants a trail there (dangerous). 4) New street needed on 33rd Ave NE (all of it). 5) Missing complex intersection dot @ Central/37th NE – It’s 5 ways. 6) How on earth did the St. Anthony Parkway bridge get ranked “medium”? It should be #2!
- The corner of 1st St South & 5th Ave South. Difficult to cross street w/no crosswalk. Can be very dangerous at times. Also need crosswalk at bottom of stairs where there is a sidewalk

“inviting” you to cross the parkway. There is no crosswalk. With influx of more residents this needs to be addressed as soon as possible.

- Please note that there is no sidewalk near the intersection of 3rd Ave & 1st St S between 3rd Ave & 5th Ave by the 3rd Ave bridge. All peds need to be on the side of 1st St across from stairs to River Road. Bicycles also use this area and intersection is dangerous to them as well. The sidewalk by old Fujiya building is skinny and has telephone poles and doesn't go through to 3rd Ave.
- PLEASE – repair the sidewalk between 46th Ave and 46th Street E and the Ford Bridge on the North side of 46th Street E. It is sideways on a steep angle, cracked, with chunks subsiding away, narrow, curved, has poles & light posts sticking out of the sidewalk and adjacent to heavy traffic with no buffer or boulevard strip to separate users from the heavy traffic. On top of all this, it is always encrusted with uneven chunks of slush that has frozen over the winter.

Goals and Objectives

- Please coordinate sidewalk design w/Minneapolis Urban Forest Guidelines and requirements and with requirements developed by the MPRB Tree Advisory Commission
- Street trees are critical to livable cities – seek trees (more) downtown and on all streets
- What about the concept of “incentive”-izing people to do more walking, both for their health and for the environment? For example, some public health research is using gift cards, parties, contests or prizes, lower-cost bus passes to encourage people to take an action/walk/lose weight and get a mammogram, etc. Use some of the City's money to defray cost of bus passes → income-based system is needed/sliding fee scale
- Enforce shoveling on city walks or develop a strong education campaign.
- Creating a walkable downtown is important for the economic health of the metro region. It will be environmentally important to draw more people to live downtown & walk. It will be energy-efficient. Making downtown appealing – clean & green is very important. Get the ice piles off the curbs! Add landscaping! Require private property owners to adhere to higher standards. We should be ashamed of our downtown pedestrian environment.
- Coordination with other jurisdictions is important because Minneapolis doesn't own all roads within its borders.
- Please work with Public Works to decrease the speed of snow plows – especially on streets w/o boulevards. This would prevent plugging sidewalks with that icy mixture that quickly hardens and is very difficult to remove.
- You have addressed so many issues & poor designs (lots of my pet peeves) that create horrible pedestrian experiences. Please implement your “best” practices ASAP!
- Night time visitors are helped by the movable signs placed in skyway in various buildings that direct people to hotels. They should be studied more as wayfinding elements in Skyway.

Public Meeting Open Comment/Question & Answer Summary

1. How do you address existing poles in sidewalks?
2. What other solutions (besides bump-outs) are there to eliminate obstructions?
3. Why are non-standard/unacceptable designs permitted?
4. Will the plan include illustrations/graphics of best practices?

5. What other related planning efforts are underway?
6. When in 2009 will Accessible Pedestrian Signals (APS) be made mandatory and why?
7. Will the application of best practices vary by area of city?
8. What will the standards be for ensuring sidewalks are smooth?
9. How will we pay for all of this?
10. How will this relate to Access Minneapolis Plan recommendations?
11. How much of a focus will there be on barriers, isolated areas, & freeways?
12. What will be the city's position on APS?
13. What changes will be made to marking unsignalized crosswalks?
14. How will this plan relate to other efforts?
15. What effect will these recommendations have on historically-protected areas?

ONLINE SURVEY SUMMARY

120 people completed the online survey between 6/16/08 and 8/30/08. Survey responses are summarized below.

Section 1: About You

1. What is your age?

<u>Ages</u>	<u>Responses</u>
20-29	22
30-39	41
40-49	22
50-59	25
60-80	8

2. Gender? 57% female, 43% male

3. Zip code?

<u>Zip Code</u>	<u>Approximate Location</u>	<u>Responses</u>
55401	Downtown	5
55403	Downtown	9
55415	Downtown	1
55454	Downtown	3
55430	North	1
55411	North	2
55412	North	9
55405	North/Northwest	9
55413	Northeast	5
55418	Northeast	5
55417	South	6
55406	South	17
55407	South	6
55404	South/Southwest	5
55414	Southeast	3
55455	Southeast	1
55408	Southwest	11
55410	Southwest	11
55416	Southwest	2
55419	Southwest	7
Outside Mpls		2
TOTAL		120

Section 2: Existing Conditions for Pedestrians

What are your favorite places to walk or the places you most frequently walk (be specific)?

