



Meeting Minutes

Southwest Policy Advisory Committee (PAC)

August 10, 2009, 8:00 to 9:30 AM

St. Louis Park City Hall

Meeting Attendees

PAC Members and Alternates

Gail Dorfman, Chair	Hennepin County Commissioner	Member
Jan Callison	Hennepin County Commissioner	Member
Robert Lilligren	City of Minneapolis	Member
Sue Sanger	City of St. Louis Park	Alternate
LuAnn Toliver	City of Minnetonka	Alternate
Travis Bunch	Minneapolis Regional Chamber	Alternate
John DeWitt	Midtown Community Works Partnership	Alternate
Brian Willette	Cedar Lake Park Association	Member
Bruce Rowan	City of Hopkins	Member
Jim Brimeyer	City of St. Louis Park	Member
Gary Aiken	Twin West Chamber	Alternate
George Puzak	Cedar Lake Park Association	Alternate
Jean White	City of Edina	Member
Dan Duffy	Twin West Chamber	Member
Bob Corrick	Midtown Community Works Partnership	Member
Amy Vennewitz	Metropolitan Council	Member
Brian Lamb	Metro Transit	Member
Rod Miller	Eden Prairie Chamber	Member
Nancy Tyra-Lukens	SouthWest Transit	Member
Tony Wagner	City of Minnetonka	Member
Ralph Remington	City of Minneapolis	Member
Kathy Nelson	City of Eden Prairie	Member
Bob McFarlin	Metropolitan Council	Member

Southwest Technical Advisory Committee (TAC) Members & Agency Staff

Katie Walker (Hennepin County Study Manager), Robert Vockrodt (Mn/DOT), Steve Mahowald (Metro Transit), Adele Hall (Hennepin County), Meg McMonigal (City of St. Louis Park), Elise Durbin (City of Minnetonka), Julie Wischnack (City of Minnetonka), Don Pflaum (City of Minneapolis), Steven Hay (City of Minneapolis), Mary Karlsson



[REDACTED]
(Metropolitan Council), Mark Filipi (Metropolitan Council), Steve Stadler (City of Hopkins), Regina Herron (City of Eden Prairie)

Consultant Team

Scott Reed (HDR Engineering), Alec More (HDR Engineering), Dax Kuhfuss (HDR Engineering), Kathie Doty (KLD Consulting), Ann Wolff (KLD Consulting), Frank Loetterle (R.L. Banks & Associates), Jason Flohrs (Jason Flohrs Consulting)

Other Attendees

Art Higinbotham (Cedar Isles Dean Neighborhood Association (CIDNA)), Kerri Pearce-Ruch (Hennepin County), Elise Peterson (Housing Preservation Project), Thatcher Imboden (Uptown Association), Jackie Cherryhomes (Cedar Lake Shores Townhomes), Scott Pedersen (Mn/DOT), Don Johnson (WCCO TV), Michelle Glynn (Comcast), Dave Nukols (Hennepin County), David Bagley (Whittier Neighborhood), Brian Lake (Twin West Chamber), Phil Eckhert (Hennepin County), Ross D'Emanuele (East Isles Residents' Association), Karen Lee Rosar (North Loop Neighborhood Association), David Lindahl (City of Eden Prairie), Bruce Monson (Bryn Mawr Neighborhood), Dave Van Hattum (Transit for Livable Communities)

I. Welcome and Southwest LRT Project Update (Deviation in Agenda Order)

Chair Dorfman called the meeting to order and asked attendees to introduce themselves. J

II. Project Update

Katie Walker (Hennepin County Project Manager) presented each of the alternatives in detail, covering structures, street crossings, freight rail crossings, needed road extensions, and right of way conditions. Chair Dorfman asked if extensions of roads to reach the stations are included in project costs. Dax Kuhfuss (HDR Engineering) responded that the rail crossings with these streets would be part of project costs. Chair Dorfman asked how significant the right-of-way acquisition will be for segment three. Ms. Walker answered that some right-of-way has been acquired by Minnetonka, some rights to go through City West, otherwise all right-of-way is new or on Mn/DOT property. The acquisition costs are included in the project costs.

