



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD

402 Metro Square Building, 7th and Robert Streets, St. Paul, Minnesota 55101 612 291-6640

Mary

MEETING NOTICE

Monday, December 10, 1984
Council Room E
4:00 p.m.

AGENDA

1. Call to Order
2. Adoption of Agenda
3. Presentation on Southwest Corridor Alternatives Analysis
(This is a joint meeting with the Metropolitan Council Metropolitan Systems Committee.)

Elliott Perovich
Chairman

SOUTHWEST CORRIDOR

SERVICE AREA

- MINNEAPOLIS
- ST. LOUIS PARK
- HOPKINS
- MINNETONKA
- LAKE MINNETONKA AREA
- EXCELSIOR

DEMOGRAPHICS

	<u>1980</u>	<u>2000</u>
RESIDENTS	207,000	217,000
EMPLOYEES	223,000	263,000

TRANSPORTATION FACILITIES

HIGHWAYS:

- o MINNETONKA BOULEVARD
- o TRUNK HIGHWAY 7
- o EXCELSIOR BOULEVARD

TRANSIT:

- o ROUTE NO. 12 (MINNEAPOLIS, ST. LOUIS PARK, HOPKINS, MINNETONKA)
- o ROUTE NO. 17 (MINNEAPOLIS, ST. LOUIS PARK, HOPKINS)
- o ROUTE NO. 67 (MINNEAPOLIS, ST. LOUIS PARK, MINNETONKA, EXCELSIOR)

TRANSPORTATION GOALS AND OBJECTIVES

REGIONAL

- o PROVIDE COST-EFFECTIVE, ATTRACTIVE AND CONVENIENT TRANSPORTATION CHOICES
- o MAINTAIN AND IMPROVE ACCESSIBILITY LEVELS
- o GIVE PRIORITY TO SERVE THE TRANSIT-DEPENDENT POPULATION
- o PROVIDE EFFECTIVE, PRODUCTIVE AND EFFICIENT TRANSIT SERVICES
- o COORDINATE TRANSPORTATION INVESTMENTS WITH OTHER SERVICES
- o STRENGTHEN THE TWO DOWNTOWNS

LOCAL

- o TAILOR TRANSIT SERVICES TO VARIOUS USER GROUPS NEEDS
- o RELIEVE CONGESTION IN PROBLEM HIGHWAYS AND IN THE DOWNTOWNS
- o REDUCE CONFLICTS AMONG TRANSPORTATION MODES
- o ENSURE APPROPRIATE INTERFACE OF NEW IMPROVEMENTS WITH EXISTING SERVICES
- o REDUCE AUTOMOBILE TRAFFIC IN THE DOWNTOWN BY INCREASING TRANSIT USAGE
- o ENCOURAGE ECONOMIC DEVELOPMENT
- o MINIMIZE SOCIO-ECONOMIC, PHYSICAL, HISTORICAL AND VISUAL IMPACTS DUE TO NEW TRANSIT IMPROVEMENTS

TRANSPORTATION PROBLEMS (S.W.)

EXISTING TRANSIT SYSTEM

- o RISING OPERATING AND MAINTENANCE COSTS

CORRIDOR

- o LACK OF GOOD HIGHWAY ACCESS TO DOWNTOWN EAST OF FRANCE AVE.
- o LONG TRANSIT TRAVEL TIMES TO DOWNTOWN FROM FAR OUT SUBURBS
- o USE OF LOCAL STREETS BY COMMUTER TRAFFIC EAST OF FRANCE AVE.

DOWNTOWN AREA

- o GROWING NUMBER OF BUSES DURING PEAK HOURS
- o GROWING TRAFFIC VOLUMES
- o GROWING PARKING DEMAND
- o GROWING ENVIRONMENTAL CONCERNS

ALTERNATIVES (S.W.)

- o NULL

- o TRANSPORTATION SYSTEM MANAGEMENT (TSM)

- o BUSWAY OPTIONS:

WESTERN TERMINI:

- (1) TH 101 (MINNETONKA)
- (2) TH 7 (HOPKINS)
- (3) WOODDALE AVE. (ST. LOUIS PK.)

