

Metropolitan Council

Metropolitan Council Chambers, 390 No. Robert St., St. Paul, Mn. 55101

**Meeting of the Central Corridor Management Committee
Minutes of November 12, 2008**

Members Present	Peter Bell, Chair Toni Carter Jim Westerhaus Tom Hanson (Keith Bogut – alt)	Khani Sahebjam Rafael Ortega Reynaldo Aligada R. T. Rybak (Peter Wagenius – alt)	Kathleen O’Brien Peter McLaughlin
Members Absent	Paul Krause	Chris Coleman	Mary Hill Smith

1. CALL TO ORDER

Chair Peter Bell called the November 12, 2008 regular meeting of the Central Corridor Management Committee to order at 1:10 p.m. at the Metropolitan Council offices at 390 North Robert St., St. Paul. A quorum was then present at 1:25 p.m.

2. APPROVAL OF 11/12/08 AGENDA AND 08/27/08 MINUTES

A motion was made by Carter, seconded by Westerhaus to adopt the agenda for the 11/12/08 meeting and to approve the minutes from the 08/27/08 meeting. The motion carried.

3. BUSINESS ADVISORY COMMITTEE (BAC) REPORT

Karri Plowman reported on the BAC’s recent meeting and tour of the Hiawatha connection construction site. Five business listening sessions were recently held, with requests for three additional ones. Ideas brought up included alternative transportation communication such as text messaging and energy efficiency training customized for businesses along corridor. The BAC is also working closely with St. Paul/Minneapolis CDCs.

4. COMMUNITY ADVISORY COMMITTEE (CAC) REPORT

Robin Cauffman reported on the recent CAC meeting and CCPO outreach efforts being held. There was a DBE Mixer held on 9/25, with approximately 160 in attendance. Businesses that attended were interested in submitting bids and learning more information on the project and the timing. To date, 30 businesses started the DBE certification process. Outreach staff is currently working on setting up the public meetings for the FEIS, which will be held in early December.

5. TRAFFIC ANALYSIS

Dan Soler reported on the recent traffic modeling that was performed.

Downtown St. Paul

This study was done in the downtown St. Paul area looking at traffic today and projected for both 2014 and 2030, with and without LRT. The program used was SYNCHRO, which looks at intersections and how they would operate based on turning movement counts. The study included intersections on the corridor and some off the corridor. The study showed that there are no intersections in the downtown St. Paul area in the AM or PM peak that will operate at Level of Service E or F. VISSIM will be used next for the downtown St. Paul traffic study.

University Avenue

This traffic was modeled using both SYNCHRO and VISSIM from 29th Avenue to University and Robert, again looking at present, 2014 and 2030 with and without LRT. Thirty intersections on the corridor and 31 off the corridor were studied, both AM and PM peak. VISSIM looks at a corridor more uniformly, puts the LRT train in and shows how it will operate with the traffic. Looking at both results, it will tell us what to expect on where trains will get delayed. VISSUM and SYNCRHO are both state of the art tools.

What was shown was, currently and in 2014, there are no intersections at Level of Service E or F. For 2030 without LRT there will be 2 intersections at LOS E or F, and for 2030 with LRT, there was one intersection with LOS E or F. (Cromwell and Franklin). This study shows that with minor mitigation, most intersections will operate at Level of Service D or better.

6. WASHINGTON AVENUE TRANSIT/PED MALL

Mark Fuhrmann reported on the current status of the Washington Avenue Transit/Ped Mall. There are three groups working on the design of the mall: Group 1 includes key stakeholders and project staff; Group 2 includes subject matter experts, such as architects and project designers, and Group 3 is the policy level group. All three groups have been meeting and defining alternatives for the Washington Avenue transit/ped mall.

Group 1 has approved the design principles, which include a safe, efficient operation for buses and trains, along with safety for bikes and pedestrians. Still being agreed upon are the operating concepts, which include: dedicated lanes for buses and trains, or shared lanes for buses and trains. It was agreed on to test for one year the operation with a shared lane through the five blocks. It has not been decided whether the other concept of dedicated lanes will be tested.

Full agreement has not been reached yet with Group 3. What is agreed on so far is that the vehicle/emergency/bike lane must be 12' wide. What hasn't been agreed on is the pedestrian edge treatment, whether it be a soft landscape or a fence type barrier; and also the street curbing, whether it be standard or other. Fuhrmann presented some images of what the revised option would look like, with a 25' center platform, 20' center pedestrian zone. The next step is to hold a design charette in Nov/Dec to get stakeholder input and have Group 1 continue to meet to refine the design.

