

Present: Ray Bryan, Betty Wheeler, Karen Nelson, Pat Thompson, Scott Jensen, Kim Frair

Guests: Jimmy Shoemaker (St. Paul Public Works)

Minutes of September 28, 2021 were approved (Bryan/Wheeler).

St. Paul Bike Plan

- Presentation from Jimmy Shoemaker, St. Paul Public Works. He's LexHam native, Central high school grad, now living in Hamline Midway. Multimodal planner. Public comment period closing in a few days, then winter is for feedback review, and sharing the new draft in Mar/June. Summer adoption.
- This is an update on the 2015 plan, which had a minor update in 2017 to include the Capitol City Bikeway and the Grand Round. 67 miles built since 2015.
- Now we need to ask, What's next for priorities? The plan guides development when mill & overlays happen, new development, transit decisions, and is used for reference by other agencies for planning efforts.
- Why now? The city's Climate Action and Resilience Plan calls for more separation for safer biking to decrease VMT. Need to incorporate CCB, Highland Bridge development, Grand Round with new priorities, respond to community feedback, understand what has changed since 2015 (better achievement of the 8/80 vision), deal with operations/maintenance needs for better service (winter!), not compete with pedestrian goals.
- Key thing is more separation for best practice. Feds and state have both started using street speed guide and ADT for type of bike facility:
20-25 mph/2k ADT = bike boulevard
5k ADT = separated in street
Over 5-6k ADT = Separated bike lanes, but with spatial proximity to road
- Some elements include horizontal and/or vertical separation from street. Shared use paths in narrower right of ways with lower pedestrian use. The goal is to make streets that were red lines in the 2015 Bike Plan into green lines in the new plan (striped bike lanes into separated facilities). But what are the top priorities for this kind of change?
- Survey: 1500 responses so far, with good age distribution, decent spatial distribution.

Committee discussion

- Committee members shared our vision for reopening Territorial Road at the Minneapolis border as part of the E Line terminus
- We discussed ways for bike riders to safely cross the barrier between Midway and South St. Anthony Park, whether as shown in the current Bike Plan (Minnehaha to Territorial via a bridge) or by taking a lane of University Avenue from Aldine to Transfer.
- Wheeler described the need for use of bollards (flexiposts) in more locations, even along current in-street bike lanes such as on Raymond at the RR bridge, to indicated narrowed lanes to car drivers. Issue of snow clearance was raised.
- Nelson advocated for pilot projects to create truly slow streets on bike boulevards. Towerside does pilots. Chicanes and other methods to create slow streets. Charles Ave. traffic circles between Aldine and Rice didn't happen because of money, but can there be less expensive creative ways?
- MOTION to approve the following official comments to be submitted to St. Paul Public Works on the Bike Plan Update, adding a section with Nelson's thoughts on bike boulevards. (Wheeler/Bryan)
Approved unanimously.

- Send the comments to Jimmy Shoemaker and Sean Kershaw at SPPW and Mitra Jalali, including the West Midway and Westgate E Line/Territorial map illustrations.

Official comments on the St. Paul Bike Plan update from the St. Anthony Park Community Council

A crucial missing link in St. Paul's bike network is a **safe connection between Hamline-Midway and South St. Anthony Park** and across south St. Anthony Park to Minneapolis. We see several possible methods to achieve this:

- Bridge the railroad and warehouse barrier by converting a lane of University Avenue from Cleveland/Transfer to Aldine to create a two-way cycle track, OR by building an off-road connection between Charles/Minnehaha and Territorial Road, as was indicated in the 2015 Bike Plan (see attached map).
- In either case, cross South St. Anthony Park with a safe bike route along Territorial Road OR Charles/Territorial to the city border.
- Officially connect Territorial Road (between Berry and Bedford) to SE Fourth Street in Minneapolis. This part of Territorial is currently private land instead of public right of way. A conversion to public right of way could be combined with the placement of Metro Transit's E Line northern terminus on Berry Street (see attached map).

Improve connections from/to the western edge of the Grand Round:

- **Raymond to the Transitway:** Heavy truck traffic on Energy Park Drive causes almost all people on bikes to use the sidewalks currently to connect between the U of M Transitway and Raymond. The new bike lanes on Energy Park Drive east of Raymond end in a dangerous situation.
- **Wabash Run:** Connect Pelham to the new park in Westgate with either a bike lane across Wabash Ave. or ideally a bike bridge on the railroad bridge that flanks the Wabash street bridge.
- **Kill the Last Sharrow:** Solve the north-bound sharrow on the block of Raymond between University and Myrtle. This is the worst spot in the entire Grand Round, especially since it's near a high-vehicle-traffic area, including semis from the nearby WestRock plant.
- **Connect Pierce Butler to the Transitway**, across the path of the Grand Round.
 - o **Capp Road Parallel:** An off-road trail from Robbins west of Raymond (with the Grand Round connecting at Robbins), along the rail yard, leads to Capp Road and the north end of Vandalia.
 - o **Ellis for Bikes:** In the planned rebuild of Ellis, incorporate bike lanes to Transfer and therefore Pierce Butler.

