

MEETING MINUTES

TECHNICAL ADVISORY COMMITTEE MEETING

LOCATION: METRO TRANSIT FRED T. HEYWOOD BUILDING, 560 6TH AVENUE N, MPLS

DATE/TIME: AUGUST 21, 2014 9:00-11:00 AM

Minutes by: Anna Potter

Attendees:

Katie Roth, Metro Transit; Peter DeMuth, Metro Transit; Anna Potter, Metro Transit; Jill Hentges, Metro Transit; Carol Hejl, Metro Transit; Berry Farrington, Metro Transit; Patrick Boylan, Metropolitan Council; Erin Laberee, Ramsey County; Josh Olson, Ramsey County; Steve Hay, City of Minneapolis; Joe Scala, Hennepin County; Lynne Bly, MnDOT; Shawn Combs Walding, MnDOT; Mark Lindeberg, MnDOT; Hilary Holmes, City of Saint Paul; Eriks Ludins, City of Saint Paul; Paul St. Martin, City of Saint Paul; Marc Culver, City of Roseville; Chelsea Peterson, City of Falcon Heights

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.
2. SCHEDULE UPDATE – Katie outlined the following schedule related items:
 - a. A Line Corridor Design and Construction:
 - Tuesday, September 30th, 2014 – 90% Design Documents will be posted to SharePoint website
 - Tuesday, October 14th, 2014 - TAC agency comments due to Peter DeMuth. Note that the TAC will already have the design documents at the next TAC meeting.
 - Wednesday, October 29th –100% design package submitted to MnDOT for final review
 - b. Pilot Station Design and Construction:
 - The one bid received for the pilot station was quite high compared to the cost estimate. Rather than rebidding, the pilot station will be packaged with the A Line construction bid in 2015.
 - While expectations will be adjusted for bids on the A Line, this finding does not necessitate a reevaluation of the project order of magnitude. The higher costs are being attributed to the timing of bid opening and expected construction and other factors specific to the pilot package.

3. MnDOT LAYOUT APPROVAL UPDATE – Shawn Combs Walding noted that MnDOT is very close to approving the A Line layout. Once the layout is formally approved, MnDOT will process the 50% plans internally to inform the functional groups. This will not be a formal review process.
4. 50% A LINE PLANS & SUMMARY OF COMMENTS RECEIVED – Comments have been received from Hennepin County, the City of Saint Paul, the City of Minneapolis, and Metro Transit internally. General themes in the comments include non-conformance to city standards, sewer detail revisions, and ROW clarifications.

Erin Laberee noted that because there is Federal aid on the Ford Parkway Reconstruction project, some details and plans may need to be separated. Peter noted that he will reach out to Ramsey County for additional comments and clarification on drawing organization.

5. PUBLIC ART STRATEGY DISCUSSION – Berry Farrington led the group in a conversation regarding Public Art. She noted that Metro Transit is currently formulating a Public Art Policy and that in lieu of having that policy in hand, the A Line and arterial BRT in general will need to work within the transitway guidelines to determine what is best for the corridor and the mode. Meeting attendees had the opportunity to sketch their ideas for public art on a station rendering. These marked up renderings are attached to the end of the minutes.

In response to a Hennepin County comment, Metro Transit noted that audio or light/electronic art is an option as long as it is a temporary installation (< 5 years) not a permanent installation (>30 years).

There was general agreement that a private/public partnership on public art at arterial BRT stations would enhance the installations and enable the project to stay on budget.

Josh Olson noted that in order to be consistent across stations and further the arterial BRT brand, the corridor should not consolidate resources to certain stations. He noted that engagement with community groups needs to happen early and often. He also presented the idea to engage with community groups and colleges regarding their station, to create station identity (e.g. “this is Hamline” or “we are Mac-Groveland”).

Patrick Boylan suggested a community garden or large planter. Metro Transit noted that depending on the implementation details, this well-received idea could fall into either a temporary or permanent installation category.

It was noted that some corridor cities and groups will not have the same experience with and staff to address public art and therefore we cannot utilize a one-size fits all approach across the corridor.

6. SCOPE OF LOCAL COORDINATION – Katie Roth presented a blank matrix to address street elements owned by others in the station areas. The team will need to determine the course of action for elements such as signs/poles, bus shelters, newspaper boxes, ad benches, and other items that will not be reused post-A Line.

