

October 18, 2024 Ad Hoc Subcommittee Meeting at Cedar Street Project with City Staff

Draft

Present: City: Holly Ellis, Brandon Staglund

PBAC Subcommittee: Erin Billings, Evan Lewis, Molly O'Reilly

Starting at the library, at 7:35am, we walked Cedar Street to Lincoln and back. We observed varying widths of asphalt, most in poor condition, occasional curb and sidewalk, drainage ditches, many trees in the right of way, and light traffic, but enough to make walking in the street uncomfortable.

Holly pointed out plans for 6' sidewalks on two sides, and a 24' vehicle travel corridor, curb to curb, marked with sharrows. Discussion of sharrows indicated that both staff and committee members felt they were not very helpful. A study (not local) has indicated they do not add to safety. Several concurred that their observations were similar.

There was discussion of creating a subcommittee on corners/intersections/curb ramps.

There was discussion of a multiuse pathway on one side. Pros: plenty of width to accommodate all users, generally the ROW exists if parking is not allowed on Cedar. Cons: crosses many driveways without the contrast concrete provides, city maintains multiuse pathways (clears snow, repaves, etc.) and doesn't always budget for that, multiuse pathways imply long distances, and this is a moderately short stretch of roadway.

One suggestion was a 5' sidewalk on one side of Cedar, and 7' on the other. The wider one would not be a "multiuse pathway" but would accommodate local clumps of people, cyclists and others. Concrete over the driveways would alert drivers to intersecting human traffic. The idea seemed well received and will be considered.

One design consideration in the roadway is to slow traffic to be neighborhood-consistent. Brandon pointed out that 22' width, with curb and gutter would provide 10' travel lanes, with some slight 'shy' from the curb and gutter. That seemed well received.

Molly raised two issues: curb radii and providing curb ramps facing each crosswalk at every corner. The advantage of minimizing a curb radius is slowing turning traffic while minimizing the distance a pedestrian spends in the street. It also allows a more direct entry to the crosswalk from the curb ramp. Molly indicated that her understanding of the latest guidance on ADA specifies two curb ramps on each sidewalk when it reaches the corner. The exception is when all pedestrians are forbidden to cross, and landscaping or a physical barrier is then required.

Molly later emailed concerns to all about the sweep curb ramping shown on drawings at Lincoln and Division.

Committee members were appreciative of the challenges presented by this stretch of roadway.