

## Kingfield Safe Streets April 5 Meeting via Zoom

**Present:** Sarah LR, Sarah T, Chris D, Chris H, Alex A, Gabe O, Daniel R, Aaron S

### **Emerging safe streets issues due to COVID-19: How will COVID-19 impact our work? Are there emerging issues we want to focus on as a group? (All)**

- Parkway closures: Map of closures in Minneapolis and St Paul:  
<https://arcg.is/1WLMov0>
  - It's interesting to be in these spaces on a human scale where there are no cars present (ex: Rose Garden and connection to Lake Harriet is now consistent, continuous space rather than cut off by street with vehicles, that are often fast moving)
  - It's an interesting moment for experimentation. Not clear if these changes might be longterm but might be something worth advocating for (could there be counts of ped/bikes, looking at traffic patterns?)
  - Issue: there are choke points along Greenway, trails, etc. as large groups of people are entering/exiting at the same time. How can we analyze these issues and advocate for changes?
- City/County road closures: Has there been any talk of closures? Barricades or other traffic calming measures might be something to advocate for
  - Submitting and applying for permit through City (\$100)
  - Pleasant Ave Greenway: could this be tested now as the site of a future greenway? It would allow for more public space at a time when there is far less traffic
    - 38th & Pleasant: Would need to talk with Incarnation Church, Lake Country School, & Center for Performing Arts as they are either starting construction projects or in the case of Incarnation have started a food shelf in the Hiawatha Prep parking lot
    - What would a greenway look like on Pleasant? Making through traffic significantly not efficient. Bollards or planters. Jersey barriers (tall concrete barriers). Closing down the street entirely to car traffic? What will be the most safe and effective use of space?
  - Areas around Theo Wirth and North Minneapolis: from an equity standpoint there is not as much access to greenspace, lakes, etc. Should there be additional advocacy?
- Streetsblog, March 30: [As Roads Empty To COVID-19, Drivers Who Remain Are Speeding Up. Here's How to Slow Them Down](#)
- City of Minneapolis Bicycle Advisory Committee (BAC): all meetings have been canceled for now. Have been working on a project via video

- In terms of a conversation on City streets, Matthew Dyr Dahl would be a good person to start with. Our Council VP Jenkins would also be good to include as well as Robin Hutcheson, Public Works Director.
- Could we create a “safe pathways to the park” greenway plan and map out a couple streets around the city to close to cars to lead to all the parks?

### **Group.io and other communication questions & updates (Alex A)**

- Everyone on the Zoom call today is in Groups.io :-)
- Currently there are 14 members in the Groups.io group
- Send new invite and reminder to people who haven’t joined yet
- You can post in two ways: you can send an email to [kingfieldsafeststreets@groups.io](mailto:kingfieldsafeststreets@groups.io) or go into Groups.io or Go to groups.io and click New Topic
- You can create a hashtag for your post to organize posts by topic
- You can get a notification everytime someone posts or receive a daily digest
- Suggestion: go to the [Groups.io Identity page](#) and change your “Display Name” to have your name, otherwise just your email address appears.
- [Safe Streets of Kingfield on kingfield.org](#); suggestions for changes to that webpage:
  - After “Join our Groups.io page (<https://groups.io/g/kingfieldsafeststreets>)”, add “click the ‘**Apply for Membership**’ link.” so people know what to look for when they go to Groups.io (we could put “Apply for membership in quotes to make it seem less officious.)

**Updates from each of the 5 issue teams: Report out on issue and action plan. Do you have questions/asks of the larger group? How can we support each other and continue work on the issues?** *Note: short updates or passing are just fine and we completely understand that these issues are in their preliminary stages and that we are dealing with unprecedented circumstances, new pressures, and adjustments in our lives right now.*

- **Issue Leads** are the point person on a particular project or issue. They are responsible for disseminating info and sharing with this group and leading organizing/advocacy that would be beneficial for the neighborhood.

### **1. 1st Ave Mill & Overlay (Chris H: Sarah T., Jakob R)**

-Mill & Overlay is happening in 2020. Public engagement is not taking place for this project.

