

PAC Draft Resolutions July 2021

Lyndale Ave S Medians

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

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

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.

George Floyd Square

The Pedestrian Advisory Committee believes that the City, along with Public Works, acted in opposition to its policies when it removed the barriers at the memorial at 38th and Chicago in order to open the street to through traffic.

1. Opening the street to traffic without including any safe pedestrian spaces is asking for a pedestrian injury by a moving car. The current design of the intersection with

the memorial does not allow people to safely move or engage with this historic place. This action defeats the policies of Complete Streets and Vision Zero: to establish and respect public spaces.

2. Vibrant pedestrian community spaces are what both the Transportation Action Plan and Minneapolis 2040 point to as the future of our public spaces. Removing a community space in this way is antithetical to how the City and Public Works should operate, based on its policies and our collective future as a city.

There are many ways to bring safety, harmony, revenue, and beauty to this place that has been a healing gathering space for so many. We are disheartened with our colleagues at Public Works for going along with this plan, and we hope to see a reversal of this decision soon, with investment given to the community in ways that are not dangerously car-centric and that honor the history and significance of this place for the future.