



Midtown Corridor AA

TAC Meeting Notes

April 9, 2013, 2:30 PM – 4:30 PM

Metro Transit

TAC and PMT Members in Attendance

Name	Organization	Present	Alternate	Absent
Dean Michalko	Hennepin County - HCWT			X
Tom Johnson	Hennepin County - Transportation			X
Lisa Johnson	Metro Transit - Bus Ops	X		
Maurice Roers	Metro Transit - Eng/Fac			X
John Humphrey	Metro Transit - Rail Ops			X
John Dillery	Metro Transit - Serv Dev	X		
Michael Mechtenberg	Metro Transit - Serv Dev	X		
Jim Alexander	Metro Transit - SWLRT		X	
Katie White	Metropolitan Council	X		
Gina Mitteco	MnDOT	X		
Paul Mogush	Minneapolis CPED			X
Don Pflaum	Minneapolis Public Works	X		
Simon Blenski	Minneapolis Public Works	X		
Charles Carlson	Metro Transit - BRT	X		

TAC Alternates in attendance

Name	Substituting for:
Tom Domers	Jim Alexander -- SWLRT

OTHER ATTENDEES

Name	Organization
Kerri Pearce Ruch	Hennepin Co. – HCWT
Kim Zlimen	Hennepin Co. - HCWT
Don Greeley	3 rd Precinct MPD
Faith Cable Kumon	MCW Partnership

Consultant team in attendance

Name	Organization
Joe Kern	SRF
Mona Elabbady	SRF
Charleen Zimmer	ZAN
Lisa Rasmussen	KHA



Meeting Notes

1. Introductions
2. Screening Results
 - Lisa Rasmussen presented the initial alignment drawings and cross sections
 - The connection to the West Lake Station is not yet determined. It will either be at grade or include a vertical connection from the Lake Street Bridge. Tom Domers mentioned this is currently being studied as part of Southwest LRT. The Midtown study will coordinate with the analysis being done for Southwest LRT.
 - The extra track for turnarounds is to provide temporary storage for a streetcar/LRT vehicle, so that drivers can layover at the end of a trip. The vehicle does not physically turnaround, instead the driver just moves to the other side of the vehicle.
 - At this point in the study we are assuming that Arterial BRT only runs from West Lake to the Midtown Hiawatha LRT Station. This may change later in the study.
 - Bump out stations are assumed for Arterial BRT on Lake Street.
 - On the Loop Alternative, Mike Mechtenberg said it may be too confusing to have unpaired stations on Lake Street.
 - Don Greeley asked if a Streetcar on Lake Street would reduce bus traffic on Lake Street. The details of how much local bus service remains on Lake Street will be evaluated during future phases of the project.
 - Mona Elabbady reviewed the screening criteria
 - Mike Mechtenberg mentioned we may want to take a look at the small area plans along Lake Street to see if they are consistent with the alternatives. Don Pflaum said the plans do not get into preferred alignments and probably will not be helpful.
 - Mona explained that Greenway alternatives were docked points on access, because vertical connections are required to bring passengers down to the Greenway.
 - Mike reviewed the scoring for each alternative
 - Joe Kern mentioned that the purpose of the initial screening analysis is to look for differentiators between alternatives to eliminate the unreasonable alternatives.
 - John Dillery said that the exact number of stations you build may change and therefore would affect the access scores for each alternative. Mona said that the PMT realizes this is true, but the scores are based on station recommendations from existing studies.
 - The question was asked that if Streetcar is built in the Greenway, would it preclude Arterial BRT from being built on Lake Street. The AA will help us answer that question.
 - Kerri Pearce Ruch asked if the project would need to build facilities for the drivers. It was generally agreed that a bathroom facility would be needed on at least one end of the alignment whether on Lake Street or on the Greenway. However, a bus alternative is a little more flexible on this issue, because the driver can drive off the alignment to reach a bathroom facility.



- Tom noted that they are currently exploring bathroom locations at the West Lake Street station with Southwest Project Office staff.
 - A TAC member asked if it is easier to connect to Southwest RT from Lake Street or from the Greenway. This depends on whether the goal is to interline or not. Mona said a more detailed analysis will be done on the alternatives moved forward for further analysis.
 - When discussing Lake Street alternatives it was noted that Lake Street business owners are extremely nervous that what happened on University Avenue will happen on Lake Street.
 - Don Greeley asked if pollution from buses was considered in the scoring. Mike explained that yes, the perception that buses are noisier/pollute more was addressed in Criteria 6.
 - A TAC member asked what the impacts to bicyclist and pedestrians would be if LRT or dedicated busway was built in the Greenway.
 - There may be impacts to the trail at stations
 - There may be impacts to the trail access ramps
 - The trail would have to be shifted over in many places
 - The trail ROW would get be narrowed
 - A TAC member asked if passengers would have to cross the trail. Tom mentioned they are currently studying person storage issues for Southwest LRT. Trail crossing issues will be studied in the next phase of the study.
 - A TAC member asked if the Loop alternative should be scored lower on compatibility, because passengers riding the local bus west between stations on Lake Street would have a harder time transferring to express service on the Greenway.
 - A TAC member suggested for the Loop alternative that we should consider averaging the number of jobs/residents captured by each alignment. Mona agreed the Loop score may be inflated for Criteria 2 and that the scores would be reviewed based on averaging.
 - A TAC member mentioned that a negative of the Loop alternative is that there would be construction impacts on both the Greenway and on Lake Street.
- 3. Upcoming Public Outreach
 - The next two public meetings will address the initial screening analysis results. Currently, the PMT is considering a short presentation as well as display boards. The PMT does not have materials for the meetings yet; however TAC members were asked to promote the meetings to their networks. An E-blast with meeting information will be sent to the TAC.
 - Upcoming meeting dates:
 - CAC meeting: April 23, 2013, 7-9pm at the Colin Powell Center
 - PAC meeting: May 8, 2013, 8:30-10:30am at the Colin Powell Center
 - Public meeting 1: May 21, 6-8pm at the Colin Power Center
 - Public meeting 2: May 23, 6-8pm at the Whittier Clinic