

## Snelling BRT Community Advisory Committee Meeting #2

Wednesday, August 21, 2013, 6:00 – 8:30 p.m.

Macalester College

Weyerhaeuser Hall

The Weyerhaeuser Board Room

62 S Macalester Street, St. Paul, MN 55105

### Meeting Summary (DRAFT)

Meeting began at approximately 6:05 P.M.

Organization	Representative	5/15/13	8/21/13	11/20/13	2/19/14
City of Falcon Heights	Wendy Noble	X			
City of Roseville	Lisa Laliberte	X	X		
District 10 Como Community Council	Kathy Stock	X	X		
District 11 Hamline Midway Coalition	Rachel Wiken	X	X		
District 11 Hamline Midway Coalition	James Lucken Hills	X	X		
District 13 Union Park District Council	Ryan Wilson	X			
District 13 Union Park District Council	Colleen Beagan	X	X		
District 14 Macalester Groveland Community Council	Joyce Krech	X	X		
District 14 Macalester Groveland Community Council	Dave Pasiuk	X	X		
District 15 Highland District Council	Charles Decker	X	X		
Longfellow Community Council	Nadya Trytan		X		
Longfellow Community Council	Kevin Baumgartner	X			
Minneapolis Ward 12	Polly Millea	X	X		
Saint Paul Ward 1	Jim Barton	X			
Saint Paul Ward 4	Matt Lang	X	X		
Hamline University	Dianna Fielding		X		
Macalester College	Sara Staszak	Alt	X		
At-large Committee Member	Triesta Brown	X			
At-large Committee Member	Lisa Larges	X			
At-large Committee Member	Annette Rondano	X	X		
At-large Committee Member	Carole Chabries	X			
Metro Transit	Katie Roth	X	X		
Metro Transit	Jill Hentges	X	X		
Metro Transit	Kate Christopherson	X	X		

1. Welcome – Jill Hentges (1 min)
2. Agenda (Revisions and Approval of the Agenda) – Jill Hentges (4 min)

- a. Jill Hentges amended agenda item 8 to read ‘one station’ instead of ‘three stations’.
  - b. ACTION: Annette Rondano moved and Colleen Beagan seconded the approval of the amended agenda.
3. Discussion of Criteria for A Line Decision-Making – Katie Roth/All (20 min)
    - a. Katie Roth provided background for developing the decision-making principles and introduced the draft principles to the group.
  4. Introductions (Round-the-Table with Rank-a-Criterion Top 3) – All (10 min)
    - a. Representatives were asked to prioritize their top three criterions. Choices are in ranking order, with one being the most important. This is the case for everyone except James Lucken Hills, who gave his bottom three (shown as “10, 11, and 12”).

	A. Engage Stakeholders	B. Consistent Funding Streams	C. Safety for All	D. Travel Time	E. Ride Quality & Customer Experience	F. Connections to Transportation Network	G. Support Roadway Function	H. Maintain Project Schedule	I. Capital Cost	J. Operating Cost	K. Shared Benefits & Burdens	L. Support Planning & Development
Lisa Laliberte			1					2				3
Kathy Stock	1		2			3						
Rachel Wiken	4			2	1	3						
James Lucken Hills								10	11	12		
Colleen Beagan				2	3	1						
Joyce Krech	1		2			3						
Dave Pasiuk				2	3	1						
Charles Decker				1	2	3						
Nadya Trytan			1			2						3
Polly Millea			1			2			3			
Matt Lang			3		2							1
Dianna Fielding	3			2								1
Sara Staszak				2		1						3
Annette Rondano	1		2			3						

5. Open House Report – Katie Roth/Kate Christopherson (15 min)
  - Q – Joyce Krech: How does Saint Paul’s Streetcar Study affect this project? Is Metro Transit coordinating with the city?
  - A – Katie Roth: Yes, Metro Transit is continuing to coordinate with the City. We’re focused on near-term implementation; City is exploring more long-term planning.
6. Community Feedback (Is this project on the radar in your community?) – All (15 min)
  - Lisa Laliberte: A lot of conversation regarding safety and security at stations as well as enthusiasm around connection to the regional transit system. Some are concerned about the potential changes to the roadway to accommodate this new service and the cost of those improvements.

- Joyce Krech: I have been talking to others at the bus stop on Snelling and Jefferson, and no one knows about the project, so I've been informing them. Ridership appears higher there in the morning, and I'm not sure why it is not going to be a station on the A Line. It is a convenient stop not just for the current riders but for cyclists using the Jefferson bikeway.
- Annette Rondano: I'm surprised by how many people are not aware of Metro Transit or their buses that go right by their homes. I feel that time connections and frequency are important in order to get more people to use Metro Transit's services.
- Nadya Trytan: Current bus patterns are not always convenient, especially Route 23 on 46th Street. Busing through the intersection at 46th is considerably better now that the City of Minneapolis has studied and made changes to traffic signals. Community seems more aware of streetcar conversation than ABRT.
- Dianna Fielding: Hamline students have no idea this project is happening. I recommend Metro Transit to get a table in Anderson Center during the first week of school or to connect with student groups.
- Sara Staszak: Students at Macalester also are unaware of this project. I'm willing to help with outreach.
- Dave Pasiuk: On Sunday, September 22, Macalester-Groveland is hosting Flavors of Macalester-Groveland on Grand Avenue between Snelling and Macalester. At this event, we're working to gather the community's thoughts on the neighborhood's ten year plan. I hope to have Metro Transit there to discuss bus changes once the Green Line opens and the A Line.
- Colleen Beagan: Parking and congestions are going to be an issue at Snelling and Selby, especially after the bank is redeveloped into mixed-use retail and housing.
- Matt Lang: In my area, this project is not on the radar because it's not controversial. It's not seen as a problem.