-We have contacted City and have a meeting scheduled for April 10

-We conducted a walk/bike audit and documented issues on a block by block basis

- We will try to understand the range of possibilities with our first meeting. From there we can determine whether or not to bring in additional groups, voices, etc.
- Ensure that things we are advocating for now with the narrow Mill & Overlay project do *not* stand in the way of the Whittier/Lyndale Bikeway project. Focus on the really simple changes we can do now.

## **2. Whittier/Lyndale Bikeway (Daniel R)**

- Daniel R volunteered to lead this group! Hurray, thank you Daniel!
- We welcome additional volunteers to join this group. Let us know if you are interested.
- Daniel will follow up with project contacts at the City about status of survey, outreach, and presentation of plans, will rope in 1st Ave Mill and Overlay group as well--get a baseline for where we are at and what the next steps are
- <http://www.minneapolismn.gov/cip/futureprojects/whittier-lyndale-bikeway>

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<http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/webcontent/wcm:sp-222742.pdf> - existing conditions of Whittier-Lyndale Bikeway

-Update: *Sent email to Mike Samuelson and Nathan Kemmer at City about current status of project, asking for updates/survey results - April 6, 2020*

## **3. Grand Ave/Pleasant Ave Bikeway (Chris D.: Aaron S, Morgan, Aaron I, Jenny)**

- Created template letter with issue points and several people in group have sent it to Council VP Jenkins and Public Works staff
- Setting up meeting with the City to get updates. Waiting for the City to get back on having that meeting (would most likely be an open to the public discussion on Grand Ave. The goal is to have a level setting meeting and dispel misconceptions of the project. We hope the format will be an online presentation with updated proposal and open public meeting. Timeline has been disrupted due to circumstances.
- Proposal right now is high level proposal
- Chris D will repost message and info page at Groups.io

## **4. Crossings: Crosswalks, Lyndale, Casa Crossing (Mallory, Alex, Cynthia)**

- No action that Alex knows of!
- Followup: Alex to confer with Cynthia and Mallory.
- Sarah T: Casa de Corazon centers might be operating at limited enrollment right now and since there is also decreased traffic right now, observing the crossing on Nicollet will not be representative of the typical situation there
- 37th & Lyndale, and really anywhere odd-numbered streets cross Lyndale and Nicollet are still issue spots, even with lower traffic.

## **5. Lower speed limit in neighborhood (Gabe, Scott )**

- City announced plans (in tandem with St Paul) in early March.
- Forced reconsideration of approaches: where to go from here?
  - Tie in to Grand Ave work -- Speed affects street design
  - Look at 25/30 streets, avenues for “redress” if needed
  - Have a visible celebration that could also be an educational opportunity
  - How effective is lowered speed limit?
- <https://www.visionzerompls.com/speedlimit-s>
- Questions about which streets have what speed limit
  - Arterials would be higher (25)
  - Grand Ave will be 25 MPH
  - Local streets default will be 20 MPH
- Implementation Language from Vision Zero webpage:
  - *“Staff from both cities will begin in March to install or change more than 1,000 speed limit signs on city-owned streets in the coming months. New, lower 25 mph speed limits on individual streets will go into effect as soon as they are signed. Once the busier streets are signed, the cities will then install “gateway signs” at entry points in both cities, indicating the citywide speed limit is 20 mph unless otherwise posted. Once the gateway signs are installed, the 20 mph speed limit on local residential streets will be in effect. The cities will generally not be posting 20 mph signs on local residential streets. The cities expect the sign installation to be completed by this fall”*

**Possible additional Issue area: Nicollet and Kmart removal**

- From Sarah L-R: Do we need a working group for this? Seems like yes!
- Chris D: Coordination with other neighborhood groups could be really helpful. He did a capstone project on Lake and Nicollet, remains interested.
- Alex: interesting to ponder how a new Greenway connection might work, especially with the new Greenway connection to I-35W and Lake Street Station, just a couple blocks away. Don’t mean we can’t have both?
- If we want to add this as an issue, then we need a Issue Lead and additional volunteers

**Next Steps:**

- All issue teams will continue to work together and make progress on their issue, posting updates/asks on Groups.io as applicable

**Next Meeting: Sunday, May 3 at Noon via Zoom**

- Tentative agenda:
  - Report out on Issue Areas

- Revisit COVID-19 impact conversation and considerations of advocacy for City streets to implement increased traffic calming measures and/or close in order to provide additional social distancing public spaces