Parks/Lakes/Parkways: Chain of Lakes (Lake Calhoun frequently reported), Minnehaha Creek/Parkway, Lake Nokomis, River Parkways, Columbia Golf Course, Wirth Park, Minnehaha Falls, Pershing Park, Loring Park, Logan Park, Northeast Park, St. Anthony Parkway, Victory Memorial Parkway, Weber Park, North Mississippi Regional Park, Powderhorn Park, Boom Island, Eloise Butler Gardens, Quaking Bog, Mill Ruins Park, Gold Medal Park, Linden Hills Park

Neighborhoods: Dinkytown, CARAG, Windom, Audobon, Howe, Stevens, Whittier, Loring Park, Wedge, Lowry Hill, East Isles, Longfellow, Cedar Riverside, Seward, Uptown, Linden Hills, ECCO, Kingfield, McKinley, U of M, Windom Park, Marcy-Holmes

Downtown: Nicollet Mall, Farmers Market, 2nd St, Guthrie, Loring Greenway, River Parkway, Orchestra Hall, skyways, St. Anthony Main, Hennepin Av, Walker Art Center

Streets: Franklin Av, West Broadway, Lake Street, Lyndale Av S, Hennepin Av S, France Av, Excelsior Blvd, Garfield Av S, Oak Grove St, 54th St S, Washington Av S, King's Highway, 34th St S, SE Main St, Penn Av S, Nicollet Av, Chicago Av, Cedar Av, Thomas Av N, 38th St, Minnehaha Av, Lowry Av, Washington St NE

Destinations: grocery store, kids school, coffee shop, video store, fitness center, walk dog, library, church, restaurants

Bridges: Stone Arch Bridge, 46th St/Ford Bridge, Franklin Bridge, 10th Street Bridge

Trails: Midtown Greenway, Hiawatha LRT Trail

Are there places where you don't walk now but would walk if the physical conditions were different (be specific)?

Locations: Hennepin/Lyndale interchange (frequently reported), 50th St W (frequently reported), Xerxes, Loring Park, Lake Street, Lake Street @ 35W, 46th/46th, Johnson/18th, Lake/Lyndale, Kmart @ Lake/Nicollet, Loring Park, Lake Street, Cedar/42nd, Penn/Osseo, SEMI area, Washington Av S, St. Anthony Blvd, Boom Island, Cedar Avenue (Cedar-Riverside), Hiawatha Ave, Cedar/Franklin, 4th & University, Broadway Ave E, Hennepin Ave NE, Broadway NE, Lyn-Lake, Shingle Creek Park, Nicollet Avenue (south of Lake), Diamond Lake Rd, Cedar/Franklin/Minnehaha, Lyndale (Franklin to 24th), Nicollet (Franklin to 29th), Washington Ave, 4th Ave along freeway wall, Diamond Lake Road

Other Concerns: garbage, crumbling sidewalks, poorly cleared snow, trees and grass need watering, construction sidewalk closures, walk signals don't give enough time to cross street, missing sidewalks, lack of street level destinations downtown, streets without boulevards

Are there any missing sidewalks in areas where you walk (be specific)?

Downtown:

- Eastern edge Loring Park
- Midblock from Oak Grove to Clifton (Loring Park)
- 5th Street @ Cedar Avenue

North:

- Osseo Rd
- West Broadway @ Lowry overpass (only walking route to North Memorial Hospital)

Northeast/Southeast:

- 14th Ave NE
- Broadway Ave E (bus stops, no sidewalks)
- 37th & Stinson (Cub, Silver Lake Village)
- Main St NE (35th Ave NE to St. Anthony Parkway)
- Edge Place (3rd St NE to Main St NE)

South:

- 46th Av S & 46th St E (temporary closure)
- Grass Lake (south and west sides, northeast side?)
- Cedar Avenue South (south of Lake Nokomis)
- Chicago Avenue South @ 46th St cemetery (cow path and transit stops)
- Lake Street LRT station (many dirt paths around station)

Southwest:

- Kmart @ Nicollet
- Midtown Greenway upper level (southside between Uptown Transit Center and Lyndale)
- Franklin Ave W (between Lake of the Isles and Kenwood Park)
- Grand (54th to Parkway)
- Logan Av S @ Kenwood Park

South/Southwest

- Diamond Lake Rd @ Pearl Park

Are there sidewalks that are too narrow in places where you walk (be specific)?