7. Project Update (Procurement) – Katie Roth (5 min)

- a. Traffic Study completed in July. Confirmed concept of curb extension station and in-lane traffic stop.
- b. Branding: Delaying brand name decision and using "A Line" to communicate Snelling BRT project.
- c. Design services procurement will be underway soon. By the next CAC meeting, it's hoped that a consultant will be on board and the station/corridor design will be underway.

8. Applied Criteria Work Session (~~Three Stations~~ One Station) – All (20 min)

- a. Representatives split into four groups and tested the criteria on an example project decision: siting a station at four possible northbound station locations near Snelling Avenue & University Avenue.
  - Group 1 evaluated a farside station at Snelling and University.
  - Group 2 evaluated a nearside station at Snelling and University.
  - Group 3 evaluated a farside station at Snelling and Spruce Tree.
  - Group 4 evaluated a nearside station at Snelling and Spruce Tree.

9. Report Out (How did it go? Suggestions for criteria revisions?) – Group Leads (15 min)

- a. Worksheets showing each group's criteria application to the site they were evaluating are included at the end.
  - Sara Staszak: For Group 4, connections (F) was most important. Because this station lacked connection, we felt it would fail.
  - Polly Millea: We also considered how a station here would affect planning and development. Would it be possible to put a transit center there?
  - Charles Decker: If Metro Transit is willing to make the investment, I think a transit center might work there.
  - Dianna Fielding: For group 2, it would be easy to make a connection at this station. Pedestrian infrastructure is there, too. Because of the right turn, we gave auto safety a neutral-rating. Our group worried about travel time because the bus would have to merge in and out of traffic in order to pick up riders there.
  - Colleen Beagan: Group 2 also considered land development for our station area. There's a lot of uncertainty in this area because of speculation, especially in regards to a possible Walgreens at this corner.
  - James Lucken Hills: I wanted to let everyone know about the Central Corridor Resource Center. They have a large map of University Avenue that is useful. For group 1, the only negative rating was for capital costs. Since this station would need a bump out, it was thought that it could be more expensive than the other options.
  - Matt Lang: In addition, traffic wouldn't be affected if TSP is set-up correctly, and pedestrian safety would increase due to increased walk space created by the bump out.
  - Dianna Fielding: But pedestrians have to walk farther to get to the businesses closer to Spruce Tree. How would adjacent businesses feel about a larger station being built?
  - Matt Lang: Other positives to have a station farside at Snelling and University would be having a more rail-like experience with the bump out and decreased travel time because the bus would not get stuck at red lights as often. Connections would be improved.
  - Dave Pasiuk: For group 3, the only positive was the possible connections. All other criteria were neutral or negative.
  - Annette Rondano: There's just not enough space for an 80 foot station farside at Snelling and Spruce Tree. With no bump out, service would not be rail-like. There is a lot going on at that intersection, and it's too busy. Input from businesses would be critical.
  - Dave Pasiuk: We also have to remember the 84 will also be sharing space at this station.
  - Katie Roth: When the A Line is open, the Green Line, 16, 21, and the 84 will all be serving this intersection.

#### 10. Revise Criteria – All (10 min)

- a. Jill Hentges: After listening to your initial criteria rankings from the introduction and to your group discussion on station location, here's what we're hearing as the most important criteria:
  - F. Connections to Transportation Network
  - C. Safety for All
  - L. Support Planning and Development
  - G. Support Roadway Function

- D. Travel Time
  - E. Ride Quality and Experience
  - A. Engage Stakeholders
  - I. Capital Cost
- b. The criteria list will be finalized by CAC members by email / after input from absent members.
11. Closing thoughts or remarks (Round-the-Table) – All (15 min)
- a. Jill Hentges asked CAC members to use the round-the-table time to provide their top choice for station siting at Snelling & University.
- Snelling/University Farside – 8
  - Snelling/University Nearside – 2
  - Snelling/Spruce Tree Farside – 2
  - Snelling/Spruce Tree Nearside – 1
  - Off-street Transit Center – 4
12. Visitor Comments\*\* (10 min)
- a. There were no visitor comments.
13. Next steps – Katie Roth (5 min)
- a. Next meeting will focus on design details.

The meeting adjourned at 8:31 p.m.

\*\*NOTE: Community members interested in the project are welcome to attend CAC meetings. The CAC will hold time at the end of the agenda for comments and questions regarding agenda items from visitors to the meeting. Comments and questions should be limited to 3 minutes until all those interested in speaking have spoken.

