

# Macalester-Groveland Community Council

## Transportation Committee

### February 24, 2020

**Attendees:** Jack Fei (secretary), Brian Martinson (chair), Spencer Ludtke, Dave Pausik, Lauren Nielsen, Colin Fesser, Hugo Bruggeman, Alexa Golemo (staff).

1. **Introductions:** none.
2. **January 2020 minutes.** Passed with added topic 'Alternative Winter Parking Rules' (Spencer Ludtke)
3. **University of St Thomas Bike Walk Roll to Campus April 23<sup>rd</sup>.** (Amy Gage)
  - Two hour event to promote walking, cycling, and transit use.
  - MGCC & Union Park Transportation Committee presence is requested
4. **Summit Avenue Restriping Discussion** (Dave Pausik)
  - Questions rose about project plan 1) buffer design 2) road condition 3) cost / value.
  - Committee requests Reuben Collins attend March meeting to discuss.
5. **Pedestrian & Traffic Safety Timing Resolution** (Brian Martinson)
  - This resolution (Lauren Nielsen, Hugo Bruggeman 2<sup>nd</sup>) passes.

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 "sparking 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 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.

**6. CIB (Capital Improvements Budget) Process (Jack Fei)**

- St Paul requesting ideas for CPTED (Crime Prevention thru Environmental Design) projects.
- Idea submission deadline: March 4, 2020.
- CIB Committee meets March 9 to screen ideas for submission and later presentation

Next Meeting: Monday, March 23rd, 2020 @ 6:30 pm