Generally

- Sidewalk cafes
- Newspaper boxes
- People smoking outside bars
- Freeway overpasses
- Overgrown trees/shrubs
- Business signage
- Poorly located transit shelters, utility poles, newspaper boxes and street trees – need pedestrian access route consistent with PROWAG.

Downtown

- 1st Ave N @ sidewalk cafes
- North
- Lowry Ave N
- Penn & 44th Ave N (bus shelter in sidewalk)

Northeast/Southeast

- Marshall Ave NE (St. Anthony Pkwy to Lowry)
- University Ave NE (Parkway to Lowry)

South

- Lyndale Av S bridge over creek
- Lake Street @ Minnehaha (too narrow at bus stops)
- Zenith & 50th St W (signpost makes it too narrow for stroller)
- Lyndale @22nd (Cafetto sidewalk café)
- 24th St & LRT crossing (poles blocking)

Southwest

- Xerxes Ave
- 50th St W
- Lagoon Ave
- Lake Calhoun lagoon bridge
- 1st Ave S (18th to 19th St)
- Lake Street @ Figlio's sidewalk cafe
- Minehakad Country Club (overhanging branches/weeds)

South/Southwest

- Franklin Ave
- Diamond Lake Road

Are there other physical barriers to walking in places where you walk (be specific)?

Generally

- Ice & snow
- Construction sites
- Parking lots
- Covered windows
- Broken glass
- Bicycles on sidewalks
- Poor grading
- Uneven/broken sidewalks, tree roots pushing up sidewalks
- Traffic

Downtown

- Freeway bridges between downtown and south
- Hennepin/Lyndale interchange
- Poor sidewalk conditions on Cedar Avenue (Riverside to 5th St)
- Northeast/Southeast
- Railroad underpasses in Northeast
- Cobblestone in St. Anthony Main
- Poor grading on Central Ave NE (rain, ice runoff)
- Curb ramps needed at Johnson St @ 10th St (Hennepin to Broadway)

South

- Franklin/Cedar/Minnehaha
- Lake Street – sidewalk cuts inlaid with knobby panels

Southwest

- Bryant Avenue footbridge is closed
- Kmart @ Nicollet & Lake
- 32nd Street (Lyndale to Lake Calhoun – poor sidewalk grades)

Are there any specific locations where you have encountered traffic safety dangers while walking (be specific)?**Downtown**

- 15th Street
- 1st Av N (7th to 8th St)
- 5th & Nicollet @ LRT (blind pedestrians have trouble hearing trains)
- Hennepin/Lyndale interchange
- Nicollet & Grant Street
- Riverside & 10th Av
- Riverside @ 19th
- 1st Av N & Hennepin
- Hennepin & 10th St
- 1st ave N & 8th St
- LaSalle & West 15th
- Spruce & West 15th – cars travel wrong way on one-way street due to one-way sign behind telephone pole

North

- 44th Av N (narrow sidewalks and deteriorated curbs create concern with vehicles running over sidewalk)
- Lowry Ave
- Penn Ave N
- Washington Ave N
- Victory Memorial Parkway
- Broadway @ 27th Av N

Northeast/Southeast

- Central Ave NE
- Johnson St NE
- University Ave NE & 37th Ave NE
- University Ave SE @ Bedford & Malcolm
- Stinson & Hwy 88 – crosswalk buttons don't respond
- Stinson & New Brighton – pedestrian lights never cycle to "walk"

South

- 28th Ave S @ Minnehaha Creek trail
- 28th St @ 5th Ave (Honeywell)
- 39th Ave @ Minnehaha Parkway
- 46th St @ Minnehaha Ave
- 50th & Minnehaha Parkway
- Cedar Ave S & Nokomis Pkwy
- Franklin Ave E
- Franklin/Cedar/Minnehaha
- Hiawatha @ 28th St
- Lake St @ East Lake Library & Rainbow Foods
- Lake St E

- River Parkways
- Minnehaha Park traffic circle
- Nokomis Ave @ Minnehaha Creek trail

