

Macalester-Groveland Community Council
TRANSPORTATION COMMITTEE MINUTES
Monday, April 27, 2009 – 7:00 PM
Edgumbe Rec Center, 320 S. Griggs St., St. Paul

Committee Members in Attendance

Steve Matysik, Terry Casey (chair), Dave Pasiuk, Andrew Olson, Jay MacBride, Amber Dallman, Carrie Au-Yeung, Mike Kowski

Karmann Peters (staff),

Guests

Margaret (B?), Carmen Simonet, Andy Singer, Don Muske, Joe (H?), Padam Sharma; Elizabeth Stiffler, Paul St. Martin, and David Kuebler (City of St. Paul)

Meeting called to order at approximately 7:05 p.m.

Approval of March 2009 Meeting Minutes

(Minute taker has no record of approval of minutes)

Mary Davis has resigned from the Transportation Committee

Paint the Pavement

Same design; addition of a flower

Terry explained the design colors she and Jay had come up with

Next steps:

Mike—calculation for how much paint we need to purchase

Tape, stakes, working on stencils

Slab of wood to paint outside

Jay—Estimate paint

Steve—Order and pick up paint and anti-skid additive

Dave has power washer, tarps, brushes, covers, disposable brushes, rollers

Amber and Karmann—posters up 2 weeks before event, other publicity strategies

May 15th—easel with poster outside rec center

Finn/Lincoln Traffic Circle

Elizabeth Stiffler RSVP & Traffic Claming → Finn/Lincoln traffic circle got 93% support from the neighbors; will include a bumpout on the NW corner. Cost will be covered by bond \$ and construction project. Buses will still be able to get around, as well as safety/emergency vehicles.

This intersection has come to the attention of the transportation committee a couple of times in the last 5 years.

Roundabouts are different than traffic circles in the following ways:

- Traffic circles can involve stop signs or stop signals
- Traffic circles can be very large or very small
- Traffic circles can operate at higher speeds and often require motorists to move from one lane to another

Not sure stop signs will be there-one purpose is to remove stop signs

Public Works would like the District Council to agree to make sure that these folks will maintain the upkeep; they would also like us to write a letter to say that public works is not responsible for the upkeep.

MGCC staff specifically concerned with the process of approval/enforcement based on the fact that RSVP project has moved faster than the District Council's process can move

Next Transportation Committee: discussion surrounding procedure/implementation on how to endorse these RSVP projects. Discussion/potential approval will go to the board in June.

Grand/Syndicate

54 foot wide street—what can we do to make it safer?

Options:

- 1) Bumpouts making the street 42ft wide, 6ft on each side of the extra curb
- 2) Marked crosswalk and signs, wouldn't lose any legal parking spaces
- 3) Bus stop further W on Syndicate—neighbor on the N side of Grand is in favor

Or no bumpout, median would be a ped refuge, couldn't do a left turn (one way on Lincoln)
Or bus stop moved, bumpouts, ped refuge (median)

Everest on Grand owner, Padam Sharma, would like to take into account that if there is no turn lane on Grand to turn south/left, his business will suffer; he'd like to find a way for folks to slow down; traffic light would be best.

The Committee would like to get more neighbor input on this issue before we meet again.

Jefferson Bicycle Facility Information

Background

MGCC and W 7th Federation as well as the Bike Advisory Board wrote letters of support. Public Works asked for \$1 million; \$750,000 of federal funding has been awarded to this project. CIB (Capitol Improvement Budget) proposal included the \$750,000 plus \$250,000 in city funds. Project was ranked high among all the other CIB projects; construction may begin in 2010. There will also be bonds money available as the City Council voted in favor on April 22.

Project Concept

Public works put together a community process that included the Mac-Groveland neighborhood to the west, and the West 7th/Fort Road.

Proposed Project

Implement a dedicated bicycle facility on Jefferson from Mississippi River Boulevard to West Seventh Street with connections east from Seventh Street on residential streets to Sam Morgan Trail and the Smith Avenue High Bridge. The project limits are shown on the attached concept map. The overall length of the proposed project is approximately 4 miles.

Project Funding

Total estimated cost of project is \$1,000,000. Public Works has secured \$750,000 of Federal Non-Motorized Transportation (NTP) Pilot Program Funds which is administered by Transit for Livable Communities for project. Remaining \$250,000 is being requested in 2010-2011 St. Paul Capital Improvement Budget process.

