

## MEETING MINUTES

### TECHNICAL ADVISORY COMMITTEE MEETING

LOCATION: CENTRAL CORRIDOR PROJECT OFFICE, 540 FAIRVIEW AVE. N, ST. PAUL, MN

DATE/TIME: APRIL 28, 2014, 2:00-4:00 PM

Minutes by: Lisa Rasmussen

#### Attendees:

Katie Roth, Metro Transit; Peter DeMuth, Metro Transit; Charles Carlson, Metro Transit; Erin Labaree, Ramsey County; Steve Hay, City of Minneapolis; Kristy Morter, Hennepin County; Bill Goff, MnDOT; Joe Scala, Hennepin County; Lynn Bly, MnDOT; Paul St. Martin, City of St. Paul; David Juliff, SRF; Shawn Combs Walding, MnDOT; Marc Culver, City of Roseville; Carl Jensen, MnDOT; Patrick Boylan, Metropolitan Council; Josh Olson, Ramsey County; Chris Leverett, Kimley-Horn; Lisa Rasmussen, Kimley-Horn

1. MEETING PURPOSE / GOALS – Katie Roth identified that the purpose of this meeting is to provide the Technical Advisory Committee (TAC) an update on the project and provide them an overview of the design work that has occurred to date, informing their review of the aerial exhibits and geometric layouts that were provided to the TAC previously.
2. SUMMARY OF COORDINATION ACTIVITIES – Several TAC members provided an overview of projects that the A Line BRT project is coordinating with;
  - a. Kristy Morter (Hennepin County) – Minnehaha Avenue Reconstruction Project  
Project is at 60% design and the portion of the project between 36<sup>th</sup> Street and 38<sup>th</sup> Street will be reconstructed in 2015. Project will include construction of the 46<sup>th</sup> Street and Minnehaha Station.
  - b. Paul St. Martin (City of St. Paul) – City of St. Paul Highland Streetscape Project  
Project is planned to be completed in 2014; however, there is a chance that it will slide into 2015 depending on when assessments are approved. They will know for sure by the middle of June.
  - c. Erin Labaree (Ramsey County) – Ford Parkway Reconstruction Project  
Project is currently moving from a preliminary layout to construction plans. Ramsey County is planning to complete the design of the project in house, with construction occurring in 2015. Project will include construction of the Ford Parkway and Fairview Avenue station.
  - d. Shawn Combs Walding (MnDOT) – MnDOT Mill-and-Overlay/Bridge Re-decking Project

Project construction will occur in 2015, project will include construction of the Dayton, Spruce Tree, Minnehaha, and Hewitt stations. It was noted that the City of St. Paul has requested that the project include additional lantern lighting as part of the project. MnDOT is also identifying additional ADA improvements to be incorporated into the A Line project for the area north of Como Avenue.

3. SCHEDULE UPDATE – Chris Leverett provided an overview of the schedule for the project. The schedule has not changed significantly from the previous TAC meeting held in February. The schedule is organized to differentiate the three different bid packages – shelter/pylon, pilot station, and A Line.

Katie Roth provided a summary of the process that Metro Transit (MT) is currently undergoing to define the project scope. It is anticipated that a public process will be initiated in May/June, which will inform the process necessary to finalize the project scope. This process will result in a Metropolitan Council action at the end of the 50% design.

Revenue operations are currently scheduled to begin late 2015.

4. BID PACKAGE ORGANIZATION – Chris Leverett provided a summary of the three different bid packages that are associated with the project. Bid Package 1 includes the procurement and manufacturing of the shelter and pylon. Bid Package 2 includes the construction of the pilot station infrastructure and installation of the shelter, pylon, and communication equipment. Bid Package 3 includes construction of the A Line stations and installation of the shelter, pylon, and communication equipment. A Line stations that are located within areas where other construction projects are occurring will be incorporated into those projects, which includes a MnDOT mill-and-overlay project between Selby and Pierce Butler, a Ramsey County project on Ford Parkway and a Hennepin County project on Minnehaha Avenue in Minneapolis. The A Line contractor will install the pylons and shelters at all of the stations on the entire corridor (including the stations construction through other projects).
5. SHELTER/PYLON DESIGN UPDATE – Katie Roth provided an update on the shelter/pylon design development that has occurred over the last two months. Katie Roth reviewed the three different shelter sizes, small, medium and large, indicating key design elements. The following key elements will be provided in the shelters:
  - a. LED lighting in the roof of the shelter
  - b. Heaters
  - c. Static signage on the back wall of the shelter
  - d. Roof overhang over the fare collection
  - e. Ticket Vending Machines (TVM) - smaller version of Metro Transit's LRT TVMs
  - f. Lean Rails
  - g. Emergency Phones

In addition to the shelters, platforms will also include installation of a pylon, which will house the real time signage and a camera. The design of the pylon is still under development.

Platforms are between 60-ft and 80-ft and will have a detectable warning paver at the edge of the platform to define the loading area. Shelters will be placed to provide a minimum of 4-foot clear space between the tactile warning paver and shelter/pylon. Station platforms that provide a sidewalk behind the platform is trying to achieve a 6-foot sidewalk width, with 4-foot as the absolute minimum to meet ADA requirements.

The project is developing a “kit of arts” for the project to be implemented at station areas. Project currently has an art budget that is 1% of the overall project construction budget.

6. A LINE STATION LAYOUT REVIEW – Lisa Rasmussen provided an overview of different station layouts that are part of the A Line BRT project. The 30% design review documents were provided to the TAC members prior to the meeting. Lisa Rasmussen reviewed the differences between constrained and unconstrained sites, shelter and pylon placement on the platform and key design elements of the stations, which included the following:
  - a. 6” vs. 9” curb heights
  - b. curb location
  - c. minimum clearance requirements
  - d. site constraints

Katie Roth provided an overview the site alternatives that under evaluation at Grand Avenue, St. Clair, and Highland. MT wants to have at least 60-feet for platforms in order to accommodate 60-ft articulated buses. Katie Roth also identified that the Roselawn station may be deferred due to low ridership and that a station at Hoyt is being considered as an infill station.

Lisa Rasmussen reviewed various station details included curb design options, platform design, urban design elements and electrical/communication elements.

7. UPCOMING OUTREACH & REVIEW PHASE – Katie Roth provided an overview of the upcoming public outreach activities. Review comments on the aerial exhibits and geometric layout are due back to MT by Friday, May 2. **Kimley-Horn will be providing the TAC with information on how to submit comments to MT using the project Sharefile site.** The next TAC meeting will be held at the end of May.

The following questions were asked at the end of the meeting:

- Is federal funding going to be used for the project? Yes, federal funding will be used to purchases buses for the project.
- What are the environmental requirements for the project? The project is currently completing a Categorical Exclusion for the project, which should be completed by mid-summer.
- Has all of the project funding been secured? Governor Dayton included \$10 million for the A Line in his bonding proposal. Outcomes of this year’s bonding bill will be known at the conclusion of the legislative session.

#### END OF MEETING SUMMARY

This meeting summary has been prepared to document the discussions of the meeting noted above. Please contact me immediately with any corrections, modifications, or additions.

#### **BOLD** – Action Items

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KHA File