

Present: Bailey Waters, Betty Wheeler, Kim Frair, Scott Jensen, Nick Studenski, Karen Nelson, Ray Bryan, Pat Thompson, Kathryn Murray

Minutes of June 29, 2021 were approved unanimously. (Wheeler/Jensen)

Cleveland Ave. trees

While we are all sad that some trees will be removed because of the Cleveland Ave. reconstruction, especially the few that are the oldest trees as reported in a previous meeting, and SAPCC's stance on the project would have resulted in fewer trees being removed... at this point there is no solution within the current Ramsey County plan. It is not realistic to attempt to rescue trees by digging them up, because their roots are near utility lines/pipes, they have not been root-pruned for multiple years (which is what is done by nurseries with trees that are grown in the ground for transplanting), and as boulevard trees they are hemmed in by hardscape that makes access from all sides impossible for clear digging.

Repainting of markings on Raymond, Territorial bike lane painting

- Bike lanes are now painted on Territorial west of Raymond, finally.
- Thompson has been in touch with Beth Stiffler at Public Works about the need to repaint some areas on Raymond, especially bike lanes near the Hampden curve, crosswalks at Hampden, much of the paint around the Energy Park intersection. Ramsey County is probably responsible for the completely missing EPD east/west crosswalks.

Mid-street pedestrian crossing bollards (select 3 locations), move the Your Speed to north Raymond

- Franklin/Berry, Territorial/Cromwell, Raymond/Blake
- Your Speed sign – where next exactly? East boulevard north of Standish, facing the northbound traffic
- Thompson will email Beth Stiffler to relay these decisions

Update on Highway 280

The short version: MnDOT is going to put off the speed limit change and removing the Broadway turn signal until 2027, to group it with planned future changes to the highway pavement (meant to improve sound) and possible changes to the Como ramps for safety.

The long version, as per MnDOT email in response to the June SAPCC Transportation Committee meeting: “We heard that people were concerned with safety on 280, particularly at ramps. We also heard questions about why we are changing the speed now with possible geometric changes coming from the Rethinking I-94 effort. We heard people who were both against and supportive of the closure of the Broadway median opening. In light of these we had a discussion with our traffic department and have come up with the following path forward. Our typical practice for speed studies is to study the highway after geometric changes occur to determine if the changes have an effect on traveled speeds that could result in a change to the posted speed limit. We are a bit ahead of our typical practice here. Because there are imminent changes to 280 at Broadway, and likely at 94, we will hold off on studying the speed until these changes are completed (or at least understood in the case of I-94). We also want a chance to look at the safety concerns at the ramps the group brought up in the meeting, and identify any possible changes that could be implemented with our pavement projects in 2026 and 2027. We have also moved the project with the closure of the Broadway median to coincide with the pavement project in 2027. This allows us to avoid re-work by putting in a final median configuration and address sight distance concerns at the same time. We understand the SAPCC passed a resolution against the closure. The project being in 2027 will give us more time for discussion and outreach as well.”

Transportation Equity definition

MnDOT has created a draft definition of transportation equity and is looking for feedback. There is an August 6 deadline. This is the draft definition:

Transportation equity ensures the benefits and burdens of transportation spending, services, and systems are fair, which historically have not been fair, and people—especially Black, Indigenous and People of Color—are empowered in transportation decision making.

- Missing socioeconomic status, transportation mode, age, disability (seems like the list should be some combination of income, race, age, physical ability)
- Seems to over-emphasize planning input vs greater access from mode type – mobility regardless of SES
- Should elevate *real* mobility
- Should there be explicit mention of not having to own a car to have mobility (or is it weird to be that prescriptive?). Equity includes recognizing that. Transit should be as good or better than car option — that would be equity. As good as what is provided to drivers.
- Could insert the words “across mode or location” after “have not been fair”
- The focus on burdens and benefits was not clear.

Waters moved and Bryan seconded a motion:

The draft definition’s use of benefits and burdens is broad and could be better explained with an additional sentence or clause about how transportation equity considers modes and locations both need to be accommodated.

Approved unanimously. This comment should be submitted by the August 6 deadline.

Territorial sidewalk final work

May be done as soon as next week (the HOA’s contractor will be filling the hole and then the city’s contractor completing the last parts of the sidewalk around it). It will have sidewalk poetry on the final panels.

Territorial/Carleton project planning

- Overview of the whole project: two commissioned benches, one at Seal and one at Carleton, artist hired to work with community to design and paint the street across Seal, design and paint a crosswalk on Territorial at Carleton. Painting event probably on the weekend of October 2 and 3 (weekend after the final Chroma Zone event)... coordinate with the 100 Trees Initiative. Call for artists to meet the August 11 *Bugle* deadline, September 1 (?) deadline for artist applications.
- Concrete pad for bench at Carleton (Public Works) – Jensen will work with Jary Lee from PW, already underway. Pad needs to be located within the city’s right of way. By August 10
- Permission to use the existing pad for the bench at the corner of Seal – need to identify the PHA contact. Probably not a staffperson at Seal, someone at central SPPHA. Kathryn Murray will talk with Matt Privratsky in CM Jalali’s office about this, both to find out who and enlist him in getting permission. By August 10
- Seal and Territorial street painting permissions, details (plus street closure info) – Waters and Thompson will talk with Beth Stiffler from Public Works, relay any other info on street closure if needed to Murray. By August 10
- Call for artists subcommittee: work with Murray to develop artist application content (benches, painting). Include neighbors from the area in membership. Murray said that the SAPCC board does not need to make the final artist decision. Suggested members: Someone from Studio on Fire (Murray to contact), Scott Jensen (or someone else from St. Anthony Greens), Bob from Seal (Melissa Pappas is in contact), Marcus Young (if willing?), Ray Bryan, Pat Thompson, people from the Carleton Lofts, Brad Johnson (Murray to contact). Major work by August 10, including the call for artist proposals, and then meet again to review proposals in early September
- AARP will be making a video, Elise Ruiz production company. Video link will be sent out showing a past project. They will do interviews, shoot B roll, probably be here during the painting. State AARP office, other social media and communication happening.

- SAPAS tie in, connect with other seniors (at Seal and St. Anthony Greens)
- Murray will connect with Patty Lammers from SPPD about possibility of free barricades for street closures.

Stop for Me

- Seal HiRise will be doing one on its own in August.
- Berry and Franklin... many people crossing to the bus stop, could use one there.