

Location: HERC Admin Building
435 5th Street North, Minneapolis, MN 55401

Client: Metro Transit

Date: April 7, 2015

Subject: West Broadway Transit Study
TAC Meeting #3

Attendees: Jim Voll, City of Minneapolis; Emily Goellner, City of Golden Valley; Marcia Glick, City of Robbinsdale; Allison Bell, Metro Transit; Kelly Hoffman, Hennepin County; Mona Elabbady, SRF Consulting; Adele Hall, SRF Consulting; Justin Woffinden, Kimley-Horn

1. Introductions

2. PAC Meeting and Tour

- Shelley is tracking RSVPs. Contact her to check on PAC member attendance.
- Meet at Heywood for the tour a few minutes before 1 pm.

3. CAC Membership

- Received 17 applications; all people who applied will be on the committee. Councilmember Cunningham has also added a few names, and Juxtaposition Arts will have a few members, as well. Staff are currently reaching out to some Robbinsdale residents, as they currently have no representation on the committee.
- The first CAC meeting will be on Tuesday, April 14 from 6-8 pm at North Memorial Hospital.
- Recruitment was done via email distribution and doorknocking/application drop-offs throughout the corridor. This has resulted in some new people getting involved, along with some people who have been involved in many planning activities in the corridor.

4. Memo #3 Conceptual Development of Alternatives

- Jim Voll stressed the need for clarity in the memo regarding arterial BRT and bus enhancements. The study will include both physical improvements and service improvements; this memo and other memos should incorporate some language at the beginning about the service improvements. The memo should discuss the purpose of the study first, then the purpose of the memo. The Figure on page 6 should show the one-way

couplet on Washington Avenue and 2nd Street in addition to two-way on either street, to indicate that all are potential options. The City of Minneapolis staff thinks the Golden Valley Road option is a good one for connecting to Bottineau LRT, but are concerned that it does not go through the Penn and Broadway intersection, which is a key redevelopment node. This will likely come out in the evaluation of the routes; Golden Valley Road is likely to score lower on economic development potential.

- At Golden Valley Road the terminus would be a turn-around stub at Courage Kenny. Add language to the memo about crossing Theodore Wirth Parkway.
- At North Memorial, the emergency access is on Oakdale Avenue. Streetcar in front of emergency rooms has been done before in other cities. The turnaround would be on hospital property on a street encircling a development parcel where the hospital could expand. Marcia Glick noted that a stub would be preferred as a terminus here, too, rather than the turn around that may affect hospital expansion.
- Marcia added that York Avenue would not be appropriate for rail or bus transit. It is too narrow. Zenith Avenue could work, however, with a double track and a stub turn-around. Discussion with the hospital is going to determine the potential for some of the other routing options in the area. Staff will reach out to Rich Mencil at the hospital to coordinate.
- Allison Bell offered that Metro Transit's TOD office could pull together some examples of hospitals near transit in other locations.
- BRT station locations would be very similar to streetcar. Implementation is much more simple, however.
- TAC members asked how the economic development analysis will play into the evaluation of alternatives. The team will select bus and rail alternatives for economic development and other technical analyses.
- Emily Goellner noted that Golden Valley policy makers will want more information on why the McNair option was dismissed. Add detail on the width of the street and the space needed for rail. More detail is also needed on the other dismissed segments, for example why the length of the Plymouth Avenue bridge is an issue, and why West Broadway to Penn to McNair is a difficult transition. Staff will add more information to this section at the beginning of the memo, as well as a map that describes the constraints.
- The memo does not yet map stations, as this will be one of the first questions for the public during outreach. The team will discuss what information should be included on displays for the first engagement activities. There is still a lot of flexibility on station locations; the team wants input from the community on this. The station locations listed in the memo are from the Arterial Transitway Corridors Study, which were based on current bus stop locations.
- Every corridor assumes the cost of its own rail operations and maintenance facility. Later in project planning, agency staff should discuss whether there is an opportunity to share facilities. The memo does not offer potential locations for an OMF, just states the need for

one. For BRT the buses could use existing facilities, but the project would carry a cost per vehicle of expansion of a regional facility.

- This version of the memo will be sent to the TAC for review following the meeting.

5. Memo Updates

- a. Memo #1 Relevant Issues and Study Framework: this memo has been finalized and posted to the website.
- b. Memo #2 Problem Statement: the goals and evaluation criteria sections of the memo have yet to be completed. This will occur after the PAC takes action on the goals and the PMT sets the evaluation criteria. The memo will be finalized and posted to the website in a couple of weeks.
- c. Economic Development Methodology: TAC comments have been addressed. This memo will be finalized and posted to the website after the PAC has a chance to review.
- d. Community Engagement Plan: this document will be finalized with the CAC roster and posted online shortly.

6. Next Meeting

- Tuesday, May 5, 2015

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