

St. Anthony Park Community Council

Transportation Committee

Monday, October 2, 2017

6:30-8:30 pm

SAPCC

In attendance: Pat Thompson, Charlie Christopherson, John Mark Lucas, Brad Engelmann, Liam Stewart, Sarah Goodspeed

6:40	Introductions, approve agenda, minutes <ul style="list-style-type: none">No quorum, still need to follow up with missing committee members.	
6:50	10-year planning update <ul style="list-style-type: none">Pat reviewed many existing local plans, and Mac Groveland, for applicable ideas to get started. Prepared note sheet (att.)2/3 of Mac Groveland plan is not so much planning but educational, awareness and PSAs, enforcement of existing regulations. City may try to strike project specific recommendations (ie – bike lanes on Territorial) but general improvements may be more supported, complete streets many ways to skin a cat. Existing plan is very prescriptive, of 40-some items notes many specific examples. Local area plan not all adopted into comp plan, still relevant to Council directive. Is this so much a specific project list or a local criteria/priority document to guide City planning.Note many paths on bike plan not funded, not connected to other projects, where will funding/timeline come from? Some go through buildings, etc.Thought on sound barriers along Transfer Rd/Pierce Butler? Trucks going 24 hours at Hewitt. Out of district, similar concerns for SSAP neighbors.Reestablish grid as general goal, may note specific streets. Truck paths still present danger, what is local trend? Many industrial transitioning to residential zones. City plan refers to 150 semis daily out of transfer hub. Even if Territorial is not dedicated truck route, is the easiest path to destination. Balance practical and context-sensitive solutions to corridor with changing nature of neighborhood.Brad working on Territorial proposal, rebuilding goals hope to accommodate all modes on same street, safe way to include bike lanes. Jessica Treat (TLC) has recommendations. Why are trucks so dependent on Territorial, why not reroute from West Midway hub (Pierce Butler) around to 280 via 94 or Energy Park Dr, how to improve onramp to highway at Cretin-Vandalia to make better default option? Reality is that to avoid University Territorial is easy parallel backup, with more residential use less desirable to have as many trucks.Cromwell and Eustis facing 280 are marketed as ideal corporate	

headquarter roads – Sunrise. Energy Park Drive backs up at onramps to 280, especially with Como construction, consideration for traffic lights. West of 280 Westgate traffic problems? Check in with residents.

- Plenty of parking in Westgate area, Court International, not worth calling out in planning, how can pricing encourage multi-modal use. How to improve transit use and transit assistance program without so much discouraging driving and parking use.
- If no specific plans for completing bike connections, how to emphasize planning. Especially Minnehaha-Territorial, PBR-EPD. Hope the City will look at plan as what the local community experiences and wants, including specific projects, that fit our local vision and goals. What really is plan, what is it not? Rapidly changing, want a goal that is relevant through that, flexible, can give examples of what each goal would look like as specific projects. More bike parking in general, especially at Raymond Station, and bike share.
- Brad requests Cromwell lane painting, ultimately redo between University-Territorial, no lanes, cars go wherever they want. Intersection at Territorial have to pull well into street to see traffic, impossibly dangerous for bikes. No need to wait for land bridge, can do simpler solutions for meantime (btw what is status on 280-94 interchange?) keep elements on top of list as other projects come and go. Emphasize Territorial inclusion in 10-year plan, all through to east dangerous unkept intersections, the more documents its in the more likely it is to get done.
- Sidewalk infill, pedestrian prioritization in hierarchy. Reducing conflict with trucks, access to LRT, especially between Uni-Territorial, LaSalle has no sidewalk to get to offices, also Eustis both sides of Como no sidewalks. All sidewalks on bridges should be 14' at least, cars should be 11' max. Other ways to demonstrate pedestrian priority, surveys showed walkability key for community, benches every few blocks.
- North side needs better connection to LRT, shuttle, increased bus frequency, other alternative. Add transitway stop at Westgate, other Campus Connector to support students and community links.
- What else do we want out of survey information, transit use by age, income, geography? City likes Mac Groveland plan, not controversial, how do they help specific issues? Seems weak.
- Timeline – can use existing plan (by mode) or MG plan (issue area, ed, enforcement, infrastructure) as model for drafting, also narrative about being responsive to change. The worst they can do is say no. Our district is also very unique, stronger interface to business, geography, school districts, lots of missing grid. Truck reduction, drive 25, other non infrastructure campaigns still take resources, monitoring and prioritize through plan, not set up modes as competition.
- Open City process for prioritizing local construction projects was better, now takes working behind the curtains with City staff and

	<p>Councilmembers, hard for community to get traction around issue. Better lighting on Cromwell, other CIB proposal successes, now a long arduous process. Loop into Seal/Public Housing conversations around Territorial needs. Connect with developers on new housing to add advocates. Next task force may be effort around Territorial corridor.</p>	
8:10	<p>Other</p> <ul style="list-style-type: none"> • Sign on Territorial or curb paint to not block sidewalk ramp. • Bike racks – combination bike rack-bench not ADA accessible, reduces usability as both rack or bench. Reached higher DERO staff now for open communication, can provide both to match. Request UMN to use some grant from racks to benches – still active living, bike racks cheaper than anticipated, benches identified as equal community need. 	
8:15	Adjourn	