



## TRANSPORTATION COMMITTEE MEETING

Monday, April 27th, 2020 | 6:30 p.m.

<https://zoom.us/join> | Email [alexa@macgrove.org](mailto:alexa@macgrove.org) for Meeting ID # and password

**Please note: this meeting is being held remotely online via Zoom**

**Chair:** Brian Martinson

**Secretary:** Jack Fei

### AGENDA

*(6:15 – 6:30 pm: Tech Check)*

- 6:30 I. Introductions
- 6:40 II. Additions or deletions to agenda
- 6:42 III. Approval of February 2020 minutes
- 6:45 IV. Summit Avenue Restriping, *Discussion and Potential Resolution*
- 7:15 V. Increasing Road Closures during Shelter-in-Place, *Discussion and Potential Resolution*
- 7:30 VI. Pedestrian Signal Buttons at Crosswalks, *Discussion and Potential Resolution*
  - *Resolution passed by the Board of Directors on 4/14/2020 on page 2*
- 7:50 VII. Updates / Other business
  - Capital Improvement Budget (CIB) Process Update
  - Ayd Mill Road Public Hearing Update
- 8:05 VIII. Adjourn

**Next Meeting:** Monday, May 25<sup>th</sup>, 6:30 pm

*All MGCC meetings are online through Zoom at this time; email [alexa@macgrove.org](mailto:alexa@macgrove.org) to receive the Meeting ID # and password for this meeting. All times are approximate. Agenda is subject to change due to additions or deletions. All meetings of the Macalester-Groveland Community Council are open to the public and residents are invited to attend. For more information about the Macalester-Groveland Community Council or its committees, please call 651-695-4000 or visit [www.macgrove.org](http://www.macgrove.org).*

#### **Transportation Committee Mission Statement:**

*The Transportation Committee is a liaison between stakeholders, including local community councils & government agencies supporting & advocating for a balanced multi-modal transportation system.*

**Synchronized Pedestrian and Driver Traffic Signals Resolution**

*Passed April 14, 2020 by MGCC Board of Directors*

*“Whereas the St. Paul 2040 Plan consists of statements relating to developing nodes within walking distance (Policy LU #30) and “Vision Zero” program to achieve zero traffic fatalities and severe injuries (Policy T-5);*

*Whereas the St Paul Pedestrian Plan calls for "sparkling a culture shift" to make St. Paul a safe and appealing place to walk, while also referencing "maximizing impact within existing capital investments," and pursuing low-cost and creative solutions (pg. 16);*

*Whereas the St Paul Pedestrian Plan calls for making walking safe for everyone" through a strategy of prioritizing pedestrian safety in street design (pg. 15);*

*Whereas common sense and federal DOT government documents such as the Resident’s Guide for Creating Safer Communities for Walking and Biking state that a traffic signal is “A visual signal to control the flow of traffic. Pedestrian signals let pedestrians know when they can enter the street to start crossing;”*

*Whereas drivers are trained to watch for lights and signals, so at traffic lights with pedestrian crossings when the light is green but the pedestrian light is “Don’t walk,” is confusing to both drivers and pedestrians;*

*Whereas consistency around the metro area (including LPis) helps train pedestrians to cross with the signal and drivers to always look for pedestrians;*

*Therefore, be it resolved that the Macalester-Groveland Community Council (“MGCC”) requests the City of St. Paul re-examine the policy of unsynchronized pedestrian and driver traffic signals and synchronize the signals to help meet the current 2040 foci goals of safety, walkability, resiliency, and low-cost.”*