

**St. Anthony Park Community Council
Transportation Committee
Monday, November 6, 2017
6:30-8:30 pm
SAPCC**

In attendance: Pat Thompson, Gordon Murdock, Scott Jensen, Betty Wheeler, Sarah Goodspeed, Betty Lotterman

6:30	<p>Introductions, approve agenda, minutes</p> <ul style="list-style-type: none"> • Move Bike Benefits later in agenda, bike advocate add to email list although not committee member • John Mark at City meeting • Gordon representing SAPAS • Betty move to approve minutes, Scott second. Unanimous. 	Approved
6:50	<p>Quick updates</p> <ul style="list-style-type: none"> • Pedestrian sign on Territorial • Pelham bikeway completed, Myrtle gets lots of wrong way traffic • Car crashed into median in front of Co-op • Weyerhaeuser discussion in Land Use raised concerns about traffic on Franklin and need for pedestrian crossings 	
	<p>10-year planning</p> <ul style="list-style-type: none"> • Community forums begin this Saturday to respond to plan highlights, SPNN at noon, Wednesday Luther at 6pm. Pat planning to present for Transportation committee, each committee gets 5 minutes for overview, more strategies and details in discussion time. 2 hours with presentations and feedback activities. • Pat drafted based on community feedback, she aggregated comments, and committee conversations with notes and minutes. Easy to digest, transportation is relatively more tactical based less socio/philosophical. • Territorial major concern, culture clash residents vs trucks. Mpls businesses come to 280 to access 94. Shared detailed traffic analysis, tight turns in rush hour, why go in circles through SAP, what plan to reroute, cure worse than the symptom. • Acknowledge tension around parking, valuable to businesses, employees, will receive pushback. Work on district parking underway. Manage parking balance, streets belong to everyone. Reduce demand and requirements and encourage alternatives. • Minneapolis residents complain about parking in St. Paul, aside from LRT the bus service is less convenient crossing the river. • Safety top priority, add school speed zone, pedestrian crossing signs mid street at all crosswalks, complete streets. • Education and enforcement - Pedestrians first, bicyclists second, note that bicyclists also need to obey laws and contribute to pedestrian risks. No bicyclists on sidewalk, etc. Improve bike lights and signage connecting bike lanes. High number of cars running red lights and stop signs. More enforcement? • Sidewalk maintenance, collaborative shoveling, reporting system. Offer sand mix in winter like in Minneapolis, similar to compost. 	

	<ul style="list-style-type: none"> • Add Weyerhaeuser crossings along Franklin – 1000 new residents, park, connecting to bike rounds. Franklin-University intersection and Westgate station area. • Climate Change and Equity notation symbols from Environment committee highlight underlying goals, not necessarily separate section. • Weak understanding of needs for Energy Park residents, bottleneck between N-S, needs more attention and connection. Other connections, Granary Road, Pierce Butler to Energy Park, etc. Corridors of Commerce, NW Area Study, Snelling relief, other ways to spread out traffic improves bikability. Major undertaking and cost, include as goal, reinforces other goals for bike friendly streets to reroute trucks. • Inactive train tracks, address with sidewalk infill and street grid. 	
8:10	<p>Bike Benefits</p> <ul style="list-style-type: none"> • Betty Lotterman bike advocate, got rid of her car a couple years ago, notices car traffic and noise so much more now. If we don't improve our system will be bumper to bumper everywhere, thinking about how we can begin to improve in little ways. Inquired about Bicycle Benefits after seeing the sticker at the Co-op, great simple program incentive to bike more. Businesses interested but not signing up, needs more movement participation. Businesses offer their own incentive, ie. 15% off at Sharrett's, 2 for 1 at Urban Growler, etc. for bikers with sticker on their helmet (\$5 for lifetime, can buy online or at businesses). Almost every store on Grand enrolled, very organized, need local businesses to join in SAP. We're close knit, lots of great local businesses and bike infrastructure. Encourage biking important. Start-up packs, sign up businesses, distribute materials, spread the word, \$26.75 for business pack, businesses can sell stickers as well to encourage rider participation. Dogwood doesn't do at this location, but does at others. We have some but needs more to make it work, get on bike and encouraged to go anywhere for little discount. Press releases from other cities. What can SAPCC do? Include in 10-year plan as incentive to improve bike infrastructure and programming. Enroll more. Kickoff event and publicity for local businesses – bring together small businesses, Nice Ride expansion, new bike connections, lots to celebrate in neighborhood for spring. Tie in to St. Paul Classic, bike rodeo at school, cash mob for nearby businesses. Spring good target if able to enroll businesses over winter, kickoff bike "season" for businesses, low hanging fruit to point to as success for achieving planning goals, neighborhood action not requires city vote. Doesn't have to be much, admission at museums (Bell moves Jan 8), \$1 off specific items at stores, etc. 	
8:15	<p>Adjourn Gordon move to adjourn, Betty second. Adjourned.</p>	