Extend the Midtown Greenway across the Mississippi from Minneapolis, and incorporate that into a network within St. Paul:

- Build an off-road Greenway trail through South St. Anthony Park and Union Park along the railroad right of way near I-94, connecting to the Ayd Mill Road bike trail and the St. Anthony Ave. bike lanes (connecting to Allianz Field).
- Connect the Greenway trail cleanly to the Grand Round at Pelham (without steps).
- Work with Minneapolis to connect the Stadium Village/Prospect Park spur to the Greenway along the westbound railroad right of way.

E Line BRT official comments

Motion to provide official SAPCC comments about Metro Transit's E Line:

St. Anthony Park Community Council supports locating bus stops on the far side of traffic signals and building stops in ways that allow for future protected bike lanes. The council also strongly supports bus-only lanes on Hennepin Avenue and University Avenue/4th Street. We have detailed comments on the location of the north terminus at Westgate (attached). The key element: One single stop on Berry Street, so that passengers have safe transfer access to other buses and the Green Line at Westgate Station. (Nelson / Jensen) *Approved unanimously*

Ramsey County speed limits

Wheeler attended a Ramsey County commissioners' workshop about speed limits on county roads. County staff gave a presentation. She was impressed that the commissioners understood the need to lower speed limits. They wanted to find ways to mitigate problems with state statutes. The presentation will be posted soon. Letters of support to the commissioners would be good because they will get pushback if/when they lower speed limits. Wheeler is going to write individual letters of thanks to commissioners, urges others to do so. She'll send the presentation link and key times in the recording to watch. Ramsey County has the most urban streets of all counties in the state AND the highest crash rate on county roads.

Territorial project update

- Seal Street painting is done – yay for everyone who helped!! Kada was great to work with. We have gotten several requests for info on how to do it, and notice on social media for both this and the crosswalk.
- Benches — the Seal Street corner pad is approved for bench installation and the Carleton pad was just marked out perpendicular to Territorial on the east end of the new sidewalk. Should be poured soon. Our bench designer/builder team was selected from the RFQ responses, Austin Watanabe, who works in association with Alchemy Architects, so the look will be modernist. He did a bench in Triangle Park in Prospect Park a block from Pratt School, very usable and durable. Jessica is coordinating.
- Mitra Jalali has worked with us to find additional STAR money from her budget for a mural on the Murphy Rigging building corner next to the Carleton bench, and it can be spent in May/June 2022, so we can do a little bit more leisurely process to get that done.

Update on street issues, including the ones around Union Flats

- The Territorial crosswalks at Raymond were repainted (they were completely gone). Waiting and hoping the county will repaint the ones on Energy Park at Raymond, which are also completely gone. The county public works department has been asked several times, including now by SPPW.
- The last bit of bike lanes on Territorial next to the Exeter construction were repainted
- Beth Stiffler at SPPW apologizes about the misplacement of the Your Speed sign on Raymond near Hampden and says it will be moved to Raymond north of the railroad trestle, where it was supposed to go.
- Beth Stiffler responded about the Union Flats concerns we raised at the last meeting. Thompson passed along the Dominion site manager's name to her (thanks to Manu J. for getting the contact info). Public Works may want to have us hold a public session on the driveway, drop off idea, and maybe night plow route topics.
- Thompson should ask Beth Stiffler about the ped crossing signs at Carleton... can they be put up? We all wonder if the future bench and mural may not have more effect on driver behavior.
- We should redo the pedestrian count before it gets much colder. Or in spring? But if we do it now we can use it in the grant reports.
- Semi truck parking on Hampden: In reference to the posted signs, Public Works says chassis = the cab, though it can also mean a trailer without an intermodal box on it. There's nothing they can do about illegally parked trucks — the only thing to do is call parking enforcement, 651-291-1111 to report. You have to give the address, your name, phone number, and the license plate. They will ask how long it's been there. The other thing Beth S. said is that NO vehicle is allowed to be parked in the same spot for more than 48 hours. Jensen pointed out that we should probably confine ourselves to watching the streets closest to Union Flats, such as the block of Hampden immediately north of Territorial (and of course the blocks that flank the building, but those don't usually have the problem), since building residents probably don't park much more than a block away anyway.

Safe Routes to School grant opportunities

January deadline if already the school has an SRTS plan, which Thompson thinks they may, 10/29 if not to send a letter of intent (for a planning grant). SRTS has a fair amount of money from both state and federal sources. Thompson will check with the SAP Elementary principal.

NOTE: Upcoming meetings:

- November 30 — the week after Thanksgiving, so that should work okay
- December 28 — between major holidays, so hopefully should work, or we could look at not having a meeting, depending on how topics are looking.