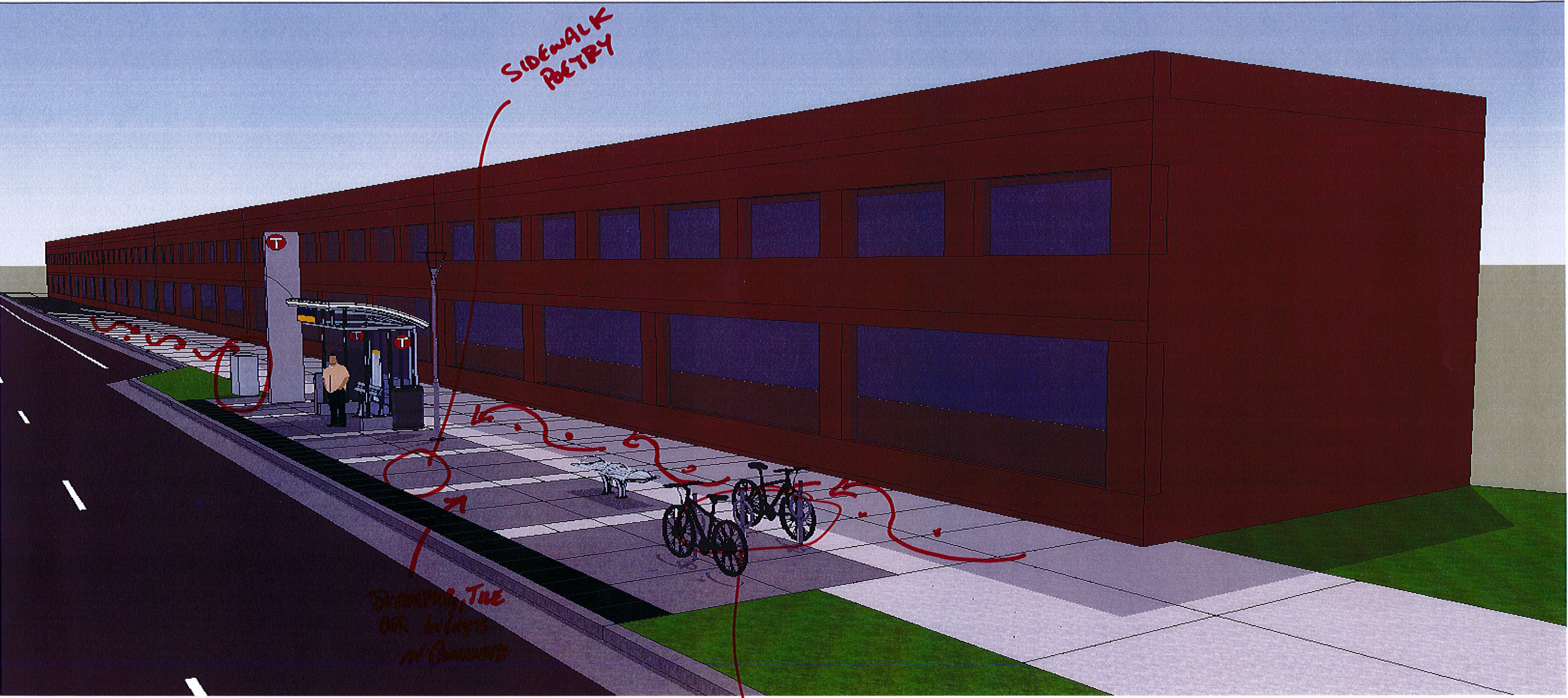
- The City of Saint Paul and the City of Minneapolis noted that, curb bump-out or not, the police will not enforce a no-parking zone unless signage is present. Therefore the corresponding signpoles are required. Peter DeMuth noted that these will be shown on the signage plans.
 - The course of action on bus shelters in Roseville and the City of St. Paul will need to be clarified.
 - Newspaper boxes and unofficial benches slow down boarding and present a safety hazard for transit users. What is each locality's ability to limit or restrict their placement in the station area? MnDOT noted that the placement of these items without formal review may inhibit sight lines.
7. TRAFFIC MANAGEMENT PLAN PROCESS AND FUTURE COORDINATION – Peter DeMuth explained that the traffic control plan set to be released in the 90% design documents will utilize a best practice approach to guide the contractor. The plans will have typical details for a variety of configurations including a small configuration, medium configuration, and freeway configuration. Peter will coordinate with the relevant parties as these details are formulated with the design team. MnDOT noted that this approach is acceptable.

