

Snelling BRT Technical Advisory Committee Meeting #1

Date/Time: Monday, May 13, 2013, 10:00 a.m. – 12:00 p.m.

Location: Metro Transit FTH Chambers (560 6th Ave N, Minneapolis)

Present:	Deb Jones (City of Falcon Heights)	Carl Jensen (MnDOT)
	Steve Hay (City of Minneapolis)	Molly McCartney (MnDOT)
	Deb Bloom (City of Roseville)	Erin Laberee (Ramsey County)
	Pat Trudgeon (City of Roseville)	Joe Lux (Ramsey County)
	Hilary Holmes (City of Saint Paul)	Mike Rogers (Ramsey County)
	Eriks Ludins (City of Saint Paul)	Kyle Burrows (Metro Transit)
	Paul St. Martin (City of Saint Paul)	Charles Carlson (Metro Transit)
	Joe Scala (Hennepin County)	Peter DeMuth (Metro Transit)
	Patrick Boylan (Metropolitan Council)	Katie Roth (Metro Transit)

Invited, not present:	Paul Mogush (City of Minneapolis)	Bill Goff (MnDOT)
	Duane Schwartz (City of Roseville)	Mark Lindeberg (MnDOT)
	Tom Johnson (Hennepin County)	Wayne Norris (MnDOT)
	Kristy Morter (Hennepin County)	Josh Olson (Ramsey County)
	Connie Kozlak (Metropolitan Council)	

Agenda and Meeting Notes

1. Introductions (10 min)
2. Project overview (40 min)
 - Arterial BRT background
 - No questions/discussion.
 - Snelling concept plan
 - Joe Lux: Ford Parkway and Fairview is a two-lane section, not three-lane
 - Katie Roth: Noted.
 - Joe Scala: In outreach effort to date, have you come across any resistance/ what has been the biggest issue in locating stations?
 - Katie Roth: Outreach to date has been primarily at the district council/neighborhood group level. Feedback has been positive, confirmed that we have the right station locations identified.
 - Joe Scala: In LA there was some pushback around station-spacing – to some a slower-speed service with closer stations was more important. Have we seen anything like that here?
 - Katie Roth: We have heard some but only a small percentage. Comments underscore the importance of the continued local service at reduced frequencies.
 - Joe Scala: Will shared local/Direct stops share the same infrastructure? Will local service be able to use off-board fare payment?

- Katie Roth: For the most part yes. Where there is enough room and demand we may have separate bus bays for local and Direct service. Local service will be able to use off-board fare payment.
 - Patrick Boylan: What is planned for route 84?
 - Katie Roth: Currently 15-minute peak frequency which will increase to 10-minute frequency soon. With Direct, underlying Rt 84 frequency will be 30 minutes (Direct will be 10 minutes).
 - Charles Carlson: St. Paul Avenue/Davern branch will be unchanged with Direct.
 - Patrick Boylan: How will TAC be involved with the land use/urban design aspects of the project? Opportunities for redevelopment around stations?
 - Charles Carlson: This group will be focused primarily on the land-use/design elements that are directly related to implementing the service and building stations. There will be less about the transit benefits to development in the area. This corridor (and the system in general) is already identified in local land use planning documents for redevelopment opportunities.
 - Stakeholder engagement & public outreach plan
 - No questions/discussion.
 - Arterial BRT system branding
 - Joe Scala: Will the concept use both 40' and 60' vehicles?
 - Katie Roth: Yes. We are initially planning for 40' vehicles in Snelling (possible growth in future). Other corridors may start with 60'. The vehicle design was created to accommodate both sizes.
 - Charles Carlson: In anticipation of future growth, all stations will be designed to support a 60' vehicle.
3. TAC issue identification (30 min)
- See attached discussion record.
4. Roundtable – project schedule and coordination (20 min)
- Snelling multimodal improvements
(Eriks Ludins)
 - Submitted CIMS application from Selby Avenue to Midway Parkway.
 - Project will not begin preliminary design and engineering until grant has been awarded (selection timeline is late June/early July).
 - July 1st 2015 is contract target date (requirement of CIMS)
 - City has committed to a 10% match.
 - I-94 bridge
(Molly McCartney/Carl Jensen)
 - Will bridge redeck be included in TIGER application?
 - Katie Roth: Decision to be made through joint discussion with MnDOT & City
 - 4-5 other bridges over I-94 included in the project, they are funded.

- Ford Parkway reconstruction
(Erin Laberee)
 - Howell to Snelling set for 2015, working closely with the City of St. Paul.
 - Project is fully funded.
 - Little preliminary engineering done to date, however there will be no widening of the road.
 - Ford Parkway streetscape improvements
(Hilary Holmes)
 - Reconstruction of sidewalks has been scaled back, no estimated start date.
 - Project has been delayed because of conflict about colored-sidewalks.
 - To be funded through CIB and an assessment.
 - Minnehaha Avenue reconstruction
(Katie Roth/Steve Hay reporting for Kristy Morter)
 - Two concepts under consideration – cycle track & bike lanes
 - Includes Minnehaha/46th Street intersection
 - Layouts going to public meeting in June; municipal consent to follow
 - Other initiatives:
Hiawatha Corridor Hennepin Community Works Project
(Joe Scala)
 - Includes 46th Street station
 - Community works project to improve bicycle and pedestrian connections along Hiawatha – would include some work at 46th Street.
5. Next meeting (5 min)
- Tentatively scheduled for June 17, 1-3pm at Metro Transit FTH Chambers.
 - Seeking a regular meeting date; constrained by meeting room availability at FTH.