Kingfield Board Association

June 9, 2010

Present: Chris Sur, Scott Bordon, Rachel Bond, Brook Lemm-Tabor, Tom Parent, Arthur Knowles, Brad Kalina, Marshall Onsrud, and Randy Niemiec.

Absent: John Barber, Mark Brandow, Dustin Nygard

Guest – Elizabeth Glidden, Kirk Moorhead, John Dillery, Sarah Linnes-Robinson

Meeting called to order at 7:05 p.m. by President Chris Sur.

I. Community Forum – President Sur asked if there were any issues to be addressed in this aspect of the meeting. None were presented.

II. New Business –

A. Request for support and monies to support an art project at Nicollet Square. Kirk Moorhead, representing the Plymouth Church neighborhood foundation (PCNF) appeared to request support and contribution from KFNA. The request was in two parts.

1. Money to support a mosaic to be installed on the exterior of the Nicollet Square structure,

2. Volunteers to work kids in the ratio of 1:3

Two artists would be involved

1. Heather Doyle, currently involved with SPEAK projects. She is working with the PCNF to develop art. She has submitted funding applications for art and youth which are pending.

2. The second artist (name?) is interested in doing mosaic work on the new construction.

Sarah LR mentioned she would like KFNA to match the proposal from PCNF. The funds would be directed from the KFNA Art Show proceeds. The timing of this is moving quickly. The Chicago Fire Arts Center is already involved on working on the first piece. Mosaic construction needs to be committed to now to allow for structural construction on site. Monies will be needed at a later date.

Discussion ensued regarding the possibility of this funding. Questions raised included design, cost of working up proposal, inclusiveness of all parties. It was noted that this is the second year the Art Show has shown a profit. (The profits from this event have been $3,000 and $5,000.)

Arthur moved that the remaining funds ($4,000) be dedicated to the project. $3,000 for the mosaic and $1,000 for the organizing and/or fundraising for future art projects.

Discussion continued on the proposal – should we actually designate the funds at this time or wait for the concrete acknowledgement of the project moving forward. Motion was withdrawn due to much questioning of the monies being given now.

Another thought was brought to the table that this may conflict with the public art project for the sound walls with MNDOT. Sarah states that we are not ready to move forward with the MNDOT project. The earliest target time would be possibly next spring.

Rachel – made alternate motion to commit $2,000, pending some indication that the project was moving forward.

Brad and Arthur opposed, Scott, Tom, Rachel, Brook, Chris, Marshall, and Randy called to question. Further discussion ended and the proposal was removed at this time.

B. Bus Rapid Transit – Chris provided some background on BRT (Bus Rapid Transit) – Presentation given by John Dillery, MTC – resolution regarding the safety access.

1. Develops bus route changes that make good use of 46th Street station. Some routes affected more than 25%

2. Makes transfers occur more easily.

3. More pedestrian and bicycle friendly.

John explained changes and prospective changes and how they would benefit Kingfield and other neighborhoods.

4. Eight routes will be directed to the 46th Street station.

Discussion – some issues were raised regarding safety and bicycle storage. Depending upon the direction of travel the riders would not be able to access some of the stated bicycle facilities.

***Resolution Summary (actual document attached)***: It appears that from the perspective of bicycle and pedestrian users that issues have been more wait and see but the position of the KFNA is that this access should be addressed proactively and prior to the construction. KFNA requests that the city, county and MTC formally review access for pedestrian and bicycle that supports the complete streets projects prior to the completion of the BRT project. Waiting until after the construction is complete is not agreeable. All persons here present approved. (See attendees for names.)

III. NCEC/NRP Background and Update -

A. Belief that neighborhood functions should be supported locally.

1. Sarah reviewed the key parts of the proposal and stated that we need to discuss how the $$s will be divided amongst the neighborhoods. Complicated? Simplified?

 a. Neighborhood investment and community innovation funds.

