

**Minutes  
Community Development Committee  
September 11, 2018**

Attending: Dan Handeen (Co-Chair), Sheldon Mains, Bob Hain, John Tripp, Michael Mechtenberg, Stephen McClellan, Henry Pan, Winston Cavert, Steven Christianson, Joyce Lyman, Lisa Van Orsow, Kelly Dorsey, Matthew Hendricks, Hillary Oppmann, Cara Letofsky (Metropolitan Council Member), City Council Member Cam Gordon, Scott Shaffer (Seward Redesign), Doug Wise (SNG Housing Coordinator).

The August 14<sup>th</sup> Community Development Committee minutes were approved

**Metro Transit planned improvements to Route 2**

Michael Mechtenberg with Metro Transit said they are planning to make improvements to Route 2 to make the trip better, faster and more reliable. He said that Route 2 has the 8<sup>th</sup> highest ridership of all of the routes. It is also the second slowest. The route has a lot of turnover during the trip with people constantly getting on and off.

Michael said they would be changing some bus stop locations to make the trip faster, with stop spacing up to 1/4 mile. He said the route has several areas of inconsistent routing and stop spacing, which will be fixed. Michael was asked if the decision on eliminating stops has been finalized. He said yes, the decision has been finalized. He was asked why they did not provide for public input. A couple of people expressed concern about losing their current bus stop. Michael said a public meeting was held.

Michael said a survey of ridership was conducted and the number one concern was to speed up the routes. He did say the survey was done on all the routes. It was mentioned that Route 2 may not be typical of other routes and the convenience of more stops might be preferable to more speed. Henry Pan said he is working with a group of riders from Route 2 and speed was mentioned as a major concern.

Michael said Metro Transit will be installing new shelters and upgrading existing ones on Route 2. He said this will take place throughout 2018 and into 2019.

Michael was asked about giving Route 2 buses signal priority (the ability to ask for green lights). He said they will be studying this at 12 intersections, which have the longest delays. He said this is a complex issue, where the age and type of signal as well as other factors determine the feasibility. It is not something that can happen quickly.

Committee members asked about the possibility of loading at both doors. Michael said they are studying it, but it is complicated by the need to control access at the back door to insure people have purchased tickets. Committee members also asked if announcements provided on the bus could be multi-lingual. Many of the Route 2 riders are not fluent in English.

**Update from the Biking and Pedestrian Safety Subcommittee**

At the August meeting, the committee discussed bicycle and pedestrian safety throughout the neighborhood. The discussion was prompted by the fatal bicycle/automobile accident at 22<sup>nd</sup> Street and 26<sup>th</sup> Avenue (see minutes from August 14<sup>th</sup> CDC meeting). At the meeting, a subcommittee was appointed to study the issue and come back with recommendations.

The subcommittee met on September 4<sup>th</sup>. Doug Wise had prepared a document with all of the

comments from the August meeting organized according to location. The committee went through the document discussing the various sites and comments.

At the meeting, Sheldon Mains offered to post a request for additional comments on E-Democracy and Next Door. The request went on line a couple of days before the CDC meeting and a number of responses had already come in. The subcommittee set its next meeting for September 19<sup>th</sup>. At that meeting they will review and discuss the comments that have been received to date.

### **Update from the Semi-Truck Parking Task Force**

The Semi-Truck Parking Task Force met on Wednesday, September 5<sup>th</sup>. The meeting was attended by residents, business owners, City Public Works staff and Robin Garwood. Hillary Oppmann said she has a list of those who were in attendance.

Business owners discussed their frustrations with semi-truck parking in front of their businesses not leaving any space for customers and employees. Many of the businesses operate into the late evening and so time restrictions on the parking would not work.

Business owners suggested that if parking could be limited based on weight that would work best. City staff indicated that it is not possible to limit it by weight. Businesses in the Ivy Building said that the block south of them does have a sign limiting the weight of trucks and asked how they got that and if it could be extended another block to include them. Robin Garwood said he would check into it.

Another suggestion was to establish critical parking zones similar to other areas in the city to prohibit tuck parking. Robin said he would also check into that.

There were a number of people at the CDC meeting who had been at the Task Force meeting and talked about their concerns with the truck parking and possible solutions. Cam Gordon said that it does not appear that the weight limit restrictions would work, but establishing critical parking areas may work. He said that they are working on it and would report back at the next Task Force meeting. The next meeting will be held in about three weeks.

### **Report from City Council Member Cam Gordon**

Cam said the Mayor has submitted his budget for next year and the Council will be reviewing it. He said that Public Hearings will be scheduled this fall to take public comment.

Cam discussed the homeless encampment along Hiawatha Avenue. He said with cold weather coming soon they need to find and implement a solution quickly.

### **Report from Scott Shaffer, Seward Redesign**

Scott said the I-94 Reconnecting Neighborhoods Management Committee has been meeting monthly. He said their consultant had prepared a couple of different options for replacement of the pedestrian bridge at 22<sup>nd</sup> Avenue. He said the committee discussed the options at its last meeting and will be scheduling an opportunity for the public to comment. He said one of the problems with the original design, which included spiral ramps, was that they were not long enough to meet ADA requirements.

The meeting adjourned at 8:33.