Southwest

- 26th & Hennepin
- 29th & Bryant
- 29th & Pillsbury
- 32nd & Bryant
- 33rd & Lyndale
- 38th & France
- 50th St W (narrow sidewalk causes people to pass in street)
- 52nd & Xerxes
- 53rd & Xerxes
- 54th & Lyndale
- Franklin at Harriet, Grand, Garfield to access bus stop
- Hennepin & Lagoon (dual right turn lane creates multiple threat crash hazard)
- West Lake Harriet Parkway @ 44th Stairs
- Xerxes
- West Lake Calhoun Parkway

South/Southwest

- Diamond Lake Road

Generally

- Protected left turn phases should have extended walk periods for the opposite leg
- Cars turn right on red without looking
- Curb ramps in single direction at two-way stop – problem for stroller users - suggests to drivers that pedestrian is crossing north, for example, when actually crossing west

Are there any specific locations where you have encountered personal security dangers while walking (be specific)?

Generally

- Darkness at night
- Panhandling
- Harassment
- Loitering
- Overgrown vegetation
- Dogs, especially loose dogs
- Graffiti
- Bicycles on sidewalks

Downtown

- Loring Park
- 2nd Street S
- Washington ave S
- Cedar Avenue in Cedar Riverside
- Hennepin & 1st
- Block E

Northeast/Southeast

- Railroad underpasses
- North
- Penn Ave N
- Shingle Creek Park (loose dogs)
- North Commons @ Penn & Golden Valley Road

South

- River Road
- LRT Bike/Ped Trail
- Minnehaha Parkway trail under Chicago and Cedar Avenue bridges

South/Southwest

- Midtown Greenway
- 24th Street pedestrian bridge over I-35W

Southwest

- Lake Harriet
- Stevens Park

What other problems related to walking have you observed (be specific)?

- Lack of tree boulevards on busy streets and physical protection from traffic they provide, particularly for people with children
- Bicycles on sidewalks
- Confusion over driver and bike responsibilities at trail street crossings
- Construction sidewalk closures
- Street signage on one-way streets geared solely to vehicles
- Dead trees in downtown
- Aggressive bus drivers
- General confusion about crosswalk law
- Lack of shade in summer months
- Lack of public restrooms
- Litter and broken glass
- Sidewalk weeds
- Snow banks at corners
- Lack of shade and greenery in downtown
- Skyways reduce street life in downtown
- Bicycles on sidewalks

What opportunities for increased walking have you observed (be specific)?

Recent improvements

- LRT
- Stone Arch bridge
- Mills District
- Hennepin Avenue streetscape
- Gold Medal park
- Mill Ruins Park

Opportunities

- More walkable destinations, mixed use development
- Enforcement of traffic laws
- North Minneapolis walking path to river
- Minnehaha Creek pedestrian bridge west of Zenith
- Countdown signals

13. If you were given ten projects for the same general geographic area, but only enough money for five, which issues would be most important?							
	Very High Priority	High Priority	Undecided	Low Priority	Very Low Priority	Rating Average	Response Count
Fill sidewalk gaps	28.7% (29)	36.6% (37)	19.8% (20)	10.9% (11)	4.0% (4)	1.00	101
Reduce pedestrian crashes	44.7% (46)	17.5% (18)	21.4% (22)	10.7% (11)	5.8% (6)	1.00	103
Improve pedestrian access to transit	45.5% (50)	30.9% (34)	12.7% (14)	6.4% (7)	4.5% (5)	1.00	110
Improve pedestrian access to schools	26.5% (27)	27.5% (28)	24.5% (25)	14.7% (15)	6.9% (7)	1.00	102
Improve pedestrian access to parks	32.1% (34)	32.1% (34)	17.9% (19)	14.2% (15)	3.8% (4)	1.00	106
Improve lighting	40.6% (43)	32.1% (34)	13.2% (14)	12.3% (13)	1.9% (2)	1.00	106
Improve health and increase physical activity	26.4% (28)	39.6% (42)	19.8% (21)	11.3% (12)	2.8% (3)	1.00	106
Revitalize underserved neighborhoods	50.9% (57)	30.4% (34)	7.1% (8)	7.1% (8)	4.5% (5)	1.00	112
						<i>answered question</i>	118
						<i>skipped question</i>	4

Section 3: What motivates you to walk?

