

Transportation Committee
Monday, September 18, 2017
6:30-8:30 pm
SAPCC

In attendance: Pat Thompson, Scott Jensen, John Mark Lucas, Sarah Goodspeed, Barb Mundahl (City of St. Paul)

6:30	Introductions, approve agenda, minutes	Tentative approval
6:40	<p>Walking Summit Report Back</p> <ul style="list-style-type: none"> September 13 summit walk had 8 participants, Scott and John Mark volunteered with Suyapa and Sarah. Shared good news that ADA letter was effective, City will be prioritizing curb cut for next year if unable to fit into this year's budget, or as soon as possible. Walking group included man in wheelchair, highlighted need to improve accessibility throughout neighborhood, faced challenges with detours around park and crumbling sidewalks in many parts. Recognizing inaccessible areas need to be squeaky wheels, spoke with Barb about detour issues, especially around Commonwealth senior home request to add ramps. Driving around after event saw a few other walking tours as well associated with Summit, including group at Franklin and Cedar. Overall feel like we have good communication with City through Barb, but not with County, seek to improve in anticipation of Cleveland project. 	
7:00	<p>Other business</p> <ul style="list-style-type: none"> St. Paul company Brilliant giving away reflective strips, contacted Stop for Me to support advocacy, Safe Routes to School with Dan Clarke at SAP Elementary Oct 4 Walk to School Day, police have supply to give to bikers at night to stay safe. Idea to put on canes or wheelchairs for Seal residents, connected with Scott. Part promotional to take photos and share how using. Iron on or stick on, washable, high visibility, good quality. For community groups willing to provide instructions to community, put in request and Brilliant will provide at their discretion. 	
7:10	<p>Como Phase II with Barb Mundahl</p> <ul style="list-style-type: none"> <i>Summary: maximize 16' sidewalk, with road lanes at 11' driving, 5' bike, and 8' parking lanes, increase bike lane to 6' after business district.</i> Barb met with Como Ave business owners at their request. Street is currently 46' wide, except between Commonwealth-Carter ROW is 73' by library, proposing 50' reconstruction. Accommodates 8' parking lane (MnDOT requirement), 6' bike lanes, 11' driving lanes, total sidewalk went from 17' to 15'. Colossal Cafe concerned about sidewalk shortage, they put tables and chairs by the door and by the curb, keep walking path open 5' requirement, will lose tables by door, not enough space on either side of walk. Light poles need to be 3' from curb, trees, other vertical structure 4' from curb, overall 11' sidewalk and 4' boulevard with tree plantings, 6' box best for trees, 9' sidewalk remaining (potential 10' if compromise 1' in bike lane). Line box with bench. Might use space better to rearrange tables to keep same number of seating, if working with City for sidewalk planning. Box around tree coming out, tree could replant by church and give Colossal bigger run while keep shade, or extend bumpout but would lose parking, could leave up to restaurants to recommend. New Thai place did not attend. Downtown restaurants have only 10' and make it work, there are options to support for SAP restaurants. 	

