

Menshek, Peggy Y

From: Matt Steele <mattaudio@gmail.com>
Sent: Friday, October 23, 2015 5:15 PM
To: Council Comment
Cc: Reich, Kevin A.; Bender, Lisa; Gordon, Cam A.; Yang, Blong; Glidden, Elizabeth A.; linea.palmasino@minneapolismn.gov; Dyrdaahl, Matthew
Subject: TPW Downtown Pedestrian Improvement Project

Members of the TPW Committee,

I see there's an upcoming consent item regarding a historical review for downtown pedestrian improvements, including new curb cuts at numerous intersections.

Of course, I don't have any concern with the specific consent agenda item for collaboration with MnDOT. But I do have a general comment about this project, scheduled for completion next year, as a significant missed opportunity for intersections in Minneapolis.

Many streets in Downtown Minneapolis are one-way three lane streets, yet have well over 50 feet of curb to curb crossing distance. Yet a profile with 3x 10.5 ft lanes and a 6 ft bike lane requires less than 38 feet of crossing distance. Our corners and our curb cuts are not where they should be in a walkable city, and safety is compromised. We have an effective turning radius that is much wider than the actual turning radius, because it includes crossing of the two unused parking lanes near corners. This results in motorists taking corners far too fast. In fact, this is how I was hit by a turning motorist while walking in a crosswalk along 7th Street back in 2007.

There's no reason to literally cement our existing ridiculous curb placement for a generation to come. I see this happening across the city with a variety of projects, including corners of 46th Street at 4th Ave, Park, and Portland as well as numerous intersections west of Park Ave in the Central neighborhood.

The City of Minneapolis, along with the County and MnDOT, have endorsed the Urban Street Design Guide. This guide includes [intersection design principles](#) including designing intersections to be as compact as possible, and utilizing excess space as public space. It also frequently references "moving the curb" as an effective way to improve safety for all users and the quality of public space. Finally, it specifically shows examples of [one-way streets in complex urban environments](#) which show tightened [actual curb corner radii](#), [tightened effective corner radii](#) through bumpouts, etc. (It should be noted that tightening effective corner radii is also the solution to solving the perceived problems for motorists at new refuge islands on 26th and 28th Streets).

The City of Minneapolis should adopt a policy and adjust prioritization for curb/ped ramp projects to, in the absence of compelling indication that parking lanes may possibly be restriped for other uses such as bike lanes, tighten the curb to provide increased sidewalk space and decreased effective turning radii. Our city would be safer, more pleasant, and more welcoming of investment along our streets as a result.

In essence, every time we re-curb a corner, we ought to move the corner.
(I'm not the only [resident with this](#) opinion)

Thanks for your consideration,

Matt Steele
612-293-9091