14. What motivates you to walk?						
	Strongly Disagree	Disagree	Agree	Strongly Agree	Rating Average	Response Count
Maintain or improve health/physical appearance	2.2% (2)	3.3% (3)	38.5% (35)	56.0% (51)	1.00	91
Recreation/Social	3.2% (3)	7.5% (7)	49.5% (46)	39.8% (37)	1.00	93
Primary means of travel	9.1% (8)	45.5% (40)	25.0% (22)	20.5% (18)	1.00	88
Access public transportation (bus, train, taxi)	7.6% (7)	20.7% (19)	41.3% (38)	30.4% (28)	1.00	92
To/from personal vehicle	21.0% (17)	37.0% (30)	33.3% (27)	8.6% (7)	1.00	81
Walk a pet	33.0% (29)	33.0% (29)	10.2% (9)	23.9% (21)	1.00	88
Errands/visits to local stores	2.0% (2)	7.1% (7)	43.4% (43)	47.5% (47)	1.00	99
<i>answered question</i>						119
<i>skipped question</i>						3

15. What would encourage you to walk more often or farther?						
	Strongly Disagree	Disagree	Agree	Strongly agree	Rating Average	Response Count
Desirable destinations	3.6% (4)	3.6% (4)	43.2% (48)	49.5% (55)	1.00	111
Aesthetically pleasing route	0.9% (1)	2.7% (3)	42.0% (47)	54.5% (61)	1.00	112
Safety (from traffic)	2.7% (3)	9.0% (10)	28.8% (32)	59.5% (66)	1.00	111
Direct route to destination	1.9% (2)	17.9% (19)	45.3% (48)	34.9% (37)	1.00	106
Better lighting/perception of security	2.7% (3)	11.8% (13)	35.5% (39)	50.0% (55)	1.00	110
<i>answered question</i>						117
<i>skipped question</i>						5

16. How do you rate the following pedestrian goals?						
	Strongly disagree	Disagree	Agree	Strongly agree	Rating Average	Response Count
Promote walking to enhance character of community	1.8% (2)	1.8% (2)	38.1% (43)	58.4% (66)	1.00	113
Address locations where accidents have occurred	1.8% (2)	11.6% (13)	48.2% (54)	38.4% (43)	1.00	112
Facilitate access to transit	0.0% (0)	8.2% (9)	50.0% (55)	41.8% (46)	1.00	110
Facilitate access to shopping, restaurants, work, services	0.9% (1)	2.7% (3)	31.0% (35)	65.5% (74)	1.00	113
Improve crossings at problematic locations	0.9% (1)	2.7% (3)	24.8% (28)	71.7% (81)	1.00	113
Provide facilities accessible to all users	2.7% (3)	12.6% (14)	43.2% (48)	41.4% (46)	1.00	111
Promote walking to enhance health	1.8% (2)	8.9% (10)	45.5% (51)	43.8% (49)	1.00	112
				<i>answered question</i>		117
				<i>skipped question</i>		5

Section 4: Getting the word out – 311

17. Are you aware of 311? 86% yes

18. Have you ever used 311? 59% yes

19. If yes, did you see a result? 83% yes

20. How would you improve the 311 process?

- Create online version
- Add weekend hours
- Add follow-up process to notify you if problem resolved
- Better advertise

Section 5: Snow removal

21. As a property owner, were you aware of your responsibility?			Response Percent	Response Count
Yes			69.3%	79
No			7.0%	8
Not a property owner			23.7%	27
<i>answered question</i>				114
<i>skipped question</i>				8

22. As a property owner, were you aware of available resources?			Response Percent	Response Count
Yes			28.3%	32
No			47.8%	54
Not a property owner			23.9%	27
<i>answered question</i>				113
<i>skipped question</i>				9

23. How well do current snow removal polices work?						
	Strongly disagree	Disagree	Agree	Strongly agree	Rating Average	Response Count
Existing snow removal system is effective	7.2% (8)	23.4% (26)	61.3% (68)	8.1% (9)	1.00	111
Snow build-up at curb ramps is routinely cleared	29.1% (32)	29.1% (32)	38.2% (42)	3.6% (4)	1.00	110
Transit stops and stations are cleared in a timely manner	9.6% (10)	27.9% (29)	55.8% (58)	6.7% (7)	1.00	104
Property owners clear sidewalks in a timely manner	16.2% (18)	45.9% (51)	35.1% (39)	2.7% (3)	1.00	111
Sidewalks on city-owned property are cleared in a timely manner	3.6% (4)	17.3% (19)	72.7% (80)	6.4% (7)	1.00	110
The enforcement policy is effective	18.0% (18)	46.0% (46)	34.0% (34)	2.0% (2)	1.00	100
<i>answered question</i>						111
<i>skipped question</i>						11