- It does get quite busy foot traffic along this area, we would like to provide as much space along sidewalk for things to happen to build community, less worried about traffic lane, sidewalk is where interaction happens, people stop and talk, kids play, lots of bike activity on sidewalk as well, putting bike racks and seating back, we need space. In front of Park 24 straight run with no walkout, too long, preferred plan to keep flat gives trees open space, but need to break up stretch with outwalks for car access, people stand in front of shops and talk in outwalk to allow sidewalk passersby. Have done permeable pavement around trees, but haven't done as outwalk surface, tend to move over time become tripping hazard, harder to shovel, consider adding more benches. Business owners own their own benches, will take in and put out after we're done, don't like planters, want to explore additional seating options for other businesses.
- Bump out "plaza" across from library at Gove. Tighten up corner around library, large crossing distance, how to benefit pedestrians as per our hierarchy for road users, bump outs next to bus stops. Especially wide crossings because of geometry of intersections, could move crossings to mid-block, ADA says ped ramp has to be in the line of travel which is longer at intersections, wouldn't it be safer to cross shorter, but signal is there, ADA strict to change. Don't want to put porkchop in front of library, perhaps better to realign. Another bus stop right behind library, supposed to be at Commonwealth but moved ahead of curve, could combine bus stops.
- Guideline has ideal widths for street, cannot be all minimum widths, chose bike lane to be 6' over 5' standard, could only remove 1' from bike lane to give to sidewalk, cannot take from minimum driving lane 11' or minimum parking lane 8'. MnDOT would not approve variance with 10' drive lane with 6' bike lane, would equal to both minimum. Bikers are fairly respected on Como, moving into car lane when necessary. Narrowing sidewalk 2' is going to be felt hardest. Smallest ROW to meet standards is 48'. Business owners suggested 5' bike lane just through business corridor to keep sidewalks, still have extra foot of parking so less risk from doors. In reality cars are parking on bike lane with 7' width, crossing widths big deficiency, little bit of give to lose 1' of sidewalk instead of 2' to address parking deficiency, reducing crossing distances at critical intersections using bump-outs, then back to 6' bike lanes, speak with Reuben has he received reports of dooring or accidents in that corridor. Boulevard with open planters, some library trees not healthy, plan to replace some trees already lost, typically end up spacing trees after everything else goes in, not a lot of luck with trees at bus stops.
- Park B4 Dark and other events, close knit business community, though not formally associated. Realign crosswalks, talk to Luther Seminary, Murray. Crossing planning on zebra stripes, stop lines needed especially with crazy intersections. Still concerned with crossing distance along worst angles at Carter, especially Elementary crossing, make Valentine more N-S. Project will go past Valentine, likely stop project at Brompton with anticipation of Health Partners before completing to Eustis, since construction tends to eat up roadwork, will save project costs without traffic signal, wrap last blocks into highway work in a few years, already full parking around Health Partners can't anticipate pedestrians or patients crossing Como but not sure what will happen with existing building. Seal coating for now to address potholes. Eustis has no pedestrian access, nowhere for sidewalk. How to advocate for diagonal pedestrian light at library - speak with HunWen, Ben Hawkins, and John Mascow traffic engineers to recommend all red-face since alignment is so poor. If we cannot improve alignment, how to improve

	<p>operations, signaled by pedestrian not every cycle. Turn lanes, signals are very confusing at steep angles. What opportunities for enhanced crosswalks, branded striping, they did that on Selby business district (Lex-Victoria) with Duratherm on median like brick pattern, they paid portion, mixed reviews. Discussing banners already.</p> <ul style="list-style-type: none"> • Public meeting to review next drafts late October. Many projects coming along pipeline. Business district also asked about timing, work before July 4 from Brompton to the west side of the business district, with business district work starting after July 4, Doswell and Carter never closed at same time. • Detoured buses still inconsistent, esp eastbound, no sign on Como, place near Sunrise/Speedy. Staging also challenging with limited alternate routes. Commonwealth will stay open. 9 projects this summer, communication has been hard to keep up with. • Betty had previous communication to follow up on. No overnight parking at parts of Raymond, Como, for after hours road maintenance. Worried about clutter at 20 mph sign, apparently advised speed not enforced, traffic engineer says that sign should be taken down entirely with curve redesigned. Realistically traffic still needs to go slower, high concern especially with bike crossing riding along bike path can't make turn at Blake, safer to take lane under bridge and signal turn from car lane. Worth further investigation to improve safety, not just removing a sign vehicles should be prepared to slow, poor sight lines. With new flashing light it still gets dark suddenly under bridge. Connecting with more feedback from communities, also mentioned that riding on bike lane ramp to transition to sidewalk (northbound confusing since ramp not at intersection) there isn't enough marking without slowing to figure it out. Sign telling cars to stay left hits right at head height for bikers, hazard. Narrow spot for pedestrians but haven't heard complaints, share the road intent but need to clarify with painting and signs. Messaging is key, what is most important how to mark clearly as shared, at least not a danger, but can you make bike marking dashed to make clear to keep pedestrians safe, bikers yield to ped not run over. Practicality many cyclists still go north on SB lane to avoid crossing Energy Park from Transitway or turning left on Blake, had discussed potential earlier now need to find how to manage safety. 	
8:25	<p>10-year planning</p> <ul style="list-style-type: none"> • Send out survey results to committee, ask for feedback for specific questions, perspectives, cross-tabulations and disaggregation that can shape committee goals and strategies. Stratify by demographic group, income, transit riders. On Q 6, what modes/comment trends? 	
8:30	<p>Bike Racks</p> <ul style="list-style-type: none"> • consider combination rack-seating. In Montreal every parking meter doubled as bike rack with donut lock. Double with bus benches? Loss of bus shelters. Need to address #30 bus stop getting more popular, no sidewalks along Eustis where there are many apartments and POC, buses wait there, sitting on curb, no shelter, short curb along busy Health Partners, covered in snow in winter, not ADA accessible. 	
8:40	<p>Adjourn</p> <ul style="list-style-type: none"> • Next meeting October 2 	