MINNEAPOLIS ROUTINGS:

- (A) CNW RAILROAD
- (B) MILWAUKEE RR/NICOLLET AVE.

- o LIGHT RAIL TRANSIT (LRT):

WESTERN TERMINI:

- (1) TH 101 (MINNETONKA)
- (2) TH 7 (HOPKINS)

MINNEAPOLIS ROUTINGS:

- (A) CNW RAILROAD
- (B) MILWAUKEE RR/NICOLLET AVE.

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OPERATIONAL CHARACTERISTICS (S.W.)

MAXIMUM SPEED:

<u>BUSES</u>	<u>LRT</u>
45-55 MPH	45-55 MPH

ACCELERATION RATES:

<u>SPEED</u>	<u>ACCELERATION</u>	
	<u>BUSES</u>	<u>LRT</u>
0-20 MPH	.9 M/SEC ²	1.6 M/SEC ²
0-35 MPH	.6 M/SEC ²	1.3 M/SEC ²
0-55 MPH	.45 M/SEC ²	.85 M/SEC ²

HEADWAYS (SERVICE FREQUENCY):

	<u>BUSES</u>		<u>LRT</u>	
	<u>PEAK</u>	<u>OFF-PEAK</u>	<u>PEAK</u>	<u>OFF-PEAK</u>
WEST OF HOPKINS	10-20 MIN.	15-30 MIN.	15 MIN.	30 MIN.
HOPKINS-FRANCE AVE.	7 MIN.	14 MIN.	7.5 MIN.	15 MIN.
FRANCE AVE.-DOWNTOWN	6 MIN.	12 MIN.	7.5 MIN.	15 MIN.

VEHICLE CAPACITY:

	<u>BUSES</u>	<u>LRT</u>	
		<u>(Single Vehicle) (3 Vehicle Train)</u>	
MAXIMUM CAPACITY	104	162	486
PRACTICAL CAPACITY	80	130	390

FARES (\$1984):

	<u>PEAK</u>	<u>OFF-PEAK</u>
ZONE 1	\$.75	\$.60
ZONE 2	\$.90	\$.75
ZONE 3	\$1.05	\$.90
ZONE 4	\$1.15	\$1.00

TRAVEL TIMES (S.W.)

FROM HOPKINS TO MINNEAPOLIS DOWNTOWN

NULL:	38 MIN.
TSM:	38 MIN.
LRT-2A (CNW):	20 MIN.
LRT-2B (NICOLLET):	27 MIN.
BUSWAY-2A (NICOLLET):	30 MIN.

FROM MINNETONKA (TH 101) TO MINNEAPOLIS DOWNTOWN

NULL:	34 MIN. (VIA I-394) 45 MIN. (VIA TH-7)
TSM:	34 MIN. (VIA I-394) 45 MIN. (VIA TH-7)
LRT-1A:	32 MIN.
LRT-1B	38 MIN.
BUSWAY-1B:	32 MIN. (SEMI-EXPRESS)

CAPITAL COST SUMMARY

(IN MILLIONS OF DOLLARS, 1984 VALUE)

<u>ALTERNATIVE</u>	<u>FIXED COSTS(1)</u>	<u>GUIDEWAY VARIABLE COSTS(2)</u>	<u>NON-GUIDEWAY BUS COSTS(3)</u>	<u>TOTAL CORRIDOR COSTS(4)</u>
NULL	0	0	9.0	9.0
TSM	1.1	1.2	11.1	13.4
BUS-1A	46.5	14.1	4.7	65.3
BUS-1B	59.7	16.4	4.0	80.1
BUS-2A	37.1	13.5	4.8	55.4
BUS-2B	50.3	16.0	4.2	70.5
BUS-3A	21.5	13.8	5.2	40.5
BUS-3B	34.7	16.0	4.1	54.8
LRT-1A	66.0	16.6	6.8	89.4
LRT-1B	80.0	19.4	6.1	105.5
LRT-2A	52.0	15.2	8.0	75.2
LRT-2B	66.0	16.6	7.3	89.9