**Issue / Decision Point:** Snelling Avenue & University Avenue**Recommendation:** Placing a northbound station farside of the intersection (**GROUP 1**)

<b>Criterion</b>	<b>Yes</b>	<b>Neutral</b>	<b>No</b>	<b>Comments</b>
Actively engage and encourage input from interested and impacted stakeholders		X		
Maintain project consistency with applicable funding streams	X			
Positively impact (improve) or not impact safety and security at station areas for all roadway users, including transit vehicles, general traffic, freight, pedestrians, and bicyclists	X			Maybe not for autos, but bus riders, walkers, freight, bikers all either neutral or positive.
Positively impact (decrease) BRT travel time	X			Not stuck loading only to be stuck @ red.
Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience	X			Would require bump-out, so yeah.
Positively impact (increase and improve) connections to the multimodal transportation network including local and rapid bus, light rail, trails, and sidewalks	X			
Support acceptable traffic operations consistent with designated roadway function	X			At this point, traffic heading to University has already gone to University. Intent here is to go north. Bus goes north after brief stop. Could be supported w/red right behind bus.
Positively impact (shorten) or not impact the project schedule	X			Emphasis on not impact.
Positively impact (decrease) capital cost			X	
Positively impact (decrease) operating cost		X		
Positively impact (increase) equity so that community benefits and burdens are shared	X			Up with those disadvantaged in car-centric culture!
Support land use planning, economic development, and transit access to jobs and housing by coordinating with local development plans				

**Issue / Decision Point:** Snelling Avenue & University Avenue**Recommendation:** Placing a northbound station nearside of the intersection (**GROUP 2**)

<b>Criterion</b>	<b>Yes</b>	<b>Neutral</b>	<b>No</b>	<b>Comments</b>
Actively engage and encourage input from interested and impacted stakeholders		X		Transient, not local
Maintain project consistency with applicable funding streams		X		
Positively impact (improve) or not impact safety and security at station areas for all roadway users, including transit vehicles, general traffic, freight, pedestrians, and bicyclists	X			Ped yes; cars no?
Positively impact (decrease) BRT travel time			X	Getting back in lane
Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience			X	Swinging into traffic
Positively impact (increase and improve) connections to the multimodal transportation network including local and rapid bus, light rail, trails, and sidewalks	X			
Support acceptable traffic operations consistent with designated roadway function			X	
Positively impact (shorten) or not impact the project schedule			X	
Positively impact (decrease) capital cost			X	
Positively impact (decrease) operating cost		X		
Positively impact (increase) equity so that community benefits and burdens are shared		X		
Support land use planning, economic development, and transit access to jobs and housing by coordinating with local development plans	X			

**Issue / Decision Point:** Snelling Avenue & Spruce Tree Avenue**Recommendation:** Placing a northbound station farside of the intersection (**GROUP 3**)

<b>Criterion</b>	<b>Yes</b>	<b>Neutral</b>	<b>No</b>	<b>Comments</b>
Actively engage and encourage input from interested and impacted stakeholders	X			
Maintain project consistency with applicable funding streams		X		
Positively impact (improve) or not impact safety and security at station areas for all roadway users, including transit vehicles, general traffic, freight, pedestrians, and bicyclists			X	
Positively impact (decrease) BRT travel time			X	
Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience			X	
Positively impact (increase and improve) connections to the multimodal transportation network including local and rapid bus, light rail, trails, and sidewalks			X	
Support acceptable traffic operations consistent with designated roadway function			X	
Positively impact (shorten) or not impact the project schedule			X	
Positively impact (decrease) capital cost			X	
Positively impact (decrease) operating cost		X		
Positively impact (increase) equity so that community benefits and burdens are shared			X	
Support land use planning, economic development, and transit access to jobs and housing by coordinating with local development plans			X	

**Issue / Decision Point:** Snelling Avenue & Spruce Tree Avenue**Recommendation:** Placing a northbound station nearside of the intersection (**GROUP 4**)

Criterion	Yes	Neutral	No	Comments
Actively engage and encourage input from interested and impacted stakeholders	X			Land owners spruce tree folks
Maintain project consistency with applicable funding streams			X	
Positively impact (improve) or not impact safety and security at station areas for all roadway users, including transit vehicles, general traffic, freight, pedestrians, and bicyclists	X			
Positively impact (decrease) BRT travel time			X	Two light nearside
Positively impact (improve) rail-like, straight-line BRT ride quality and support a convenient, comfortable customer experience			X	
Positively impact (increase and improve) connections to the multimodal transportation network including local and rapid bus, light rail, trails, and sidewalks			X	
Support acceptable traffic operations consistent with designated roadway function		X		
Positively impact (shorten) or not impact the project schedule		X		If had to buy land, could be negative.
Positively impact (decrease) capital cost			X	Would have to have large investment to make work well
Positively impact (decrease) operating cost		X		
Positively impact (increase) equity so that community benefits and burdens are shared	X			If there was major capital expense
Support land use planning, economic development, and transit access to jobs and housing by coordinating with local development plans		X		Positive on business. *What is long term plan for corner? Make it like Uptown Transit Center?