

Payne-Phalen District Five Transportation Committee  
Draft Minutes of Thursday April 14, 2016

Present: Eric Saathoff, Anne Dejoy, Adam Arling, Stuart Knappmiller

Discussion & Action Topics:

St. Paul Healthy Transportation for All (SPHTFA) events: May 3 at 1:00 pm a Stop For Me event at Kellogg Blvd where a pedestrian was killed last month followed by [Charles Marohn](#) of [Strong Towns](#) hosting a [#CurbsideChat](#) with the goal of enhancing and encouraging conversation on financial resilience as well as pedestrian infrastructure and road safety. The event will be from 3:00 – 5:00 p.m. at the Minnesota History Center in the 3M Auditorium. From 6:00 – 8:00 p.m. at the Amherst H. Wilder Foundation a pedestrian safety panel and keynote presentation by Charles Marohn. Food and refreshments will be provided.

Edgerton Bike Lanes Open House (City Staff invited to meeting) The meeting was planned for April 21 6-7:30 at AHCC. Go to this link to share your comments. <http://www.smart-trips.org/action-alert-edgerton-bike-lanes-open-house/>

Aguirre / Bruce Vento Connection CIB Project - Update and Planning  
(Eric Saathoff) CPED wrote a CIB request for Aguirre connection, funded at \$44,000 in 2013. Once the city looked at the space more closely they backed off. The obstacle is a very large, handmade retaining wall erected by a nearby resident. This wall encroaches on city property, and the city won't build trail around unless it is 20 feet away for safety. Eric wrote a CIB request last year to study an alternative to connect to Greenbrier instead of Payne, tentatively budgeted at \$40,000 for 2017. Public Works appears will now do the study without that 2017 CIB money. We are at a point now to reevaluate/reaffirm our priorities once they do their study.

ESNDC Star Grant and Parking on Payne Ave – Anne Dejoy, commercial development director at ESNDC presented 'Destination Payne' STAR application which proposes redeveloping existing parking lots to make them more attractive, more accessible and add signage to make it more obvious that drivers can park there. Many of the lots are owned by businesses and ESNDC would work with them to allow these parking lots to be shared. The exception would be a lot owned by the Housing and Redevelopment Authority of St. Paul, at Payne and York Avenues, which would be made a public parking lot. Other lots that ESNDC is considering include the lot next door to the Family Dollar, the lot owned by Bob and Sandy Anderson of Anderson Shoes, and a lot off of Sims Avenue. ESNDC is asking for a \$100,000 grant from the Neighborhood STAR program. The amount is based off of estimates of redeveloping 10 parking lots or less for an average of \$10,000. The funds from the grant would be used to match a business' cost to redevelop a parking lot. For example, if construction were to cost \$10,000, ESNDC would pay \$5,000 and the business that owns the lot would pay \$5,000. These would be one-time investments, as the STAR grants expire after seven years. Redevelopment would include any mill and overlay, painting lines, landscaping, putting on blacktop, installing bike racks, and creating signage for drivers. The planning is still in the early stages, but rules such as no overnight parking and time limits would be written up in conjunction with the owners of the parking lots. There are 39 interviews May 10-11. The group thought District 5 should wait to see other Star requests before endorsing this one.

Pedestrian Safety Events - Recap and Planning (Stuart Knappmiller) D5's first Stop For Me event was March 21<sup>st</sup> at Maryland and Greenbrier (a corner of the AHCC land). This education and enforcement campaign is designed to improve safety for people who use St. Paul's sidewalks and cross our streets and is a partnership between the Saint Paul Police, District

Councils, and Saint Paul Smart Trips. 7 D5 volunteers crossed the intersection 48 times. 155 vehicles were encountered. 85 (55%) stopped, 70 (45%) didn't. 21 citations were issued to drivers. Volunteers were encouraged by the police support, but discouraged by the number of violators. The high speed of cars and fear of walkers were noted. HAWK devices were discussed as was traffic calming Maryland (reduce to 3 lanes) due to high-speed traffic being dangerous for pedestrians, bikes and cars. Sgt. Ellison has requested we do a second Stop For Me event May 23<sup>rd</sup> at Arcade and Hyacinth from 2:30- 4:30, near one of two serious injury to pedestrian events in D5.