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- (1) COST OF FIXED GUIDEWAY FACILITIES
 - (2) COST OF GUIDEWAY VEHICLES (INCLUDES MAINTENANCE FACILITIES)
 - (3) COST OF FEEDER AND OTHER BACKGROUND BUSES
 - (4) SUM OF (1)-(3) ABOVE

YEAR 2000 OPERATING AND MAINTENANCE COSTS

(IN MILLIONS OF DOLLARS, 1984 VALUE)

<u>ALTERNATIVE</u>	<u>GUIDEWAY SERVICE</u>	<u>OTHER SERVICE*</u>	<u>TOTAL CORRIDOR COSTS</u>
NULL	--	7.50	7.50
TSM	--	8.53	8.53
BUS-1A	6.37	3.17	9.54
BUS-1B	7.17	2.71	9.88
BUS-2A	6.02	3.25	9.27
BUS-2B	6.99	2.78	9.77
BUS-3A	5.69	3.47	9.16
BUS-3B	6.64	3.00	9.64
LRT-1A	3.51	4.69	8.20
LRT-1B	3.84	4.22	8.06
LRT-2A	3.24	5.31	8.55
LRT-2B	3.43	4.84	8.27

* FEEDER AND OTHER BACKGROUND BUSES

YEAR 2000 RIDERSHIP

(DAILY)

<u>ALTERNATIVE</u>	<u>AUTO DIVERSIONS</u>	<u>CORRIDOR BUS TRIPS</u>	<u>GUIDEWAY TRIPS</u>	<u>TOTAL CORRIDOR TRIPS</u>
NULL	--	18,500	--	18,500
TSM	1,000	19,500	--	19,500
BUS-1A	3,200	6,000	15,700	21,700
BUS-1B	3,100	3,300	20,800	24,100
BUS-2A	3,100	6,100	15,500	21,600
BUS-2B	3,000	3,400	20,600	24,000
BUS-3A	2,800	6,100	15,200	21,300
BUS-3B	2,700	3,400	20,300	23,700
LRT-1A	5,500	7,000	17,000	24,000
LRT-1B	5,800	4,300	23,500	27,800
LRT-2A	5,300	7,100	16,700	23,800
LRT-2B	5,600	4,400	23,200	27,600

ECONOMIC DEVELOPMENT: EMPLOYMENT (S.W.)

<u>Area</u>	<u>1980</u>	<u>2000</u>	
		<u>Without Transit</u>	<u>With Transit</u>
Downtown Minneapolis	110,000	128,000	136,000
Southwest Minneapolis	40,000	39,000	40,000
Southwest Suburbs	73,000	99,000	100,000
Remainder of Region	815,000	1,092,000	1,081,000
Regional Total	1,038,000	1,358,000	1,358,000

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PHYSICAL ENVIRONMENTAL IMPACTS (S.W.)

<u>CATEGORY</u>	<u>IMPACT</u>
AIR QUALITY	NONE
NOISE AND VIBRATION	COULD VIOLATE NIGHT STANDARDS THROUGH HOPKINS (BUSWAY AND LRT)
WATER RESOURCES	NONE
SOILS	NONE
VEGETATION	NONE
HISTORIC RESOURCES	NONE
PARKLAND	NONE

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SOCIO-ECONOMIC AND CULTURAL IMPACTS (S.W.)

