

## **SAPCC Transportation Committee**

January 26, 2021

Present: Pat Thompson, Tara Smith, Cecelia Ruesga, Betty Wheeler, Scott Jensen, Nick Studenski, Ray Bryan, Karen Nelson, Kim Frair

Guest: Bailey Waters (interested in becoming a member), Alden Hoffmann, Jary Lee (St. Paul Public Works)

### **November minutes**

Scott moved to accept minutes from November 2020, Nick seconded. Approved unanimously.

### **Co-chair election**

It's time for 2021 elections for co-chairs. At least one must be on SAPCC board. Betty re-nominated Pat and Scott. Pat noted Nick's interest in 'mentoring' to run next year, and encouraged others to consider as well. Ceci wants to run when she turns 16! (4 years). Karen moved for acclamation, no objections.

### **Territorial sidewalk**

- Context: Scott submitted a proposal to the city's Capital Improvement Budget (CIB) process for a grant to put in a sidewalk on the north side of Territorial from Seal to Carleton. No sidewalk there at present, important route from Seal Hi-Rise to light rail including for limited mobility residents. There is a sidewalk on the south side of Territorial but it is poorly maintained. Worth noting that the Alarm Products building is likely to be redeveloped in the coming years which may include some sidewalk improvements.
- Scott's proposal wasn't selected in the first round, but was recently selected! Jary Lee is the project manager from the St. Paul Public Works. He presented all the details and possibilities that will lead to the final design.
- The budget is \$150,000.
- There were three proposed components to the original project request:
  - Raised crosswalk across Seal. Estimated cost is \$90k which does not include potentially necessary sewer work. Pros: increased visibility and reduced traffic speed. Cons: expensive. This is noted to be a "nice to have" but not necessary feature and is likely to be lowest priority. The ramps on the either side of Seal are also relatively new and in good shape.
  - Sidewalk addition along the north side of Territorial for one block. Estimated cost is \$60k not including ADA ramps. Pros: fills missing sidewalk link, likely to be responsibly maintained because the property owner is the association of the townhomes there, sidewalk would get solar thawing because on north side of street. Cons: limited right of way to build sidewalk.
  - Bumpouts on Territorial at Carleton. Would likely need symmetrical bumpouts on both sides. Estimated cost is \$60k. Pros: reduces pedestrian crossing distance, better visibility, traffic calming, keeps drivers from parking too close to intersection. Cons: interferes with proposed bike lanes, may need to extend to other side of Carleton. East side is likely a better crossing because Seal residents could cross the less busy and narrower driveway on the north side of Territorial instead of crossing Carleton. Additionally, there is no southbound sidewalk on the west side of Carleton (in front of Dogwood), only on the east side. The ramp on the southeast corner is new and already in good shape. There are issues with improper parking too close to the intersection on the south side of Territorial both east and west, especially west.
- In addition to the original proposal items, Public Works noted two more additions. First, a missing or deteriorated curb along the north side of Territorial. Estimated cost is \$10k. Pros: barrier between vehicles and peds, promotes drainage. Cons: may require additional grating. Second, lack of a concrete driveway apron at Carleton into the townhome area. Pros: lets pedestrians know they have right of way when crossing private driveway. Cons: might need cause drainage issues if elevated. Estimated cost \$7,000.

- Total estimated cost of those five components is \$227,000. This is over the \$150,000 budget. Raised crosswalk is likely the lowest priority and most likely to be cut. Townhome residents at the meeting said the driveway apron also seemed unnecessary and if it caused drainage issues, would not be welcome.
- Design needs to be finalized by March to allow construction to begin this summer. The committee made it clear that we will give any feedback needed to meet the March timeline.

## Other Territorial issue

Pat asked whether Territorial from Raymond to Hampden can be part of the 2021 or 2022 mill & overlay budget and gave short background on the truck noise issue and how it relates to the street's condition. (She has also emailed Matt Privratsky about this question.) Jary said he's not aware of the timing.

## Clean Cars MN rule

Context: MPCA is considering a rule that would require Minnesota car dealerships to make electric vehicles (EVs) available. Add'l context from Pat's email: some of these resources are referred to in the meeting.

The links below are to the Statement of Need and Reasonableness, the proposed rule language, and additional information about the rule from MPCA and from MN350. MN350 described the process this way: "Clean Cars MN is a rule, not a law, which means it moves through the Minnesota Pollution Control Agency and not through the legislature. Consequently, the process is more transparent and thoroughly researched than lawmaking. It also means there is a lot of documentation."

Statement of Need and Reasonableness - the first 20-25 pages are very readable, with good background: <https://speakup-us-production.s3.amazonaws.com/uploads/attachment/file/5fdbdfd0f2b6709cc6008f82/SONAR.pdf>

Proposed MPCA Clean Car Rule language:

[https://docs.google.com/document/d/1s22MzajyPvd\\_WuVi4D8z4z8hWumBunRbnMDOPriFMmg/edit](https://docs.google.com/document/d/1s22MzajyPvd_WuVi4D8z4z8hWumBunRbnMDOPriFMmg/edit)

Additional information from MN350 about the rule:

<https://mn350.org/clean-cars-mn-rulemaking-timeline/?emci=ea52d505-c353-eb11-a607-00155d43c992&emdi=95438240-3e54-eb11-a607-00155d43c992&ceid=2953856>

Information about the rule on the MPCA website, including info on the public hearings on Feb. 22 and 23. <https://www.pca.state.mn.us/air/clean-cars-mn-engage>

Betty drafted a letter that could be sent on behalf of the SAPCC in support of this rule. There is strong opposition from industry groups in the state, but so far there has not been as much support of the rule. Letters can also be submitted individually (tell your friends!). Personal stories about people having difficulties finding EVs to purchase would be beneficial.

[Betty also emailed after the meeting asking to add a note to the minutes regarding federal tax credits that are available to EV purchasers. Without access to EVs, consumers cannot take advantage of these credits: <https://fueleconomy.gov/feg/taxevb.shtml>]

Comments need to be submitted to MPCA by 3/15, but in order to have the most impact they should be submitted by Feb 22 to become part of the formal record when the administrative law judge is reviewing things.

Betty moved to adopt the letter and Ray seconded it. Unanimously approved by the committee.

### **New park at Westgate**

The city is holding an open house Tuesday, February 2. There is a plan for the design of a new park in Westgate near Berry and Curfew (park 1), currently underway. There is also the potential in the future for a bike connection southeast to connect parallel to Wabash and cross 280, connecting to this park along an abandoned railroad spur (park 2). There is limited budget right now. All land is owned by the city but work will start on park 1 for now so that design needs to get finalized.

### **Zoomgement on truck traffic**

Scott offered to work with Marcus on facilitating this effort, assuming Marcus is interested. Pat is going to send a note to Kathryn and Em to get their thoughts on scheduling in February vs March.

### **County road speed limit update**

We (SAPCC, coming out Transportation Committee) sent a letter to all the county commissioners urging them to lower the speed limit to 25mph on county roads that have bike lanes (in St. Anthony Park, that's Raymond, parts of Como, future Cleveland, maybe Energy Park) to match city roads. Commissioner Carter's aide responded that they're going to do a countywide study starting in May to evaluate it.

### **Rethinking I-94**

A resolution (similar to the one that Minneapolis already passed) will likely go before the St. Paul city council soon. (Belated update from Pat: it will probably be on February 3.)

Adjourned at 9:00 p.m.