1. Does not specify that $$ needs to go to neighborhood organizations – should we have the power to enact priorities?

2. Innovation funds a grant writing process. Currently no money in this fund.

B. NCEC interviewing groups. On agenda for July – several questions will be proposed.

1. Monies proposed are insufficient to allow adequate involvement.

 2. Sarah will recap questions for considerations.

IV. Old Business

 A. Board/Committee Action Requests

1. Committee Member Placements – all committee done.

B. Letter regarding parking variance for Blackbird Cafe, Redevelopment – we don't decide variances but our support would be important to this endeavor. Tom motioned to agree to support and Arthur seconded the motion. All members present were ayes. (Refer to attendees).

C. A request to co-host with Area C a forum for School Board candidates, youth and schools – was presented. Scott noted there will be a primary election for two at large seats for Mpls. Public School Board. There are currently ten individuals running for two seats.

1. Develop partnership with other organizations to collaborative for the forum. Motion was made (by ?) to the above to establish a candidate forum to forge partnerships to organize and run this for the school board seats that would be supported by KFNA. Motion seconded by Brad – all ayes (see attendees) no opposed.

2. Expertise of League of Women Voters would be called into support to make certain no one would be excluded.

3. Forum would be held at MLK community center.

D. Reports

1. Secretary – minutes accepted, motion Tom – seconded Chris –

2. Treasurer – year end, and annual budget

a. Sarah handed out copies – explained the details.

b. Grants will roll up for which we haven't seen expenses.

c. Many funds are restricted $$s.

d. Comparison of projected budget as reality reviewed.

e. Anticipated same level of support as last year.

f. NRP anticipated 100% funding with no hold back.

3. Other committees, Task Force and Project Reports, as needed:

a. Redevelopment

b. Dog Park Task Force

c. Green Committee

1) Community Garden

4. Newsletter Committee

5. Youth and Schools committee

6. Crime Prevention and Safety (CPas)

7. 40th and Lyndale Task Force

8. Transportation Projects

a. BRT Project

b. King Bridge Partnership

c. UPA (sound walls)

d. Blaisdell bike lanes

Committee reports forgone due to time constraints. Arthur moved to adjourn and so we did.

Respectfully submitted,

Brook Lemm-Tabor

Secretary, KFNA

**KFNA E-Vote July 1:**

Chris Sur moved:

I move that we earmark $2,000 of the art auction funds to be used to assist PCNF in matching the grant from SPEAK.  This has come up pretty quickly and the details are obviously not all in place yet, but I think this is a pretty exciting opportunity for us, and one with a particular urgency as our matching funds may be what makes or breaks this project.  In fact, I think that if we indicate that we our willing to put $2,000 toward the match, it could help PCNF get the remaining matching funds.

Tamera Eirten seconded:

I second the motion to earmark $2,000 of the art auction funds to this project.  After watching the CAFAC presentation, I think this project is worthy of our support and conveys a very nice welcome to the Nicollet Square project.

Ayes: Parent, Lemm-Tabor, Bond, Nygard, Knowles, Niemiec, Bordon

Nygard added: I would ask, though, that they consider durability and maintenance as factors in their design, especially since these are being installed in a high-salt environment.

**BRT resolution by the KFNA board**

Background:

KFNA has been active in the establishment of a Bus Rapid Transit hub since being invited to participate in the project in January 2007. Metro Transit established a Bus Rapid Transit Group, which met through the spring. Its task was to determine the style and amenities of the station, which already had its standard design approved. It was also intended to make route recommendations after viewing modeling and use patterns for complementary routes. KFNA had numerous questions about the function of the BRT station and how it would serve walkers, bikers and the anticipated Nicollet Avenue Streetcar as far back as January 2007.

In February 2009, a written update was distributed by Metro Transit that detailed that both bike parking and a pedestrian-friendly environment were agreed upon priorities of the project, among others. A presentation was made to the Kingfield Neighborhood about the BRT station in June of the same year and no answers were provided as to the number or placement of bike facilities or the access for walkers or bikers to the station. In a post-meeting discussion that evening, the 8th Ward Council person said a meeting would be established with the city’s bike and pedestrian experts to look into access to the station. KFNA arranged this meeting in January 2010.

