

Present: Ray Bryan, Bailey Waters, Kim Frair, Pat Thompson, Joseph Kendrick, Karen Nelson, Betty Wheeler

Minutes from November 30, 2021. Watters/Frair. Approved unanimously.

Seal and Territorial daytime parking is so close to the intersection that you can't see. Dangerous to pull out into Territorial. Can we put out cones to mark 30'? Make warning placards to put under offenders' wipers. Call for parking enforcement if necessary. (After the meeting, Thompson checked and there is a Public Works "No Parking Here to Corner" sign on the eastern side of the intersection, so people parking there are clearly violating in a knowing way. Less obvious on the western side of the intersection.)

### **Membership**

- Joseph Kendrick has attended multiple meetings and would like to join the committee. He notes that he sometimes has a conflicting commitment especially for the next few months, but thinks he will be able to attend at least half the meetings in a year. Waters/Bryan. Unanimously approved.
- Waters will 95% likely be leaving the area early this summer to take a job as bike/ped coordinator (chief mobility officer) for Kansas City.
- Past members of note: Manila has added 500km of bike facilities in the last year (3x what Washington, DC has). John Mark Lucas, past member/co-chair of this committee and currently transportation planner for the Manila metro area, has something to do with that.

### **Election of co-chairs**

Thompson and Jensen were nominated as co-chairs by Nelson/Wheeler. Approved unanimously.

### **2022 committee goals**

- Improve pedestrian safety and neighborhood walkability
- Improve and expand on existing bike infrastructure
- Provide a community listening place and voice on transportation issues and projects that affect St. Anthony Park
- Work toward our 10-year plan's transportation infrastructure outcomes\*

We had substantial discussion of the need for greater bike infrastructure, beyond what was outlined in the 10-year plan. Also noted that we were not sure whether VMT reduction was specifically included in the 10-year plan. The goals were moved by Wheeler/Water. Approved unanimously.

### **Territorial project updates**

- Benches: The Carleton bench will be carried out through the city's public art process, which has to go through a public hearing and approval at City Council. The Seal Residents Council has seen and approved the Seal bench design. Their garden club wants to be involved in maintaining the plantings.
- Carleton mural timeframe/process: We will select a small number of muralists to see if they're interested in the project (and payment level), then have a community vote to select the artist by showing a few examples of each artist's existing mural work. Murray, Thompson, Jensen would work with the artist on concept (family-friendly, not offensive) and the building owner has veto on the design. Coordinating with Creative Enterprise Zone on painting logistics and on a public engagement day in June – could include a bike tour of murals starting at Carleton. This would be an opportunity to do the information gathering we need to for the grant fulfillment.

### **Health effects of highways**

Staff person from Health Professionals for a Healthy Climate is the point person. If it will be in spring, Waters can still be involved. Kendrick also interested. Thompson will ask the HPHC staffer to get in touch.

### **Rethinking I-94**

Margaret Anderson Kelliher is resigning as head of MnDOT to become Minneapolis public works director, another wrench in the Rethinking process. Nothing much has happened since December. But on February 15 Our Streets will be announcing some visioning work on what the corridor could look like without a highway. We will see that at our next meeting.

### **Testifying at the Met Council**

Thanks to Waters and Kendrick who testified and addressed the Met Council plan specifically, and Wheeler who spoke more generally about climate effects. There weren't that many speakers, but they were unanimous in direction. Sam Rockwell from Move Minnesota also spoke.

### **Announcements**

- Online session this Friday: Actualizing Equity in Transit: Insights from the Blue Line Coalition. Related to the Bottineau Corridor and Blue Line extension in Minneapolis, but could have insights about other projects. This Friday, January 28, 11 a.m. to 12:30 p.m. online
- <https://www.eventbrite.com/e/actualizing-equity-in-transit-insights-from-the-blue-line-coalition-tickets-241188209427>
- MnDOT Traffic Webinars: A recent one was on A New Look at Pedestrian Safety: Examining Statewide Roadway Risk Factors in Context: <https://www.dot.state.mn.us/trafficeng/topics/index.html>
- USDOT is just about to release a brand-new National Road Safety Strategy... breaking news! <https://www.transportation.gov/nrss/usdot-national-roadway-safety-strategy>

\*As a reference for the fourth goal, here are some of the key infrastructure outcomes in the 10-year plan that are not yet reality:

- School speed zone around SAP Elementary near Raymond and Como
- Bench-building subsidy program
- Sidewalk infill near Raymond Station, Eustis south of Como
- Lighting north of Raymond Station and near Manvel/Robbins at the Transitway
- SSAP street grid restoration, including the Carleton extension, and greater sidewalk widths in people-oriented areas
- Reconnect Territorial at Berry to SE 4th in Minneapolis for bikes and peds
- Territorial mill & overlay from Raymond to Vandalia with bike lanes
- Bike/ped safety infrastructure at Raymond/University/Franklin and all the 280 overpasses and frontage roads, Energy Park and Raymond
- Bike/ped links to the Transitway from Langford Park and from Pierce Butler Route (via Ellis and Capp Road)
- Bike connections: Pelham/Wabash across 280, Energy Park to Minneapolis
- Midtown Greenway Extension to St. Paul
- More bike parking at all neighborhood nodes
- North-south connection for truck traffic between the industrial area and Energy Park Drive and the proposed Granary Crossing in Minneapolis to Kasota (decreasing heavy truck traffic on neighborhood streets)
- Wayfinding signage for truck drivers directing to Vandalia (decreasing truck traffic on Hampden and Territorial)
- Ellis, Vandalia, Cleveland improvements for truck movement, pedestrian and bike improvements
- District parking at key nodes