

**St. Anthony Park Community Council
Transportation Committee
October 30, 2018 Meeting Minutes**

Attending: Pat Thompson, Scott Jensen, Betty Wheeler, Gordon Murdock, Kim Frair, Karen Nelson, Patty George, Liam Stewart, Tim Fuller, Fay Simer

St. Paul Pedestrian Plan Presentation from Fay Simer, St. Paul Public Works

Final draft of plan is being prepared for finalization and rollout in 2019 after nearly a year of work.

There are more accidents involving pedestrians and bikes than cars.

The plan aims to improve walkability in the city, particularly in neighborhoods where residents are most likely to rely on walking as their primary transportation. Goals include better pedestrian crossings on four-lane roadways, and completing missing sidewalks. Neighborhoods are prioritized for improvements, with highest priority going to those neighborhoods where most residents rely on walking as their primary transportation. South SAP is high-priority, North SAP is medium.

Recommendations are to

- plan, design, & maintain city transportation infrastructure in a way that prioritizes walking
- Establish a process for reviewing, improving, and prioritizing pedestrian crossings,
- Build regularly spaced pedestrian crossings throughout the city, particularly in high-traffic, high priority areas.
- Explore inexpensive infrastructure improvements at crossings that do not involve street construction.

City has approximately 1100 miles of sidewalks; 6-8 miles are replaced annually. There are 330 miles of gaps or missing sidewalk in the city. A complete street has sidewalks on both sides.

Uneven assessments for sidewalk construction have been a problem; the plan seeks to even out the expense rather than burden a few property owners.

City Council resolution 17-65 mandates that all street reconstruction requires sidewalks on both sides, requires major redevelopment to install sidewalks, seeks grants for sidewalk construction, and seeks to make assessments for sidewalk construction easier and more equitable.

Snow removal rules: Homeowners are responsible for sidewalks on their property, the city is responsible for parks, bridges, refuge medians and islands, and stairs.

Streets get priority; the same crew does sidewalks.

People are encouraged to report unshoveled walks; there was a short discussion on how to publicize the phone number for reporting unshoveled walks and accelerate corner shoveling.

Stop for Me, Safe Routes to Schools, Paint the Pavement (local streets only) are considered more outreach than safety.

Murdock adds that walking promotes safety, health, and community. Also mentions street width: 32 feet vs 29 feet, the narrower promotes slower traffic, the wider, faster.

Nelson mentions reconstruction often is a lost opportunity for designing in traffic calming and off-street bike lanes, and that the proposed city budget for next year could include funding for bump-outs installed along with mill and overlay work, rather than waiting for full street reconstruction.

Wheeler added that new street design should anticipate new modes of transportation, such as electric scooter shares, while protecting pedestrian and bike paths.

September meeting minutes review (quorum was not present at meeting start at 7)

Nelson moves to approve, Frair seconds; approved unanimously.

Cleveland Ave. Reconstruction Plans

The next Transportation committee meeting (November 26) will feature the county planner and contracted planner for the Cleveland reconstruction.

Tim Fuller, a Cleveland Avenue homeowner, acknowledges the need for bike lanes on Cleveland, but wishes the street not be developed to be a main thoroughfare and retain its residential character. He pointed to the recent Raymond Ave reconstruction south of Como as a model for Cleveland. He reports a 60 foot right-of-way along Cleveland for the reconstruction.

Wheeler suggests that because Cleveland lays on a city boundary next to U of M property, the RoW may not be 60 feet.

Thompson suggests there be no parking north of Buford, and keep street parking contained by the U. Possibly with an off-road path from Como to Buford (on the University's side of the street), and in-street separated north of Buford. Note: Cleveland Avenue is marked for an off-road bikeway in the city's bike plan.

Due to the Cleveland reconstruction discussion, next month's meeting may be held nearer that neighborhood for more immediate community input.

Como Reconstruction report

Thompson reports that Como will be finished around November 1st. Bike racks have been delivered and are in storage pending installation.

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Thompson urged committee members to run for community council.

There was a brief discussion revisiting sidewalk snow removal, with ideas on how to make sure property owners clear their sidewalks, and pedestrians report uncleared sidewalks. An article for the Bugle was suggested.

The petition for a stop sign or other improvements along Territorial Ave. was reviewed and will be sent to the Seal Hi-Rise resident's council for signatures.

8:45 Meeting adjourned.