<u>CONCERN</u>	<u>IMPACT</u>	<u>MITIGATION</u>
o COMMUTER TRAFFIC ON LOCAL STREETS	o SLIGHT REDUCTION	o NONE
o USE OF TRANSITWAY BY AUTOMOBILES	o COULD OCCUR	o STRICT ENFORCEMENT
o PARKING REMOVAL (NICOLLET AVE.)	o WOULD OCCUR	o PROVIDE OFF-STREET PARKING
o REDUCTION OF TRANSIT SERVICE (NICOLLET AVE.)	o WOULD NOT OCCUR	o NONE
o ECONOMIC DISPLACEMENT	o WOULD NOT OCCUR	o NONE
o VISUAL/AESTHETICS	o COULD OCCUR AT FEW SENSITIVE LOCATIONS	o DESIGN TREATMENT BASED ON LOCAL COMMUNITY INPUT

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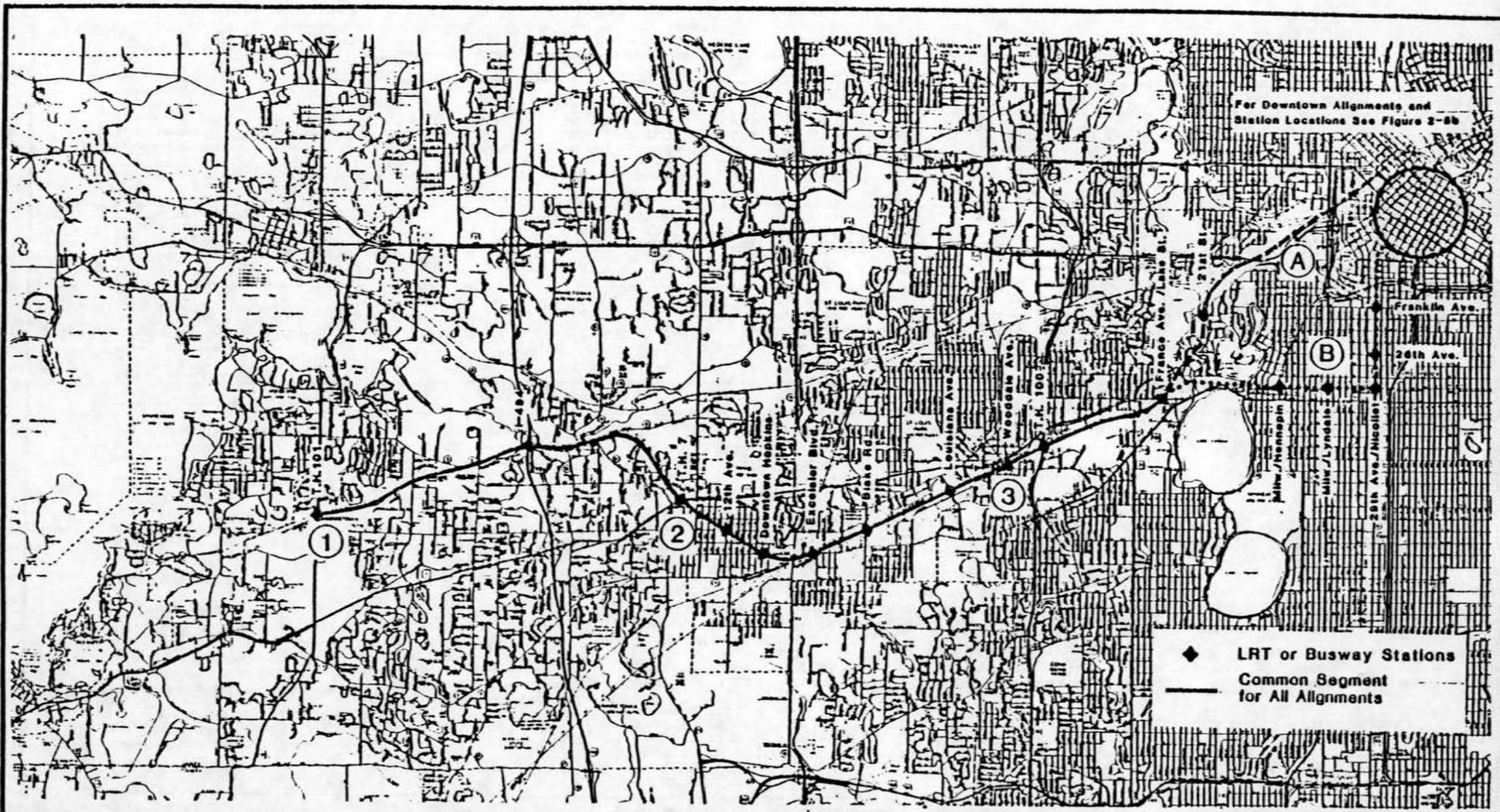
ABLE 6-8
SUMMARY OF SIGNIFICANT IMPACTS FOR THE SOUTHWEST CORRIDOR