Kathleen O'Brien recognized the time and effort put into this by all, and feels a conclusion is very close.

7. WASHINGTON AVENUE BRIDGE UPPER DECK RETROFIT

Jim Alexander reported that after URS consultants performed the bridge analysis, it was found the upper pedestrian deck had some concerns with buckling of the columns. Hennepin County, who is the owner of the bridge, is working with DMJM Harris to design and construct a solution for the repairs. The solution will include installing diagonal bracing and a restraint device in certain joint areas to reduce the buckling effect of the bridge. The schedule is to have the construction of the upper deck begin in January 2009 and completed by April 2009, with minimal disruption to pedestrian or auto traffic. The interim solution is to have a 14' path in the center for pedestrian traffic. Kathleen O'Brien said this is always very crowded, and bicyclists are walking their bikes across, which makes it safer with such large crowds of pedestrians.

In response to questions, Jim Alexander reported that this upper deck repair work is being paid for entirely by Hennepin County, and will not come out of CCLRT, so it will not affect the CEI at all.

In response to other questions, Alexander said that this upper deck work should not affect the work to be done on the main deck. The consultants are working on finalizing the testing and inspections report for the main deck, and preliminary design plans and costs are estimated to be done in early January 09. The consultant report is not finalized, but it does show that the bridge work can be done by retrofitting. The bridge work needs to be done because originally, the bridge was designed in the 60s and the code is no longer in effect, along with the study showing concern with buckling of the upper deck columns.

8. WEST BANK

D. Soler reported on the West Bank ramp configuration. He showed the configuration used in the PE plan, which has issues including MnDOT's concern with the steep configuration and access to the stations. The City, County and University are also interested in development of this area. After reviewing, the ramp was reconfigured to be more gradual, along with a traffic signal near the two way ramp. All four movements to Washington Ave. are still present, with the intersections being at Level of Service D or better. The better ramp configuration does meet the

design criteria and has better train alignment and development opportunities.

McLaughlin suggested consulting with the West Bank groups and involve architects and designers to see how development can be achieved. Dan Soler said the West Bank group will be brought back together for discussion on the final design features and how we can incorporate the development opportunities. Wagenius also mentioned that work is currently being done on the 35W ramps to make this area more attractive.

9. PUBLIC ART

Robin Caufman and Jim Alexander reported on the status of the public art with CCLRT. Alexander reviewed the process that was used for selecting the public artists. He thanked the project partners for donating their artist selection committee, which consisted of 9 members who helped with the selection process. Of the 87 artists who responded, it was narrowed down to 10 who were then interviewed and asked to submit samples, of which 5 artists were selected. Caufman reviewed the five finalists that were selected and approved by the Met Council on Oct. 22 and the areas of the corridor each will be working on:

- Myklebust & Sears Studio – West Gate, Raymond Village, Union Depot
- Janet Lofquist – 29th Ave., Capitol East, 10th
- Seitu Jones Lexington, Dale, Rice
- Roberto Delgado – Stadium Village, Snelling, 4th/Cedar
- Nancy Blum – West Bank, East Bank and Fairview

Robin Caufman said that currently they are negotiating the artist's contracts and will then issue the notice to proceed. The station design work is scheduled to be completed by the end of March 2009.

In response to a question by Westerhaus on the plans for art work at the build out stations, Alexander said at this time there are no artist contracts planned for the build out stations, but there is the ability to amend the current contracts. At this time, the artists will focus on the stations only. There are no plans to broaden the art theme along University Avenue.

In a response to a question by Carter, Caufman said that CCPO is working towards public involvement in the process. The CCPO is currently seeking applications for the new station art committee. It is envisioned that each station artist will work closely with the outreach coordinators, the station art committee and the project design team. Applications and more information on this new committee are available online or through the Outreach Department. There also will be visioning sessions scheduled in Dec. 2008 and Jan. 2009 to seek input from the community.

In response to questions on the artist contracts, Caufman stated that the designs submitted with the proposals are confidential at this time until the contracts are executed. The designs submitted are only used as examples, and may or may not be the designs used. Alexander added that all the contracts are set on a firm, fixed rate and there will be payment milestones for preliminary design, final design, fabrication and installation. Each artist will be responsible for the cost of their material. The contracts are set for a maximum of \$170,000 per station, having each artists maximum contract amount at \$560,000.

10. NEXT MEETING – December 10, 2008, 1:00 pm

11. ADJOURN

Motion by Westerhaus to adjourn the 11/12/08 CCMC meeting at 3:00 p.m.

Respectfully submitted, Dawn Hoffner (for Luanne Major)