

SAPCC Transportation Committee Minutes [DRAFT]

March 27, 2018

In attendance: Pat Thompson, Scott Jensen, Kim Frair, Gordon Murdock, Liam Stewart, Betty Wheeler, Karen Nelson, Cody Hoerning (Minneapolis Como Neighborhood).

1. Approval of agenda and minutes

Gordon moved to approve, Kim seconded. All in favor.

2. Update on Mac-Groveland plan

Pat provided a short update the Mac-Groveland plan. The city is putting in a bike lane on Lexington north of Trader Joe's at Randolph and parking will be removed from one side of the street. The community is having an argument about which side of the street it will be.

3. Condition of Pavement on Como & 280

Cody Hoerning from the Como neighborhood of Minneapolis provided an update on the condition of the pavement on Como & 280 and the actions that they have taken to try to have it improved. St. Paul city crews have been out to patch potholes six times since July, 2017, but the condition of the street continues to deteriorate and there have been many complaints from neighbors, students, etc.

Como has asked the city about options for improvements. Those include sealcoating and mill/overlay. The city is not able to do sealcoating due to their multi-year plan (rotate neighborhoods, impossible to move equipment across town). There is no room in the general fund for mill and overlay for 2018/2019 and the council would need to approve a special fund. The road is slated for full reconstruction in 2020. The city is mostly doing cold patching and Cody has asked about alternative methods but the city hasn't been responsive.

The Como neighborhood has drafted their own letter to the city asking for intermediate improvements to the road. They have asked for a letter of support from us.

Discussion of vehicle, bicycle, and pedestrian traffic. Also considered things such as temporary bike lanes on Hennepin and if the University of Minnesota might get involved due to the number of students that use the road for commuting. Realistically, we might not expect much support from the University or anything more than patching.

This is a fiscal issue for the city as they have to patch 48 hours after conditions reported or they are liable for damage. The conditions are a safety hazard for cars, but for cyclists they are a life safety issue. The focus of the letter should be on bicycles. Waiting for two years for reconstruction is not acceptable if conditions remain the same. We want immediate action.

Scott motioned that we write a letter. Karen seconded. Pat will take a draft to council in two weeks. Motion passed.

4. 10-year plan update

The 10-year plan was presented at two community meetings. Pat reported that there was not a lot of input for transportation at table discussions.

There have been some small changes such as wording - "In keeping with vision zero", streets / intersections are for pedestrians first, advocate 14' minimum sidewalk widths for public oriented business districts. Some discussion about the latter's language - worry about being too prescriptive, potentially change it to be about the "why" - to encourage walking, etc.

Some topics that did come up during table discussions:

- Support for no beg-buttons. Including language about not having them does provide our point-of-view, we could lose credibility as beg-buttons at intersections is the city's direction and they definitely won't adjust that.
- District parking at key nodes and possibility of working with business owners to allow parking in their lots during non-business hours.
- Improved Nice Ride / other bike share access (including dockless)
- Work with city to underwrite liability insurance to allow individuals to do small-group car sharing.

John Mark reminded us that we need to make a request to the city to get seasonal pedestrian markings put back in.

5. Update on Libby Kantner meeting (Samantha Hennington's office)

Pat provided an update from a meeting with Samanthan Hennington's office.

There was a discussion about art funding for replacement of the village council kiosk on Como. The office is aware of business concerns and traffic calming. There will be parking during construction - parking restrictions probably going to be lifted temporarily.

6. Bus stops on Como

Pat heard back from Metro Transit. They would not provide a process that they'd find acceptable for removing stops. There are ADA issues with removing stops, and slope issues that influenced the current placement of the stop at Doswell.

Pat provided average daily numbers of riders per stop from Metro Transit:

March 6 – May 11, 2017: AVERAGE DAILY passenger movements per stop

Route 3 Eastbound	Total On	Total Off
COMO AVE & BUFORD AVE	4.0	19.6
COMO AVE & DOSWELL AVE	31.2	53.1
COMO AVE & CARTER AVE	27.0	24.9

COMO AVE & COMMONWEALTH AVE		6.2	11.3
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Route 3 Westbound		Total On	Total Off
COMO AVE & COMMONWEALTH AVE		7.9	10.1
COMO AVE & CARTER AVE		23.0	25.2
COMO AVE & DOSWELL AVE		42.3	25.0
COMO AVE & BUFORD AVE		21.9	6.7

Barb Mundahl (city engineer) said bumpouts wouldn't be added even if stops are removed - there are concerns about narrowing, lack of slip lanes (which we oppose in the 10-year plan). Given the high boarding numbers at both streets in the business district and the schedule for design and engineering of the rebuild, the stops are likely to remain where they are.

Pat also found out who to contact at Metro Transit to discuss modifying one of the bus routes to cover the Carter/Doswell and Como area and connect to the Green Line at some point in the future. She will follow up on that.

7. Cleveland Avenue rebuild update

No updates yet. John Mark to check for next Transportation Committee meeting.

8. Parking permit changes

Pat gave an overview of the current system and the overhaul that is happening. The city is normalizing the system across all areas. Area 2 (North of Como) will be changed so that residents can buy stickers for their own use (max 3) and placards for visitors (max 2). Permits can only be purchased by Area 2 residents, not by employees of businesses. Permits are tied to addresses, but the stickers will not display addresses. Anybody with a sticker or placard can park anywhere in Area 2. Pat will be submitting this info the Park Bugle.

9. Bike parking progress report

Three bike racks will be placed on Raymond by the Security Building. Exeter has also said yes to bike parking on University near the bus stop just west of Naughty Greek. Carleton Lofts and Dow have said no. Waiting for response from the building on the triangle lot at University / Franklin / Cromwell.

There is nowhere to put bike racks on the public right of way along University due to pavers and watershed.

John Mark suggested going forward with what we have. Once we have confirmation on locations we can then go to the city and then get the final quote from Dero.

Karen suggested that if we have spares then we could use some for the Westgate / Weyerhauser development. We could end up having enough money in the budget to get a rack for Avalon.

10. SHIP grant / Seal Hi-Rise update

It has been difficult to get opinions from residents of Seal - unsure if residents would provide feedback online and the building manager, who typically doesn't follow through, needs to be involved for meetings. Pat suggested talking with central public health / public housing employee Betsy Christiansen to go around the building manager.

Pat suggested doing a Stop For Me activity as soon as possible in the spring as part of the SHIP work, possibly May or June. Scott to ask Beth Stiffler (parking for Public Works) about pedestrian sign on Territorial coming back.

Betty asked about digital speed monitor signs - if the community buys one, will the city put it in? Sense is that they will, but it isn't clear if city will pay for electricity. It is an idea for Carleton. They cost about \$20k each.

Scott has connected with the developer who is doing the Lakes and Plains redevelopment at Raymond and Ellis. There is mutual interest in improving the unofficial path north of Carleton.

So far, Metro Transit and the building manager at Seal are not very responsive to helping with Transit Assistance Program (TAP). We set a target date of April 15 or 22 for in-person assistance in conjunction with the Lydia Place service. Pat could do a flyer that could be distributed to all residents and Kim will contact Scott Simmons from Lydia Place.