

**Macalester-Groveland Community Council  
TRANSPORTATION COMMITTEE MINUTES**

July 25, 2011 | 6:30 PM

Edgumbe Recreation Center | 320 Griggs Street | Saint Paul

**Attending:** Andy Albrecht, Amber Dallman, Mary Davis, Ben Hartberg, Jay MacBride, Dave Pasuik, Leo Viktora (7:10 PM)

**Guests:** David Kuebler, Connie Bernardy, Sarah Hollerich, Dennis Rosemark, Louise Cran, Jack Byers, Kathy Magne, John Mannillo

**Active Living Ramsey Communities | Snelling Avenue Benches**

The Transportation Committee reviewed notes from Mike Kowski about placing benches along Snelling Avenue between Saint Clair and Randolph Avenues. Connie Bernardy clarified that the response to question 1. Bernardy mentioned that Scott McBride, with MnDOT, stated MnDOT would take responsibility for installing benches along the project. Also, ALRC has not asked MnDOT to identify locations. ALRC stated they would work with district councils to identify bench locations.

ALRC mentioned any installed benches would face away from traffics to not be confused as a bus stop. This was part of the resolution passed by the MGCC board at the July 2011 meeting.

ALRC asked to have MGCC identify intersection bench locations by August 2011. They asked for volunteers to contact area business about possible locations and to assume responsibility in maintaining installed benches. MacBride confirmed MGCC would work on identifying bench locations in August.

*ALRC needs a basic idea of how many and where the benches will be by the end of August 2011.* Later on the committee will need to report who is responsible for maintenance of benches, which needs to be confirmed prior to installation. ALRC's goal is to have benches approximately 50 feet apart.

**Jefferson Bike Boulevard: Cleveland-Jefferson Pedestrian Refuge**

Background: the MGCC Executive Committee will meet the first week in August to discuss any Transportation Committee resolution and recommendation. David Kuebler was in attendance at the Transportation Committee meeting and was looking to get support from MGCC on the project.

Kuebler provided a project update, which included the following:

- A project MOU has been submitted to MnDOT that includes the refuge.
- The vetting process for the proposed refuge has been quite lengthy. Kuebler last attended a MGCC Transportation Committee in January to discuss the refuge test results.
- All four quadrants shown in the distributed map have been modified to accommodate safety and emergency vehicles where the radii of the corners have been increased, which address numerous comments from community members.
- The refuge also includes a 12 foot opening with a 4 inch mountable curb for emergency vehicles.
- There are 6 foot pedestrian openings to facilitate snow removal by a bobcat, which also addresses numerous comments from community members. The pedestrian openings will not include a ramp up to make snow removal easier.

- The width of the refuge is 10 feet from face of curb to face of curb.
- Page 8 of the handout from Kuebler outlines a project timeline.

Amber Dallman read the following statement from Transit for Livable Communities:

Statement to Macalester-Groveland Transportation Committee  
 From Transit for Livable Communities  
 July 25, 2011

Transit for Livable Communities (TLC) supports development of the Jefferson bikeway to increase the safety of all users. Specifically, to fulfill the specifications of the award, the condition below must be met.

The project must improve the crossing for pedestrians at Cleveland. The median as tested or an extended curb / half closure treatment will meet this requirement. Other options may be possible. The design must be approved by TLC.

Regardless of the implementation of the Cleveland intersection, funding remains to implement the Jefferson bikeway improvements east of Lexington (sidewalk, lighting, bumpouts). Failure to implement an approved traffic control measure at Cleveland will jeopardize the Griggs St. Bicycle and Pedestrian Improvement Project. The TLC board will vote on August 26<sup>th</sup> whether to cancel funding for the Griggs project.

Questions from guests and committee member were asked and addressed.

Dave Pasiuk proposes a resolution, which is seconded by Mary Davis. The resolution facilitates a brief discussion by the committee. The discussion includes that the resolution rejects the process the city engaged in regarding the project. Committee members felt the City's timeline for a recommendation was too quick to garner community input. Kuebler explained the City's timeline to submit a MOU to MnDOT was fast approaching, hence the quick turnaround request.

Ben Hartberg offers a friendly amendment to Pasiuk's resolution that emphasizes the Committee wishes to look out for the health safety and welfare of the public and that others need to keep this in mind when deciding whether to support or reject the project.

*Leo Viktora arrives at 7:10 PM.*

Dave rereads proposed resolution with amendments:

*Whereas, the Jefferson Bikeway has already been voted on and approved by the Saint Paul, and*

*Whereas, the time table for the decision was approximately 7 days, and*

*Whereas, the City of Saint Paul has not given sufficient time for materials and information to be disseminated and reviewed and feedback from the community to be collected, and*

*Whereas, changes have been made to the design of the median on Cleveland at Jefferson to address concerns of emergency vehicle access and snow removal,*

*We the members of the Transportation Committee, while seeking to uphold the health, safety,*

*and welfare of the community, asks the Macalester-Groveland Community Council Board of Directors to neither support or reject the median on Cleveland at Jefferson Avenue.*

Viktora asks Kuebler to share ADT of nearby arterial streets. The following are the daily traffic counts on each of the listed streets at Jefferson Avenue:

- Cleveland – 9,000+ per day
- Saint Clair – 3,200 per day
- Randolph – 8,400 per day
- Cretin – 9,200+ per day
- Fairview – 14,000 per day

Albrecht calls the question. The resolution to neither support nor reject the project is read a third time.

Yay (in favor): 6 - Andy Albrecht, Amber Dallman, Mary Davis, Ben Hartberg, Jay MacBride, and Dave Pasiuk

Nay (opposed): None.