24. What other challenges have you encountered regarding snow removal (be specific)?

- Accumulation of snow at alleyways
- Snowplows throw packed snow onto sidewalks after sidewalks have been cleared
- Snowplow push large amounts of snow into crosswalks
- Bus stops are not cleared of snow
- Ice accumulation
- Insufficient enforcement of property owner responsibilities
- Full width of sidewalk often not cleared at corners or midblock
- Snow cleared from parking lots melts onto sidewalk
- Snow not cleared at vacant properties

25. How else could we encourage property owners to clear snow from their sidewalks in a more timely manner?**Public Information**

- Add information to the existing automated phone calls announcing snow emergencies (frequently recommended) – include time limits and applicable fines
- Add information card to utility bill (frequently recommended)
- Constant reminders
- Advertise salt/sand mixture that is available
- Online video showing common problems for different types of pedestrians – include elected officials & local business owners doing proper snow clearance
- Encourage people to report uncleared sidewalks

Enforcement

- Better enforcement
- Higher fines for repeat problem locations
- Automated phone calls to those who have not cleared snow

Other

- Maintain even sidewalks
- Encourage kids to shovel sidewalks
- Allow kids to earn service hours required for graduation by shoveling snow for elderly and disabled
- Have city remove snow from sidewalks

Section 6: Sidewalk Repair and Maintenance

26. What is your opinion of the current practice for sidewalk repair and maintenance?						
	Strongly Disagree	Disagree	Agree	Strongly Agree	Rating Average	Response Count
Current practice is equitable	11.9% (12)	34.7% (35)	50.5% (51)	3.0% (3)	1.00	101
Current practice is efficient	6.9% (7)	35.3% (36)	52.0% (53)	5.9% (6)	1.00	102
<i>answered question</i>						105
<i>skipped question</i>						17

27. For alternative funding sources, I think the City should consider:						
	Strongly Disagree	Disagree	Agree	Strongly Agree	Rating Average	Response Count
Special assessments by Ward	12.5% (12)	39.6% (38)	33.3% (32)	14.6% (14)	1.00	96
A tax increase (property, sales, other)	18.4% (18)	39.8% (39)	35.7% (35)	6.1% (6)	1.00	98
A fee on parking permits	12.5% (12)	19.8% (19)	47.9% (46)	19.8% (19)	1.00	96
A fee on other city services (water, trash, etc.)	20.0% (19)	46.3% (44)	26.3% (25)	7.4% (7)	1.00	95
<i>answered question</i>						101
<i>skipped question</i>						21

Section 7: Comments

28. Additional comments:

- Close roads around lakes on Sundays during summer for bikes and pedestrians
- Focus on improving locations with a lot of pedestrians
- Encourage businesses to sponsor green spaces/gardens
- Public information campaign on crosswalk law
- More trash cans
- Integrate mile markers on popular leisure paths to encourage health/fitness

JULY 2009 PUBLIC MEETING SUMMARY

Residents of Minneapolis were invited to the third and final public open house for the Pedestrian Master Plan, which presented the draft final plan. 44 people signed in for the open house, which was held from 6:00-8:30 p.m. on July 16, 2009 at the Central Library. The geographic distribution of attendees was as follows:

Zip Code	Approximate Location	Number of Attendees
55401	Downtown	3
55403	Downtown	3
55454	Downtown	1
55412	North	1
55405	North/Southwest	4
55413	Northeast	2
55418	Northeast	5
55406	South	5
55409	South	2
55417	South	1
55404	South/Southwest	1
55414	Southeast	3
55408	Southwest	3
55410	Southwest	2
55419	Southwest	1
St. Paul		2
Suburbs		2
Not specified		3

People were notified about the open house through a news release, information on the city's website, notices sent to all neighborhood organizations, email notices to the pedestrian list serve and individuals who had attended previous pedestrian plan meetings, and information provided to Council members and the Mayor's office.

Prior to the public open house, the Bike/Walk Ambassadors conducted two walking workshops:

1. *Assessing Your Neighborhood Walkability* - Take a walk through downtown with our Bike Walk Youth Ambassadors and learn about what enhances or detracts from the pedestrian experience. Learn how to assess your own neighborhood and get tips on how to work to improve your walking experience.
2. *Staying Safe as a Pedestrian* -What are the typical safety errors pedestrians and motorists make? Take a walk around downtown to learn more about your safety and our laws. We'll talk about the most common crashes, crosswalk rules, and other tips to improve your well-being on foot.

