

Transportation Committee

June 25, 2019

Present: Karen Nelson, Patty George, Scott Jensen, Pat Thompson, Betty Wheeler.

Minutes

We forgot to approve the minutes of the May meeting once we had a quorum. Will do in July.

Como Ave. changes, east of Raymond in 2020

Decision has been made to change from 4 lanes to 3 between Canfield and Snelling with no parking on either side, with off-road bike/pedestrian multi-use path on the north side 12' wide, plus in-street bike lane. This is the plan that the Council endorsed earlier in the year. The section east of Snelling is still under discussion; District 10 was not happy with the proposals.

Cleveland Ave. rebuild

No word yet either official or unofficially on which alternative will be selected.

Stop 4 Me

The first event will be held July 15 at 3:30 p.m. at Seal and Territorial. Everyone from the Transportation Committee is encouraged to attend if they can. We will also request a second event on Cleveland at either Commonwealth or Dudley on either Wednesday, September 4 or Tuesday, September 17. Pat will contact SPPD to schedule.

Pedestrian safety at Seal

We want to get the mid-street pedestrian crossing bollard back in the street on Territorial at Seal (and on Raymond at Blake), plus get the signs we purchased installed on the side of the road at Seal!

Scott will follow up with Public Works in Beth Stiffler's absence. Pat will follow up with Mitra's office to go at it from that angle. We should also let Mitra know about the Stop for Me event at Seal.

Pelham bikeway condition

A neighbor (Matt Decuir) who bikes on Pelham described the terrible road condition in the bikeway north of the Pelham bridge. Much of it is large cracks between concrete panels, rather than potholes in asphalt. Other irregularities are previously patched potholes. We said that calling to report the conditions may get some type of response in terms of patching potholes, but for bikes patching potholes mostly just makes a different type of bad surface condition. (Pat has saved the photos Matt D. posted to Twitter.)

Branston at Monkey Island/ Hendon Triangles Park

This split, one-way street is adjacent to Luther Seminary, on either side of two city park triangular blocks, one with a small playground on it. The seminary plans to put a parking

lot near the end of one of the triangles, where they currently have a couple of garages. Neighboring home-owners are concerned there will be more car traffic, moving at higher speeds, endangering children who play in the street and cross to the playground. They are seeing drivers going the wrong way on the one-way street already, they report. What can be done to keep the street traffic an extremely low-speed street? It's basically what's called a "play street,"... is signage to that effect possible? It would qualify for painting the pavement, can we give them info on that process?

10-year plan revisions

We dove into the 10-year plan responses on the transportation section from Planning and Economic Development. Minor changes were made throughout to bring language more in line with the city's comp plan. More notable outcomes were to:

- prioritize three items for the missing connections map (the Carleton extension from Territorial to Long, the Wabash bike connection to the new Westgate park, and an ADA-compliant connection from Franklin to Westgate Station)
- revise language in the transit section to be more advisory and less directive, since the city does not have planning authority over those entities
- remove references to "complete streets" and "Vision Zero" to simplify and clarify the intended meaning
- define what "park-like" means for bike connections on Energy Park Drive and Wabash.