END OF MEETING SUMMARY

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

BOLD – Action Items

Copy: Meeting Attendees



SIDEWALK
POETRY

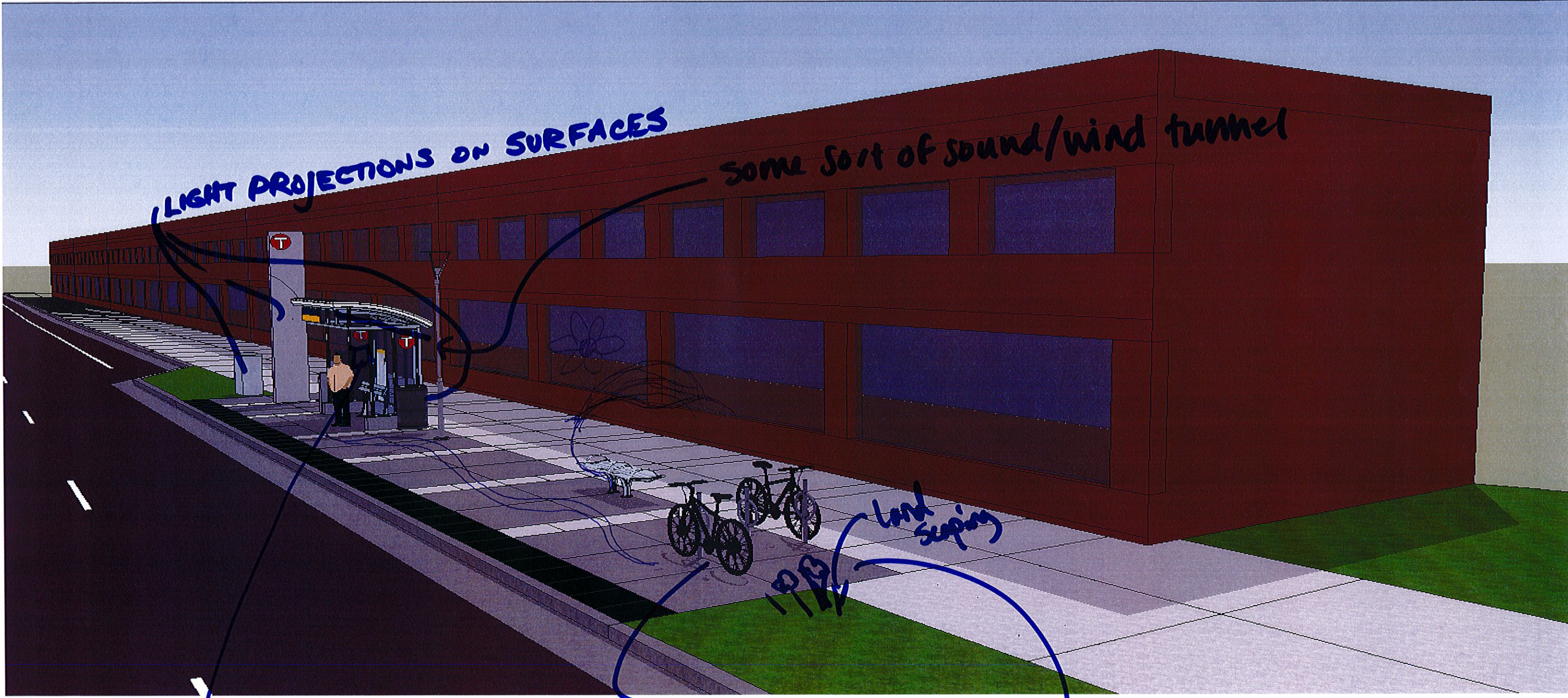
WRAP OR PAINT
UTILITY CABINETS
OR
IN
CONCRETE

UNIQUE BIKE RACKS

WRAP OR PAINT UTILITY CABINETS

Historic plaques/photos/statues
where appropriate

Vegetation or planters enhance area



LIGHT PROJECTIONS ON SURFACES

SOME SORT OF SOUND/WIND TUNNEL

ARTISTIC PANELS FOR SHELTERS

ARTISTIC BIKE RACKS

ARTISTIC PAVERS

LAND SCAPING

PANEL/PHOTO OF INTERSECTION IN TRANSIT HISTORY OF GNELLING CORRIDOR - STREETCAR?