John Dewitt (Midtown Community Works Partnership Alternate) asked if the cost of rebuilding the bridges is included in the project. Ms. Walker said no. Robert Lilligren (Minneapolis Member) asked what will be disturbed in the transition of the LRT from Blaisdell to Nicollet Avenue. Dax Kuhfuss (HDR Engineering) answered that the church parking lot to the northwest of Nicollet Avenue would be used. Ms. Walker added that utilities may have to be relocated for the transition. Travis Bunch (Minneapolis Regional Chamber Alternate) asked how much capacity is lost on 11th and 12th Streets and if the LRT would be able to pass under the skyways. Ms. Walker answered that a lane of traffic would be lost on each street, possibly more around the stations at Hennepin and Hawthorne, and that the skyways would not be disturbed by the LRT. Jan Callison (Hennepin County Member) asked where there is parking along the routes in Minneapolis. Ms. Walker answered that there is a park and ride planned at West Lake, and on the A alternative at the 21st Street and Penn Stations, though this has not yet been discussed with the City of Minneapolis. The City Council and the neighborhoods will weigh in on this issue. Robert Lilligren (Minneapolis Member) asked about parking needs along the C alternatives, incorporating what was learned on Hiawatha. Ms. Walker responded that there will be no parking at stations east of West Lake. There is a lot of connecting bus service at these stations and parking is not encouraged. Mr. Lilligren commented that he is not sure this is a realistic assumption. Thatcher Imboden (Meeting Attendee)



asked if it would be possible to have the bike trail cross the LRT in the Midtown Corridor and how far the tunnel extends into the corridor. Ms. Walker said that a bike crossing could be considered in the design. Chair Dorfman asked if the LRT tracks could be switched to the north side of the corridor. Mr. Kuhfuss answered that the tracks could be moved, but the LRT will still need room to make the turn. George Puzak (Cedar Lake Park Association Alternate) asked how many 90 degree turns the Central Corridor project makes. Ms. Walker answered that she could not comment directly on the design for the Central Corridor LRT project, but that typically LRVs cannot make turns less than 100 degrees. Mr. Puzak asked if there are any issues with the Keniworth Canal. Scott Reed (HDR Engineering) responded that yes, there are historic resources along the Kenilworth. This particular spot could be a 4(f) resource, but the work done to date is only an inventory of historic resources; the FTA and State Historic Preservation Office (SHPO) will make the final decision on the historic properties review as part of the 106 process.

III. Review of Cost and Ridership Estimates

Travis Bunch (Minneapolis Regional Chamber Alternate) asked if the 2015 cost estimates are mid-year construction costs, and if so, does that mean that the timeline for the project has shifted out. Ms. Walker answered that the project is assuming 2015 as the mid-year of construction, which means the project will most likely open closer to 2016 or 2017. Dan Duffy (Twin West Chamber Member) asked if the costs of redoing the bike trails are included in the costs. Ms. Walker answered that the costs of reggrading the trails in locations where they are disturbed are included, but not costs of reinstating the trails.

Jean White (Edina Member) asked how the Southwest ridership estimates compare to Hiawatha. Brian Lamb (Metro Transit Member) responded that Hiawatha currently has a daily ridership of 30,000-31,000, which does not include special event riders. Southwest is comparable to these numbers. Chair Dorfman asked if in most places across the country ridership forecasts end up being lower than observed. Mark Filipi (Metropolitan Council Meeting Attendee) answered yes, most forecasts are lower than observed because in the past FTA has been burned by projects that over-project ridership. Thus, the FTA prescribed model usually under-projects.

Art Higinbotham (Meeting Attendee) asked if the trip time on the A route is 23.6 minutes, and the C route is 19.2 minutes from Shady Oak Station to Downtown Minneapolis, why would ridership be similar on both lines? Mark Filipi (Metropolitan Council Meeting Attendee) responded that more than just on-LRT travel time drives ridership. Chair Dorfman asked if the ridership model was run assuming that Southwest trains will interline with Central trains. Ms. Walker responded yes, the travel patterns make sense for Southwest riders to go to St. Paul rather than Bloomington, but the final determination on this will be made later in the planning process. Sue Sanger (St. Louis Park Alternate) asked why the reverse commute counts only Minneapolis origin riders traveling to the suburbs, and not St. Louis Park or Hopkins riders traveling to Minnetonka or Eden Prairie, and why the ridership on 3C-2 is so close to 3A. Ms. Walker responded that the definition of reverse commute being a ride from the central city to a suburban community is standard in the transit area. Chair Dorfman commented that PAC members should bring all comments to the August 26th meeting; that is the purpose of the meeting.

Jim Brimeyer (St. Louis Park Member) asked what the cost of the tunnel is. Dax Kuhfuss (HDR Engineering) replied that the tunnel is about \$120 million including two subway stations at \$17 million each.



SOUTHWEST
transitway

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IV. Next PAC Meeting

Open Houses start tomorrow in Hopkins. The TAC will meet on August 20, on August 31 the TAC will make a recommendation on the LPA. The PAC will meet on September 30, and again on October 14. The PAC will vote on the LPA on October 14.

V. Adjournment

Chair Dorfman adjourned the meeting at 9:40am. The PAC will meet next on Wednesday, August 26 from 8-9:30am at the St. Louis Park City Hall.

