



Resolution Resolution 2022-253

RESOLUTION DIRECTING STAFF TO SUSPEND WORK ON THE “OPEN” PARKWAYS TOOLKIT UNTIL FURTHER BOARD DIRECTION WHILE ALLOWING TEMPORARY CLOSURES OF PARKWAYS AS IS CURRENTLY PRACTICED AND ACKNOWLEDGING THAT PER MINNESOTA STATUTE CHAPTER 160 THE MPRB IS A “ROAD AUTHORITY” HAVING JURISDICTION OVER THE PARKWAYS WITH RESPONSIBILITY FOR CONFORMANCE TO MINNESOTA STATUTE CHAPTER 169, AND AS SUCH, THE MPRB SHALL USE THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES IN PLANNING, DESIGN, CONSTRUCTION, AND OPERATIONS OF PARKWAYS AND ROADWAYS UNDER ITS JURISDICTION

Whereas, Resolution 2021-361 authorized staff to proceed with implementation of the Draft ‘Parkedway’ Toolkit between 4th Avenue North and Plymouth Avenue as a pilot project;

Whereas, the so-called “Open Parkways Pilot” now proposes to install permanent road closure devices between 4th Avenue North and 13th Avenue South;

Whereas, Minnesota Statute Chapter 160 establishes the Minneapolis Park and Recreation Board as a “road authority” and as such is obligated to operate the Parkway system legally, responsibly, and uniformly;

Whereas, Minnesota Statute Chapter 169 requires the MNDOT Commissioner to adopt a uniform system for traffic control and the Minnesota Manual on Uniform Traffic Control Devices, aka MN MUTCD (the Manual) is that system;

Whereas, the Manual contains “the basic principles that govern the design and use of traffic control devices for all streets, highways, bikeways, and private roads open to public travel regardless of type or class or the public agency, official, or owner having jurisdiction;”

Whereas, according to the Manual, “It is important that these principles be given primary consideration in the selection and application of each device” and that “the decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment;”

Whereas, according to the Manual, a “Temporary Traffic Control (TTC) plan provides for the safe and efficient movement of traffic around a location where the normal function of the roadway is temporarily suspended;”

Whereas, according to the Manual, in order to close a road, “the road authority’s Traffic Engineering staff should be consulted and a project specific TTC plan” should be prepared;

Whereas, the “Open” Parkways Toolkit explores various street closure devices to presumably simplify Parkway closures and reduce costs associated with closing and detouring Parkways;



Whereas, the Toolkit identifies permanent and semi-permanent steel arm gates and large planters as preferred barrier devices that, once installed, are in a fixed location offering little to no flexibility with regard to the terminus of a particular street closure or use in other locations;

Whereas, the apparent goal of cost control for implementation of Parkway closures will not be realized by the installation of steel arm gates, or other semi-permanent barriers which would also require installation/placement, delivery, storage, and maintenance while continuing to require engineered TTC plans and devices;

Whereas, Minneapolis Parkways are roadways within parkland that serve motor vehicles and bicycles and are almost always paired with additional separate bicycle facilities and separate pedestrian facilities;

Whereas, due to age and mobility many members of the community are reliant on motor vehicles to access city parks, lakes, creeks, and the river;

Whereas, the MPRB strives for full inclusion which is not achieved by limiting access;

Whereas, specific events, from time-to-time, require Parkways to be closed to motor vehicles,

RESOLVED, that the Open Parkways Pilot be suspended until further Board action while recognizing that events that require temporary closure of any Parkway to motor vehicles may still be planned and permitted as is current practice, and

RESOLVED, as the owner/operator of the Minneapolis Parkway system, it is acknowledged that the MPRB is a road authority having jurisdiction with responsibility for conformance to Minnesota Statute Chapter 169, and as such, the MPRB shall use the Minnesota Manual on Uniform Traffic Control Devices in planning, design, construction, and operations of Parkways and roadways under its jurisdiction, and

RESOLVED, That the President of the Board and Secretary to the Board are authorized to take all necessary administrative actions to implement this resolution.