

Transportation Committee July 30, 2019

Present: Pat Thompson, Scott Jensen, Karen Nelson, Ray Bryan

Lacking a quorum, we did not approve minutes from the previous meeting.

Rethinking I-94

We were visited by Torri Hampton from the MnDOT outreach team of the Rethinking I-94 project. She dropped off flyers and we discussed some of the aspects of the project that affect our neighborhood, particularly the 280/94 interchange and truck traffic trying to access the highways from the industrial areas adjacent but without ramps designed with them in mind. We mentioned the lid over 280 that is identified in our 10-year plan. Pat will email Torri to get a good connection established, and send along the parts of our 10-year plan draft that are relevant to I-94 and 280. Torri and/or others from the Rethinking I-94 team will return to discuss more in the future.

Cleveland update

Councilmember Mitra Jalali Nelson and Reuben Collins from St Paul Public Works are advocating for the position SAPCC has taken on the Cleveland rebuild. Mitra's legislative aide will be meeting with county staff in the early weeks of August to discuss further. Mitra expects that if there is a decision to remove parking in a substantial way, it will require a vote at the City Council, even though it is a county road.

Stop for Me update

Scott reported that the Territorial event in July was well-attended and because it was in the prime hour of rush hour, there was a lot of egregious driver behavior (more than in last year's, which was in the earlier hour). Many drivers were stopped and he wants to know how many tickets were given out. Councilmember Jalali Nelson and her aide were in attendance.

We don't have a date yet for the September Stop for Me on North Cleveland because SPPD is juggling budget. We should know in the next few weeks. **Everyone!** Please mark both dates on your calendar: Wednesday, September 4 or Tuesday, September 17 – 3:30 – 5:30 window (though it would be one hour of either of those times). We will let you know the specific date/time as soon as we can.

Territorial update

The Stop for Me event highlighted once again how bad the situation is for folks crossing from Seal to go to the Green Line, and made Mitra even more aware of it than she already was. Pat spoke with Mitra and her executive assistant Stacy during open office hours about Public Works contacts and Stacy is pursuing a response from them on our committee's list of short and medium-term items for that intersection/area.

Metro Transit Network NEXT conversation and grant proposal

Metro Transit is beginning a process of envisioning its 2040 bus network and essentially wants to outsource its community engagement process to community organizations like

ours. (Info here: <https://www.metrotransit.org/network-next>). They have grants up to \$2,500 for organizations to host and document a conversation on bus network/route improvements, hours and frequency, BRT, shared mobility options, service quality, speed and reliability, shelters, information/technology. We are very interested in expressing the areas we already know of that need improvement in this area (easier bus connections to the Green Line from more of the area, more shelters, sidewalk connectivity around Green Line stations) but would love host a conversation to hear more from the community. Pat will check with Kathryn on whether there is staff capacity to support this: application deadline is August 9, with the conversation held by early November.

Westgate Green Line pedestrian access

We spent the majority of the meeting time walking around the area south of the Westgate Green Line station, looking at the lack of good access between Franklin and Westgate. Residents of the new housing south of Franklin are likely to want to walk north on Berry Street, but that may not have any traffic controls at the crossing on Franklin and north of Ellis, Berry ends, leaving pedestrians to walk on a private sidewalk requiring a number of steps to reach University Ave. (not ADA-compliant in the least). Yet Berry is where pedestrians can cross to reach both directions of the Green Line station. Curfew Street, which reaches University from Franklin on the east edge of the station area, connects well to the east-bound Green Line but is several blocks from the west-bound station. Emerald, which reaches University from Franklin on the west edge of the area, is several blocks from the east-bound station. The dog-walk area between 2700 University Ave. and Metro Lofts is ideally positioned and could be graded to be ADA-compliant, but is fenced off and privately owned. (A map is in process to make all of this clearer.)

We also walked around the streets adjacent to the new Westgate park to appreciate the scale of the park land and how the streets will connect (or not).