

## **Meeting of the Central Corridor Business Advisory Committee**

**March 17, 2008**

### **Meeting Minutes**

**Members Present:**, Karri Plowman, Lori Fritts, Brian Thoemke, Jeannine Kessler, Sondra Reis, Kay Baker, David Jones, Nell McClung, Tom Olesak, Sharon Johnson, Tanya Bell, Khue Yang, Brenda Kyle, David Youmans, Christine Weigert, Peter Latuff,

**Members Absent:** Kathy Bjerke, Denise Currie, Julio Fesser, Ken Hinz, Harry Melander, Guy Mingo, Jim Roth, Chang Thao.

**Others Present:** Robin Caufman, Dan Soler, Mark Bishop, Va-Megn Thoj, Craig O'Brien, Melanie Soucheray, Allen Jovejoy, Susan Kimberly, Donna Drummond, Christina Morrison, Rita Rodriguez, Shoua Lee, Joey Browner, Jessica Hill, Dana Dellis,

#### **1. Welcome:**

Brief welcome by Lori Fritts, Co-Chair Business Advisory Committee

#### **2. Introductions:**

Committee members introduced themselves and were asked to tell the location of their business or property they owned or operated.

#### **3. Metropolitan Council Update:**

Robin Caufman gave an update on the Central corridor LRT and the Metropolitan Council's February 27<sup>th</sup> approval of the final scope of the project. This action clears the way to complete preliminary engineering on all components of the line and in early September apply for federal permission to enter final design in 2009.

#### **Technical Reports and Updates**

Dan Soler, Traffic Engineer presented the University Avenue design alternatives including six key factors not in the DEIS that will determine how and which parking spaces will be eliminated along university. They include:

1. Pedestrian Crossings
2. Platform Access
3. Platform Length
4. Left Turn lanes
5. Future In-fill Stations
6. Station Location

**Discussion around identifying how on-street parking will be impacted.** BAC members had the following comments and questions:

#### On Street Parking comments

- Do we know how many parking spaces exist on University Avenue?
  - DEIS assumed 1,500
- How many parking spaces will remain?
  - We will be looking at parking loss and have several factors to consider

- How many spaces will be lost at each station?
  - We will have to figure out where we need traffic signals and that will determine the elimination of parking spaces. What we know now there will be about 15-20 spaces in total.
- Are all the left turns lanes the same length?
  - If not now, they will be.
- How many parking spaces will be taken away at the proposed infill station?
  - We still have to decide if we keep spaces or take them out
- On-street parking for some businesses is critical. In some cases desperately needed. Parking should have a higher value.
- The neighborhoods create the demand property developers are considering not adding restaurants due to the elimination of on-street parking.
- Please consider snow emergency parking for residents
- Parking mitigation is vital and could help identify solutions
- Insty prints, Chocolate Celeste are examples of critical parking needed for survival
- U of M Students park on University Avenue as it is cheaper than parking on campus. The point is that there is a need for park and ride or additional parking lots.
- Suggestion to build parking ramps where needed.
- We need to find a way to communicate drawings that illustrate existing parking and loss of parking

#### Pedestrian and Station Access comments

- Is it safer walking along sidewalks or platform access?
- We will have signalized and non-signalized pedestrian crossings. Pedestrian safety is our main concern.
- You should communicate to the public about your high priority on pedestrian safety

#### Economic Development comments

- Economic development works two ways and property developers are easily spooked as well as business owners.
- As we move forward, it is vital to work with businesses on mitigation.
- The city needs to be flexible when deciding zoning.

**5:45 meeting adjourned**