

Council member Stark, Regarding the third phase (Wilder and Marshall)... Have there been any studies done related to the impact on businesses on the north side of Marshall between Wilder and Cleveland due to the new median? Also, what traffic studies are available related to east vs. west bound traffic flow on Marshall (avg. daily traffic, by day of week, by hour, etc.)"

Response.....

"Hello, Thank you for contacting Councilmember Stark regarding the proposed median at Marshall and Wilder. He will continue to collect feedback from area residents and stakeholders, and we'll be back in touch in the coming weeks. As noted in the letter that went out to neighbors, there will be an opportunity to discuss the proposal at the January 21 Neighborhood Issues Committee of the Union Park District Council. The meeting is from 6-7:30pm, at the Merriam Park Rec Center (2000 St Anthony Ave) and Assistant City Engineer Paul St Martin will be in attendance to explain the project and answer questions. Thanks, be well, Samantha Legislative Aide to Councilmember Russ Stark"

Excited to be informed that my input would be appreciated - I actually attended that meeting, sorry you or your aides could not be in attendance. The Engineer at the meeting couldn't / wasn't able to provide a satisfactory response to my questions...because there haven't been any studies done specific to the phase three project... and of those cited for different locations with entirely different physical, demographic and economic make-ups were almost entirely anecdotal - "someone said that the owners of Coastal Seafoods said that initially there was impact, but eventually people figured it out"... I assure you they didn't talk to the owners of the Sherwin Williams next to Coastal, whose parking lot now serves as an alternate, albeit illegal, U-turns for south-bound travelers on Snelling, trying to get to Coastal.

BTW as for safety and this is not anecdotal, my 14-year old niece was struck by a car and almost killed... walking her bike across one of the new dedicated cross walks between said medians on Snelling near Coastal and Sherwin Wm.s.

In summarizing the meeting itself... All I got from attendees - and I think all the attendees will agree with - is the following:

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< There is much disagreement between residents and residents - Not just those on Wilder and other residents in surrounding areas, but disagreement between different residents on Wilder proper

On February 10th we received a response from your (Mr. Stark's) office... rather than review the entire document, point by point.... I will highlight just one point made that shows how little we, as a community (including residents and politicians alike) really understand, or have examined the actual/potential impacts.....

Neighborhood impacts

Will the median increase cut-through traffic on adjacent streets?

There will likely be a small increase in traffic on neighborhood streets from people

driving around the block to look for parking or access a business. To put this in

perspective, a traffic count completed in 2013 on Iglehart between Cleveland and Wilder

counted 550 vehicles for a 24 hour period. If the amount of vehicles increased by 10%,

that would be an average of an additional 5 vehicles per hour over a 12 hour period.

If one is going to dabble in statistical analysis, to justify one's position, one should at least use more realistic assumptions.....

While I have no empirical proof, much like Mr. Stark..... there are two rush hours each day on Marshall and said intersection which last one to two hours per day. One east-bound in the morning and one west-bound in the evening... coinciding with commuting trends of residents coming and going to work - not to mention the suburbanites flocking to Izzy's in the evening and on weekends.

Let's assume a 10.0 percent increase, but during peak hours vs. the random 12 hour period which would equate to 1,100 vehicles per 12 hour period. A 10.0 percent increase - 110 vehicles, spread over the more realistic two hours of peak traffic, equates to 55 vehicles per hour, albeit peak hour... not the 5 vehicles per hour as claimed (more than 10x that claimed). And where does the random 10 percent come from?

More importantly, how many vehicles travel on Marshall, east vs. west bound by hour, day of the week.... how many are turning on Wilder (north vs. south).... Shouldn't these be taken into consideration? At the January meeting we also suggested that we put temporary barriers in place to look at the impact (which was done on Snelling).... seems reasonable to me before we start ripping up streets..... it was all but dismissed claiming there wasn't sufficient time.... You know what? Time is the one thing we do have on our side.....

It's very frustrating when asking reasonable direct questions, to be provided with vague, politically-safe answers (i.e. previous studies indicate, small increase in traffic, etc.).

I will be the first to admit that I have no idea what the impact will be, if any... but like I said, I will admit this fact. Why not take the time and take a serious look at the potential impact... and/or look at less invasive/permanent alternatives.

Marshall has been and will continue to be a popular route for commuters.... due to the bottle necks during peak commuter times, people in the neighborhood have already seen increased traffic on parallel streets due in part to the "Greening" of Marshall. Additional changes will impact traffic patterns - the vehicles utilizing Marshall will have to go somewhere. Where you ask... I don't know, that's what we need to figure out.

Best regards,

Matthew Robinson

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