Project Details

Jefferson – Mississippi River Blvd to Snelling

This section of Jefferson is classified as a residential street. Years ago, the community successfully had this street re-designated from a collector street to a residential street. Proposed project includes:

- Bicycle Boulevard Treatment
- Implementation of Bike Pavement Markings
- Installation of directional and destination signing
- Parking would remain as is – investigate implementing two side parking on some sections where currently one side parking.
- Consider Measures (Bumpouts, Traffic Circles, Pedestrian Refuge Islands) to calm traffic and reduce thru motor vehicle traffic and enhance residential character of street and provide higher priority to bicycle thru trips
- Coordinate with proposed residential street paving project on Jefferson between Fairview and Snelling planned for 2010.

Jefferson – Snelling to Lexington

This section of Jefferson is classified as a collector roadway and is also a Municipal State Aid Roadway. The ADT on the roadway ranges from 2,500 to 3,000 vehicles per day between Snelling and Edgumbe and 4,000 between Edgumbe and Lexington. This roadway has been reconstructed to MSA standards within last 10 years. Proposed project includes:

- Implementation of “Sharrow” Pavement Markings. A sharrow is a pavement marking which indicates where bicyclists should ride. Bicyclists will share traffic lane with motor vehicles
- Installation of directional and destination signing
- Parking would remain as is

Jefferson – Lexington to West Seventh Street

This section of Jefferson is classified as a collector roadway and is also a Municipal State Aid Roadway. The ADT on the roadway ranges from 3,000 to 6,000 vehicles per day. Street is wider than needed. Proposed project includes:

- Implementation of striped Bike Lanes
- Construction of sidewalk on south side of Jefferson from Lexington to Victoria (there is no continuous walk on both sides of Jefferson in this area.)
 - Construction of bumpouts as shown on map to calm traffic and improve pedestrian crossings
 - Lowering speed limit from 40 mph to 30 mph in vicinity of I-35E Bridge
 - Installation of Lantern Style Street Lighting (30% of cost to be assessed –roughly \$7.00 per assessable foot)
 - The intent would be to leave on street parking in place. There may be some locations where parking would need to be banned.
 - Installation of directional and destination signing

Jefferson east of West Seventh Street

Implementation of Bicycle Boulevard Treatment (Pavement Markings and Signs) on

- Jefferson – West Seventh to Colborne
- Duke – Jefferson to Randolph (connects to Shepard/Randolph pedestrian crossing to Sam Morgan Trail)
- Colborne – Jefferson to Grace
- Grace- Colborne to Western
- Western- Grace to St. Clair (connects to St. Clair/Cliff/High Bridge)

Project Benefits

This project would provide an important River to River connection across St. Paul with connections to the Ayd Mill Trail (which connects to planned Midtown Greenway Extension Trail), the I35E trail corridor, and numerous schools and recreation centers along Jefferson Avenue corridor. The sidewalk proposed on south side of Jefferson between Lexington and Victoria would provide a connection between the West Seventh and Macalester Groveland neighborhoods.

Community Process

The City will work closely with TLC, St. Paul Bicycle Advisory Board, Macalester Groveland Community Council, West Seventh Federation and residents of the community on design and implementation of the project. City Council will make final decisions on project details and whether to proceed.

Schedule

Spring 2009 – Community Information Meeting

Summer 2009 – Work with District Councils/residents to refine project

Fall 2009 – Community Information Meeting

Late Fall 2009 – Request project Approval by District Councils and City Council

2010 – Complete Construction

Project Contact

Paul St. Martin

Public Works Traffic Engineer

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4-02-09

Why didn't it work at Highland? It was covered in the Star Tribune; decision were made by 'entities;' "not in my backyard" mentality related to entitlement of vehicles owning the road; once it got off track, it was not coming back.

Ayd Mill Road Bike Trail

Federal funding for it went away; there are also two other funding requests for it (in collaboration with Midtown Greenway). The city was having a hard time negotiating with the railroad. They may have to pursue right of way acquisition or try to negotiate once again with the rail road, and then reapply for federal funding when it is appropriate. The idea is that would have consistent width throughout.

Snelling median

Public works requested a meeting with Councilmember Harris—he also met with representatives of Lincoln Commons on April 23rd; progress was made and there is not as much staunch disapproval. Dennis Rosemark will be following up with public works re: Councilmember Harris' position. Federal money may need project to get moving.

Meeting Adjourned at 8:49pm

Next Transportation Committee meeting: Tuesday, May 26th, 7:00 PM, Edgcumbe Rec Center

NOTICE: The Transportation Committee generally meets the 4th Monday of every month; however, because of the Memorial Day holiday, our meeting date has been changed for May.