At the public open house, the draft final plan was presented on a series of exhibit boards around the room, as well as through a presentation. Public comments were collected via a question and answer session and comment forms completed at the public meeting. Public input was also received from

people who did not attend the public meeting via an online comment form and emails to project staff. The official public comment period concluded on July 24, 2009.

The presentation and public comment are organized according to the 7 goals for implementation actions in the plan:

- Goal 1: A Well-Connected Walkway System
- Goal 2: Accessibility for All Pedestrians
- Goal 3: Safe and Convenient Street Crossings
- Goal 4: A Pedestrian Environment that Fosters Walking
- Goal 5: A Well-Maintained Pedestrian System
- Goal 6: A Culture of Walking
- Goal 7: Funding, Tools and Leadership for Implementing Pedestrian Improvements

Goal 1: A Well-Connected Walkway System

The following comments were received related to Goal 1:

- *Railroad crossings:* A number of comments were received regarding sidewalk condition across and near at-grade railroad crossings, specifically at Humboldt north of Webber Pkwy, which is near residential buildings for people with disabilities and senior citizens, and at Lowry Ave NE and 22nd Ave NE between California St NE and 2nd St NE. A comment was also received that the sidewalk gaps map should be updated to include these sidewalk gaps. A comment was also received related to a desire for streetscaping in median of the Talmadge railroad crossing.
- *Walkway connectivity:* A few areas with sidewalk gaps or low walkway connectivity were identified in public comments, including the sidewalk on Main Street between Edge Place and St. Anthony Parkway, which is the only outlet and connects to a major walking/biking path, the connection between the Harrison neighborhood and downtown, and the Columbia Park area. A comment was also received related to how walkway connectivity is considered in redevelopment projects.

Goal 2: Accessibility for All Pedestrians

The following comments were received related to Goal 2 (see goals 3 and 5 as well):

- *Curb ramps:* Curb ramps must be designed to flow into the crosswalk; a single ramp placed diagonally propels wheelchair users and pedestrians with sight disabilities into the face of oncoming traffic.
- *Accessibility Standards:* A comment was received that Minneapolis should use the Public Rights of Way Accessibility Guidelines (PROWAG) as the City's design standard.
- *Benches:* Benches are necessary to make the pedestrian system more accessible to younger and older individuals with mobility issues who need to rest periodically.

Goal 3: Safe and Convenient Street Crossings

The following comments were received related to Goal 3:

- *Pedestrian Signals:* Many comments were received related to pedestrian signals, including desire for more accessible pedestrian signals, lengthening signal walk time to accommodate those with mobility disabilities, improving signals with push buttons that are not accessible to wheelchair users, using pedestrian scramble signals in high pedestrian use areas, a desire for automatic pedestrian signal actuation (no push buttons, except to shorten the time to wait for a WALK signal), and timing north-south signals in downtown for walking speed.
- *Marked Crosswalks:* Several people commented that there should be more safe marked crosswalks at logical intervals (every other block was suggested by one person) along all roads, regardless of ownership and particularly near parks, schools and in designated commercial districts. Another comment was received related to marking safe midblock crosswalks at public institutions with entrances located midblock.
- *Vehicular Speed:* Some people wanted to know what the City is doing to reduce the standard speed limit of 30 mph, which they believe is too fast to local residential streets. The fact that most streets in Minneapolis have a 30 mph speed limit should not be considered a positive as stated in the draft plan. Comments were also received that traffic signals should be timed to manage vehicle speeds; Park/Portland were particularly mentioned as having signal timing which promotes fast vehicular speeds.
- *Enforcement:* Several comments were received related to a desire for the police to conduct crosswalk stings, particularly when publicized after the enforcement effort, as well as more enforcement of the crosswalk law generally.
- *School Pedestrian Safety:* Comments included the need for adult supervision at school crossings, which could be recruited by community institutions and paid a stipend. A comment was also received related to the need for safe crossings across 35th and 36th Streets at the new Lyndale community school.
- *Education/Campaigns:* Some people want to see a campaign to encourage safer streets for walkers and bikers; specific suggestions included signs at stop signs stating "stopping is part of driving" or banners when entering neighborhoods asking drivers to slow down and watch for pedestrians.
- *Freeway ramps:* Street crossings at freeway ramps should also be considered and recommendations provided to Mn/DOT.
- *No Turn on Red:* Some people commented that right turns on red signals are a pedestrian safety problem.
- *Pedestrian Bridges across Streets:* A comment was received supporting a pedestrian bridge that links Heritage Park housing across Highway 55.

