

# Pedestrian Advisory Committee

## Engineering Minutes

Thursday, June 17, 2021– 4:30 PM

Microsoft Teams Meeting

### Roll Call.

### Adoption of the agenda.

### Discussion

#### Lyndale Ave S Medians at 25th and 27th, 30% - Jason Staebell (Henn Co), Kelsey Fogt, Mpls Public Works

Project will include ADA compliant ramps, enhanced lighting, and RRFBs at all four quadrants. Standard striping. Will add stop bar 20 feet back from crossing which is also where buses will stop, which will add visual space for people trying to cross.

Barb Olson: Where will RRFBs be located? Will they be visible?

Staebell: There will be a total of 6 different flashing beacons at each intersection.

Christopher Hoffer: Cyclists will use median cuts to cross Lyndale. How will that work?

Fogt: We got same comment from BAC asking for push buttons and crossings. Bicyclists will be able to cross in marked crosswalk.

Hoffer: Is it unusual to funnel bicyclists onto marked crosswalks?

Fogt: If there's not a bikeway, there's not typically a green conflict marking.

Peter: Is there a section/elevation available?

Staebell: The elevations will stay the same so there are no new elevations to share. There will be signs that say, "keep right" and directing traffic.

Julia: Why are stop bars at 20 feet instead of city standard of 15?

Staebell: For RRFBs, the guidance is between 20 and 50 feet.

Julia: As far as right-in-right-out, there's a lot of conflict if I'm coming from the driver's right as they look left and move right. Is there anything you'll be doing to remind drivers to check for pedestrians?

Paul St. Martin: What's the ADT? Will there be "stop here for peds" signs?

Staebell: 25,000 to 28,000 per day. There will be signs in median and sidewalk.

Hoffer: How many blocks for 4 to 3 pilot?

Staebell: Franklin to Lake, possibly further.

**RESOLUTION:** The Pedestrian Advisory Committee supports the proposed medians on Lyndale Avenue South at West 25th and 27th Streets to partially ameliorate risks to pedestrians crossing this wide, fast street. We ask that a solution be added to alert right-turning vehicles from side streets to the presence of sidewalk users to their right. Adding medians to Lyndale Avenue South is a stopgap measure that must not delay or impede the 4-to-3 travel lane conversion called for by PAC and many others. We further call on Minneapolis and Hennepin County to establish and use the authority to design county roads at the citywide design speed of not more than 25 miles per hour.

**1st St N Midblock Crossing, 15-30% - Kristian Zimmerman, Mpls Public Works**

Provides a formal crossing along a "superblock" of 1st St N without an existing formal crossing to reduce the distance between pedestrian crossings and meet Vision Zero/modal priority goals.

**RESOLUTION:** The Pedestrian Advisory Committee supports the proposed design for midblock crossing(s) on 1st St N. We support the compressed timeline from proposal to implementation.

**University/4th Bikeway, 15-30% - Mike Samuelson, Kelly Agosto, Henn. Co., Steve Weser, Alliant**

Abigail Johnson: The space for cars is causing the design constraints.

Aaron Berger: The design constraints are caused by the decision to include three travel lanes in each direction. There would be no need to "open up" a bike lane by removing curb or delineators without the presence of three travel lanes.

Julia Curran: It is concerning to me to see no shift towards orienting the University of Minnesota area, where there is substantial and free transit available to students.

**RESOLUTION:** The Pedestrian Advisory Committee prefers Option A, the two-way bikeway on University Avenue, but does not approve either option. The decision to maintain three travel lanes in each direction, contrary to PAC and Minneapolis staff recommendation, uses right of way that could be reallocated for innovative pedestrian and bike solutions. This decision is not suitable for a dense and walkable urban corridor. However, given the alternatives, a two-way protected bikeway reduces the need for bicyclists to cross multiple highly traveled streets to travel west. The City of Minneapolis should withhold municipal consent for any design with three travel lanes.

**Lyndale Ave N Medians, 30% - Chris Kartheiser, Nathan Kemmer, Mpls Public Works**

This project touches 7 intersections between 22nd Ave N and 40th Ave N. This is a project update. The design vehicle applied to the design required a few changes to the curb radii and a widened travel lane to the north and south. Also had to offset the crossing a bit to accommodate median noses.

Curran: What's the design vehicle and what speeds is it moving at?

Kartheiser: Single unit 30-foot truck (e.g. UPS truck). Turning movement speeds are not very fast. These all have stop signs on cross streets, and the adjustments are due to turns from side streets onto Lyndale.

Berger: Is there a way to

Dyrdahl: Want to recognize Chris's work in making this design happen.

St. Martin: On this nose, will there be a Keep Right sign?

Kartheiser: There will be a sign on the nose.

St. Martin: It will be interesting to see if pedestrians use the design.