At this meeting Alex Bauman, KFNA Redevelopment Chair, and Sarah Linnes-Robinson, KFNA Director, suggested that the City should consider partnering with the neighborhood to access County TOD funding to build the walkable environment between 46th and Nicollet and the station. There was some support expressed by Amanda Arnold of planning in the idea but there was hesitation from Ana Flintoff (Pedestrian Planner) and Don Pflaum (Bike Planner). The City’s recommendation was to wait until the station is built and the problem is realized before any action is taken.

KFNA thereafter approached the County to look at the pedestrian and biking environment to and around the station, as 46th Street is a county road. The County referred KFNA to Transit for Livable Communities (TLC) to request technical assistance. The County also mentioned the recent passage of the Complete Streets Program, which specifically sets forth that all forms of transportation should be able to access the station and bridge.

Representatives of KFNA walked the site with Steve Clark from TLC, itemizing our concerns, reviewing the built environment, and listening to his recommendations. KFNA also did weeks of bike and pedestrian counts and car counts at the intersection to see if their analysis of some of the issues was correct. A plan for allowing better bike and pedestrian access to the station and across the bridge was developed by Steve Clark and presented to both Elizabeth Glidden and Gail Dorfman to offer a different way of looking at the traffic flow on the bridge and initiate the conversation about changes to the station access. Representatives of KFNA met with them in late May to discuss next steps. Although the KFNA Board is not in a position to endorse the TLC plan as set forth below or any specific plan without additional input from traffic engineers and other experts, the plan at least begins to identify access and safety issues and provide proposed solution to these issues.

Issues in Current Built Environment:

Physical issues to the bridge and the access to the bridge were identified in the site-walk with Steve Clark including the following:

* Right-hand curb on Stevens leading to 46th is wide and there is no limitation on “turning on red lights”. The result is cars sneak up to, and around, the corner trying to see if they can turn right, limiting pedestrian crossing across the 3 lanes of traffic to get to the bridge.
* Curbs at Stevens Avenue and the bridge are off-set, and no crosswalks are identified on the roadway announcing to drivers or walkers where they should cross. The result is the crossing distance to the bridge across three lanes of traffic, many exiting the highway, is even longer than it would normally be and is not marked to make drivers aware this is a walk zone.
* The bridge is striped for two-lanes of traffic each direction the entire length of the bridge. The result is this leaves no room for bike lanes and many bikers are using the sidewalks, which will soon be filled with pedestrians accessing the BRT Station.
* Many cars are continuing straight from the highway onto the 4600 block of Stevens Avenue. The result is this residential street is taking a lot of pass-through traffic as people attempt to avoid the community corridors on their way home.
* “No Crossing” signs are posted on the bridge to stop people and bikes from crossing the span of the bridge at its intersections with Stevens and 2nd Avenue. The result is that bike parking needs to be indentified on these sides of the roads for people utilizing the 46th Street bikeway to the station.
* Nicollet Avenue is an indentified trolley route to 46th, and transit users will be encouraged to walk between these two stations but the walking environment is neither pleasant nor safe.

Proposed Solutions from TLC to Current Issues:

* 4-3 lane conversion on 46th Street to allow for bike lanes and possibly even short median/pedestrian refuge island.
* Bump outs on Stevens by extending parking lane further instead of special right turn lane (for motorists wishing to travel west on 46th).
* Bump outs on 1st Ave to shorten the crossing distance to get to Transit station.

The drawing also shows colored dashed bike lanes in the “conflict zones” , to allow safe crossing overs to occur. It does not show the recommended bike parking areas, but I continue to believe the best location would be the area where the sidewalk is extra wide before and after the bus stop area.—Steve Clark

**Resolution of the KFNA Board:**

The KFNA Board requests that the City, the County, the Minnesota Department of Transportation and Metro Transit formally review issues relating to pedestrian access and bicycle access and parking, including but not limited to the issues set forth in the Transit for Livable Communities report incorporated above. KFNA further requests that the above entities provide the Kingfield Neighborhood with a proposal that supports the BRT Station and surrounding area in a manner consistent with the Complete Streets Project by addressing safety and logistical concerns with pedestrian and bicycle access to the BRT Station prior to the completion of construction of the BRT Station.  The KFNA Board has stated from the beginning of this process and continues to believe that waiting until after the BRT Station is constructed to address these issues is the wrong approach.

***Approved by the KFNA Board 6/9/10.***