Goal 4: A Pedestrian Environment that Fosters Walking

The following comments were received related to Goal 4:

- *Street Life:* Several comments were received related to the importance of fostering street life. Ideas included licensing sidewalk performers as Seattle does (barbershop quartets,

swing bands with dancing, public speeches, political rallies, charity fundraisers were mentioned as typical users) and providing small public plazas with seating and trees to provide space for people to gather and sidewalk performers to perform. Some people recommended removing the barriers for this type of street life to happen and for neighborhoods to foster these types of activities.

- *Trees*: Some comments were received related to the lack of guidance in the plan related to trees and the need to reference the ongoing tree planting design guidelines that Public Works is developing.
- *Lighting*: Several comments were received related to a desire for more lighting in specific locations: 4th/5th Street in Dinkytown, the walking path in Bethune Park, on Olson Memorial Highway and on Theodore Wirth Parkway.
- *Downtown Street Level Frontages and Parking Ramp Entrances*: Comments were received related to the lack of pedestrian-oriented street level land uses in downtown and focus of pedestrian land uses in the skyway level, as well as the angled entrance and exits to some parking ramps in downtown, such as the Gateway Ramp, which favors vehicular movement across sidewalks.
- *Public Safety*: Several people mentioned the need to address issues of public safety and perceptions of safety.
- *Painted Intersections*: Some people commented that painted intersection projects are a good way to improve the pedestrian environment and can be led by neighborhoods, but since they are not allowed on busier traffic streets, they have little possibility of implementation.
- *Public Restrooms*: One person commented that the lack of public restrooms is an impediment to walking and transit trips.
- *Bicycle/Pedestrian Conflicts*: Several people commented that pedestrian safety from bicyclists on sidewalks needs to be addressed in the plan. Several people also had questions about whether bicyclists may legally ride on sidewalks and crosswalks.
- *Wayfinding*: Some people commented on the need for wayfinding signs in key locations.

Goal 5: A Well-Maintained Pedestrian System

The following comments were received related to Goal 5:

- *Snow*: Many comments were received related to snow clearance on pedestrian facilities. Specific comments included the need for snow plow drivers to not deposit snow at the corners which can become icy and difficult for property owners to clear; the fact that some sidewalk surfaces such as the pavers on Nicollet Mall can become icy and there is a need for sidewalk surfaces in high pedestrian traffic areas; the need to address absentee landlords and enforcement of snow shoveling responsibilities; the fact that poor snow clearance is a significant safety issue for people with disabilities and deters transit ridership; while property owners are responsible for sidewalk snow clearance, the City is responsible ensuring property owners clear sidewalk snow and that education and enforcement is an important city role; high pedestrian areas get early foot traffic, which stamps down snow

- and makes it difficult to clear; and a desire for geo-thermal systems to keep sidewalks clear and dry in winter.
- *Encroachments:* Several comments were received that pedestrians are unaware of how to report encroachment problems and the need for publicizing this information in community media. A comment was also received that the plan should address sandwich boards, which are an accessibility problem for people with mobility disabilities, and several people have commented that the sidewalk cafes on Nicollet Mall seem to get wider.
 - *Construction Zones:* A comment was received that pedestrian walkways in construction zones need better marking and delineation.

Goal 6: A Culture of Walking

The following comments were received related to Goal 6:

- *Programming and Events:* Several comments were received related to programmed events, such as summer Sunday street closures for pedestrians and bicyclists, winter walking events, a pedestrian-friendly boulevard garden tour, and making Nicollet Mall pedestrian-only on farmers market days.

Goal 7: Funding, Tools and Leadership for Implementing Pedestrian Improvements

The following comments were received related to Goal 7:

- *Assessments:* One comment was received opposing new assessments.
- *Neighborhood and Property Owner Implementation:* Some people commented that the City should do more to remove the barriers to and support neighborhoods' ability to implement improvements. One person suggested more proactively encouraging property owners to help provide benches or amenities.
- *Jurisdictional Responsibilities –* One comment noted the importance of clarifying roadway jurisdictional responsibilities and potential differing priorities among jurisdictions.
- *Volunteers:* One person asked how volunteers could be used to more cost-effectively accomplish some of the pedestrian goals.
- *Major Projects:* Some comments were received related to a desire for the plan to commit to implementing a major pedestrian-oriented improvement, such as a major promenade downtown.
- *Implementation Actions:* One person commented that the recommendations should be more action-oriented and not use terms like "study," "investigate," "inventory."