

## **Ped Plan Advisory Committee Meeting #5 - Notes**

### **Participants:**

Carol Andrews, St. Louis County  
Russell Habermann, ARDC  
Judy Gibbs, BPAC  
Ben Margeson, CHUM  
Maren Webb, MnDOT  
Holly Kostrenzki, TZD  
Chris Belden, DTA  
James Gittemeier, MIC  
Rondi Watson, MIC  
Shawna Mullen, Essentia Health  
Amy Demmer, Zeitgeist  
Doug Stevens, Skyline Pkway...  
Teresa O'Halloran-Johnson...  
Kris Liljeblad, City of Duluth  
Dena Ryan, WisDOT  
(218) 260-0446 - ??

James shared survey results, noted strong response (627 respondents), and a strong showing by City of Superior.

Noted there were basically three questions, along with demographic questions about primary modes of transportation – what are main purposes that people walk - age, zip code,

1. primary modes of transportation – 60% drive
2. Why walk question – 92% stated they walk for recreation
3. How often do people depend on walking for daily needs – nearly 30% said they “always” walk

Noted there were basically three questions:

### **Improvements for walking along roadways**

Clear obstructions/filling gaps/

### **Improvements for walking across roadways**

Policy Ideas

-Clearing snow/maintaining sidewalks/Prioritizing ped needs/clearing obstructions

Different group comparisons:

-Among all groups, remarkable similarity in responses

Discussion:

Shawna Mullen: wonder how many kids filled out surveys

Teresa O'Halloran-Johnson:

-Kids don't always make the decision to walk -more likely that it's their parents

-when thinking about equity – not just about what the priorities are but implementation – who is in charge of clearing snow, for example, in areas dominated by rental properties – there may be policy solutions – shared concern and how can we make sure the marginalized communities don't bear the brunt of the issues

- More engagement with kids, disabled, elderly to get at their specific safety concerns – if they can negotiate the ped environment, everyone can

**Kris L:** noted that in most cases it's NOT the city's job – we need to promote the idea that it's not "somebody else's job" but rather a community responsibility to clear obstructions; sidewalk improvements are made by sidewalk assessments

A sense by people who mostly only drive, that the City is criticized for clearing walking paths

Plan need to address:

- an educational component about non-motorized uses and needs
- local funding systems; current funding system and are there other models?
- New or reconstruction roadway projects – how can the design process address the high-priority needs? (What can we do from a design standpoint, moving forward?)
- needs to address all the E's = education, engineering, enforcement, equity .... (need an E for \$\$)

How do you plan to prioritize "equity" needs, considering the strong majority of respondents said they walked for recreation

Also, a strong majority of women respondents in this survey

How does that compare to

Carol: Hope plan will address funding

Chris Belden: from transit perspective, there is no bigger barrier than snow removal – the worst conditions are along the busiest transit corridors. Plowing puts the snow on the sidewalks

Galen Lea: Have you talked about the idea she had, -- possible solutions from a physical mobility standpoint include physical obstacles and shoveling, especially curb cuts – and third, obstacles.

A proposed solution might be a centralized hotline to call, to take care of these requests – not necessarily the City's responsible – but an Americorps job- she spoke with Jodi Slick at Ecolibrium 3. It would be great to have volunteers but there needs to be at least one central paid person to organize the work – not sure that an all-volunteer operation would work.

And volunteer programs are not sustainable. There have been several iterations of snow-clearing volunteer programs over the last few years. It needs to be a priority of the jurisdictions.

Carol Andrews: a similar idea might be- e.g., the need for volunteers or other non-City program, at least in this time of budget difficulties, to help clear vegetation covering sidewalks.

Thinking outside the box - what systems are in place locally (Superior), and around the country that have been effective

Chris: Paradigm/culture shift is needed – sidewalks are not seen as part of critical transportation infrastructure that gets the same degree of attention as roadways do. We just don't prioritize sidewalks, period.

In terms of reporting – disenfranchised neighborhoods have a history of not being listened to – not the loudest complainers – complaint-based system may not really cover all the priority needs.

Yes, very important, complaints based won't work. Folks who are marginalized fear repercussions when they complain, and with good reason.

Dena Ryan: WisDOT has its ADA transition plan that's currently open for public comment, long with a survey.

And yes, in certain spaces a 'volunteer' may be able to cut vegetation from blocking a sidewalk But there are a lot of risks for both volunteers and for general public by leaving this to a volunteer based, squeaky wheel implementation.

Can one other thing be addressed in the plan: we need to go beyond ADA requirements. They really aren't sufficient and can that be explicitly called out?