Abstentions: Leo Viktora

### **Other Business**

The committee discussed some other pedestrian safety treatments related to safe street crossings, which included the HAWK signals. The committee is holding off on a pedestrian safety campaign until MnDOT creates a pedestrian safety campaign that can be implemented in Macalester – Groveland.

The Nice Ride letter discussed at the June meeting was approved and will be sent to the City.

Hartberg moves to accept the June committee minutes. Pasiuk seconds. The motion carries.

Pasiuk moves to cancel the August committee meeting. MacBride seconds. The motion carries. The next Transportation Committee meeting will be Monday, September 26 at 6:30 PM.

Hartberg moves to adjourn. Dallman seconds. Motion carries.

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### **Addendum**

Questions related to the Cleveland-Jefferson Pedestrian Refuge (answers are provided by David Kuebler, City of Saint Paul):

- **What is the estimated cost of median construction and upkeep?** The final cost of the refuge would be determined once bid prices are received from prospective contractors. The formal design of the refuge is not yet been completed and as a result a formal estimate is unavailable. The upkeep of the refuge will be dependent upon how the space between the curbs is finished. If the space is a hard surface the maintenance will be minimal.
- **Regarding the Jefferson Bikeway - were monies received from other sources, any stipulations attached to those monies?** The money allocated for the project is a combination

of Federal, CIB and assessments. The assessments are limited to lighting assessments east of Lexington Parkway.

- **If the car and pedestrian/bike crossing rates are not that high (per study findings) why are improvements needed?** The goal of the Jefferson project has always been to focus on improving the environment for nonmotorized transportation along Jefferson Avenue corridor from MRB to east of West 7th. One of the elements that enhances the roadway for such a purpose is a refuge island. For additional information, please see the summary contained in the attached email for a brief history of the project that discusses the refuge and other traffic calming elements that were considered over the course of the last two years.
- **What alternatives were considered for the intersection and their respective estimated costs?** Other options were considered at a cursory level. Those options included bump outs on the northwest and southwest quadrants as well as an intersection treatment called a half closer. Costs associated with implementation were not determined during the review process since they were eliminated from consideration due to a) not being able to meet the intent of the project, b) did not provide a safety benefit similar to the refuge and/or c) were more restrictive to vehicles than the refuge.
- **Cleveland, at Jefferson, is only 30 feet wide like residential streets [Jefferson, Finn, Juliet, Palace, James, Griggs] so it seems like a median may not be the best solution for this intersection. so: given that pedestrian cross-walks are marked/signed, what about traffic signals [like at Fairview, Snelling, Hamline, Lexington, W7th], or what about Cleveland radar speed signs** this could be considered as a future additional treatment on Cleveland, **given that speed on Cleveland was not materially reduced with the test median, other alternatives (better signage, street paint or...).** With respect to installation of a traffic signal, the cost of an installation of the type that would be needed at Jefferson and Cleveland would be significantly greater than the installation of the refuge. With respect to better signage and pavement markings, the refuge as proposed improves the safety of the pedestrian and bicyclist better than improved signage and markings by reducing the amount of exposure to traffic and in two very important ways. First, the pedestrian crossing distance is decreased resulting in a decreased crossing time and second the refuge provides a place for the pedestrian or bicyclist to wait for a gap traffic that is sufficient in size such that the crossing does not need to be made in one movement.
- **Why are left turn prohibitions only being considered for this intersection on Jefferson (what about Cretin, Fairview, Snelling, Hamline, Lexington, Victoria, W7th)?** As stated previously, the goal of the Jefferson project is to improve the environment for nonmotorized transportation, which includes trying to reduce the volume of traffic using the roadway as a cut thru from MRB to points east and providing an incentive for bicycles and pedestrians to use Jefferson. At Fairview, Snelling, Hamline and Lexington traffic volumes are higher and need the regulation imparted by the signal. Also, the classification of the roadway from which and onto which the left turns are being banned also needs to be considered. Banning left turns from/to a local neighborhood street, which is what Jefferson is classified as at Cleveland, is less critical than banning left turns from Jefferson onto roadways with higher classifications such as Snelling, Lexington and Fairview. It should be noted that Jefferson Avenue east of Fairview is classified as a collector. With respect to Hamline, left turns are needed to accommodate the movements to the elementary school and at Victoria there is direct access to I35-E that would adversely be impacted if bans were implemented.
- **If a median is pursued, what is the configuration going to look like--since the City said the 'test' median configuration would be changed to accomodate snow removal, emergency vehicle (and bus, large vehicle, delivery vehicle, etc.) turns?** Please see the attached summary report that shows the radii at all four quadrants have been modified to

accommodate large vehicles and provides a description of the refuge openings. The width of the pedestrian pass thru areas is six feet thereby allowing for snow removal with a skid steer.

- **What are the impacts for MTC Bus stops along Cleveland at this intersection?** MTC buses will still be stopping at Cleveland.
- **What is the Cleveland ADT at Jefferson?** In the area of Jefferson the ADT for Cleveland is just over 9,000.
- **What is the pedestrian count crossing Cleveland at Jefferson?** Data unavailable.
- **What is the bike count crossing Cleveland at Jefferson?** Data unavailable.
- **What is the average and maximum WAIT time for a pedestrian/bike on Jefferson to cross Cleveland?** Data unavailable.
- **What is the ADT of St. Clair at Cleveland?** approximately 3,200
- **What is the ADT of Randolph at Cleveland?** approximately 8,400
- **What is the ADT of Cretin at Jefferson?** in excess of 9,200
- **What is the ADT of Fairview at Jefferson?** in excess of 13,900