



Midtown Corridor AA

TAC Meeting

August 14, 2013, 8:30 AM – 10:30 AM

Metro Transit- Heywood Chambers

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
Ginger Canon	Minneapolis Parks Board
Hilary Holmes	City of Saint Paul
Kerri Pearce Rush	Hennepin County

Consultant team in attendance

Name	Organization
Joe Kern	SRF
Mona Elabbady	SRF
Joy Miciano	ZAN
Lisa Rasmussen	KHA
Liz Heyman	SRF



Meeting Agenda

1. Update on outreach activities since last meeting

- Focusing on contacting hard to reach populations by getting out into the community.
- PMT members made visits to Phillips West, Horn Tower, and 15-20 other block parties on National Night Out.
- Mike asked the TAC to let the PMT know if there are any community events in the near future that we could piggy back on.

2. Evaluation Measures – Mona Elabbady reviewed each evaluation measure

- The project will be looking at an enhanced bus extension, however the extension will not be fully evaluated like the other alternatives, because it is outside of the study area.
 - Ridership for the extension will be estimated using the ATCS ridership forecasts as a base.
 - SRF will also be updating the Lake Street forecasts using the assumptions from ATCS, but using the updated regional model assumptions.
- A TAC member asked for a definition of a “corridor trip.” A corridor trip counts as any trip take on the transit improvement, regardless of whether it begins or ends in the corridor.
 - This keeps transfers from artificially boosting the project’s numbers
 - It was noted that regional forecast model has the ability to calculate all trips taken in the corridor separately (ie trips taken on the project, plus retained local bus service, called ‘corridor utilization) and these numbers can be reported if the PMT wants them.
 - The consultant team is still working out the details for the economic development analysis.
 - The consultant team is working with the non-profit HousingLink for the affordable housing evaluation measure. The team will be using the same analysis used for the Southwest LRT Project.
 - Mona clarified that the “subsidy per passenger” is based on the O&M costs only and does not include an offset for fares.
 - Mona explained that at the AA level we are only identifying potentially impacted areas/land uses for this evaluation.
 - It was noted that change in VMT associated with the transit improvements are an output of the regional model.

3. Definition of Alternatives

- Lisa Rasmussen walked through the project concept layouts.
 - Lisa noted that members of the PMT met with Metro Transit Rail Operations to get their input on the concept design. Rail Operations asked that the project team incorporate the cost of train stop technology into our capital costs.



- If train stop technology is assumed, rail operations is ok with the project's assumed single track sections on the ends of the alignment
 - The TAC discussed how the West Lake Station will interface with SWLRT
 - It was noted that SWLRT design in this area is a fluid situation.
 - The vertical situation may have to connect to a deep tunnel.
 - Lisa explained that there is not enough room to have the Hennepin rail station directly under the existing Uptown Transit Center. Instead, the station will be on the side of existing bridge, but will have a pedestrian connection to the transit center.
 - Don Pflaum suggested that team meet with staff from the City of Minneapolis to discuss the current plans for the area around Nicollet Ave.
 - Lisa noted that a pedestrian connection is planned between the rail station at 35W/Stevens and the Green Crescent (part of the Lake Street Access project)
 - 13th/14th Ave: The trail will be pushed into the north portal in this location and trail access points will have to be modified, but there will be no lasting significant impact to the trail in this location.
 - A TAC member asked how increasing the frequencies would affect the train meet locations.
 - Mike explained that even at 7.5 minute frequencies train meets do not occur in the planned single track segments. Also not a problem at 10 minute frequencies.
 - A TAC member asked the project team to calculate the maximum number of riders that this design concept can handle to see how the corridor could accommodate future growth.
- Lisa Rasmussen walked through the Greenway station designs
 - Stations are sized to accommodate a one car LRV vehicle (i.e. a smaller version of the Hiawatha/Central LRT stations)
 - Lisa noted that the green strip shown on the plan view graphics between the bike path and the walking path is not actually grass. The strip will be removed.
 - A TAC member noted that the current station design means pedestrians will be able to cross in front of the train, potentially causing the train to run off schedule.
 - Lisa explained that all stations must have two means of egress, however one can be an emergency only egress point.
 - A TAC member asked that we run the conceptual design by emergency services staff for their input on how retaining walls and other details must be designed, so they can accommodate emergency vehicles.
 - Lisa will check into the stair height assumptions in the head house.
- Lisa walked through the enhanced bus station designs.
 - Station markers will be placed on the head house and on the street, so people looking down the street can see the marker.
 - The assumption is the stations will be far side where possible.
 - The project team will be looking to guidance from Snelling Avenue ABRT to decide where to place local bus stops in relation to the enhanced bus stations.
 - Bump out stations will be used where there are existing bump outs (will need to be extended) and where there currently is street parking.
 - A TAC member asked if we could show more clearance space behind the shelter.



- Lisa explained that the clearance at each station will likely be unique. Four feet would be the worst case scenario.
- Lisa is going to confirm how much sidewalk width we have along the entire corridor as part of the analysis.

4. Service Plan

- The project team will send out the operations plan to the TAC ASAP, but it currently is still being tweaked.
- The max speed we are assuming for the rail option is 45mph.
- At at-grade crossing the project is assuming full preemption for the train.
- For the enhanced bus the project is assuming the current 21A turn around point near Wendy's off Minnehaha Avenue.
- For the enhanced bus we are using the same TSP assumptions as were used in ACTS.
- We are currently assuming the rail option would require four peak/five fleet vehicles.
- A TAC member clarified that layover time is not considered break time for drivers and drivers will cut layovers short to get back on schedule if necessary.
- A TAC member asked that we structure the operations plan to highlight the changes in frequency and improvements to make it easier to explain to the public.
- A TAC member mentioned that putting a stop at Chicago and Lake Street could be politically challenging considering the station was moved for that location because of crime issues.

5. Schedule for remaining activities

- Joe Kern reviewed the following upcoming meeting dates:
 - CAC: 8/20/13, present concept assumptions
 - PAC: 9/16/13, present concept assumptions
 - TAC: 11/6/13, present evaluation results
 - PAC: 11/13/13, present evaluation results
 - Public meeting 11/18 and 11/20, present evaluation results
 - TAC: 1/6/14, identify an LPA
 - PAC 2/12/14, identify an LPA