CRITERIA	CNW Alignment Alternatives						Milwaukee/Nicollet Alignment Alternatives					
	NULL ALT.	TSM ALT.	LRT-1A To Minnetonka	BUS-1A	LRT-2A To Hopkins	BUS-2A	BUS-3A To Wooddale	LRT-1B To Minnetonka	BUS-1B	LRT-2B To Hopkins	BUS-2B	BUS-3B To Wooddale
Year 2000 Ridership												
Corridor Ridership (Includes Bus)												
Daily (Linked Trips)	18,500	19,500	24,000	21,700	23,800	21,600	21,300	27,800	24,100	27,600	24,000	23,700
Annual (Million)	5.46	5.75	7.08	6.40	7.02	6.37	6.28	8.20	7.11	8.14	7.08	6.99
New Transit Riders (Auto Diversions)												
Daily	--	1,000	5,500	3,200	5,300	3,100	2,800	5,800	3,100	5,600	3,000	2,700
Annual (Million)	--	.295	1.623	.944	1.564	.915	.826	1.711	.915	1.652	.885	.797
Guideway Ridership												
Daily	--	--	17,000	15,700	16,700	15,500	15,200	23,500	20,800	23,200	20,600	20,300
Annual (Million)	--	--	5.01	4.63	4.93	4.57	4.48	6.93	6.14	6.84	6.08	5.99
Costs (\$1984 Million)												
Total Capital Cost	9.0	13.4	89.4	65.8	75.3	55.4	40.4	105.5	80.5	89.8	70.5	54.9
Annual Capital Cost	1.32	1.89	10.09	7.63	8.59	6.51	4.93	11.85	9.25	10.16	8.19	6.51
Annual O & M Cost	7.50	8.53	8.20	9.54	8.55	9.26	9.16	8.06	9.88	8.27	9.76	9.64
Equivalent Annual Cost	8.73	10.32	18.11	17.00	16.97	15.61	13.95	19.71	18.94	18.25	17.77	15.99
Travel Time Savings (Existing Transit Riders)												
Daily Hrs	--	321	4,106	4,483	3,788	4,136	3,706	3,867	3,730	3,567	3,441	3,011
Annual Hrs (Million)	--	.095	1.211	1.322	1.117	1.220	1.093	1.141	1.100	1.052	1.015	.888
Annual Value (\$1984 Million)	--	.35	4.47	4.89	4.14	4.51	4.05	4.22	4.08	3.90	3.75	3.29
Revenues (\$1984 Million)												
Annual Farebox Revenues	3.35	3.46	5.39	4.49	5.38	4.45	4.40	6.10	4.92	6.06	4.89	4.83
Operating Ratio	.45	.41	.66	.47	.63	.48	.48	.76	.50	.65	.50	.50
Annual Operating Deficit												
Corridor Operating Deficit	4.15	5.07	2.81	5.05	3.17	4.81	4.76	1.96	4.96	2.21	4.87	4.93
Operating Cost Per Corridor Pass.	1.39	1.48	1.15	1.49	1.22	1.45	1.45	1.00	1.39	1.02	1.37	1.38
Operating Deficit Per Corr. Pass.	.76	.88	.40	.79	.45	.76	.76	.24	.70	.27	.69	.70
Cost Effectiveness Ratios												
(EAC ^(a) - Value of Travel Time Savings)/New Pass ^(b)	--	--	2.76	3.29	2.25	1.82	-.13	3.90	7.89	3.23	6.86	5.44
EAC Per Hour Saved	--	108.60	14.96	12.86	15.20	12.80	12.76	17.28	17.22	17.35	17.51	18.01
EAC Per Corridor Passenger	1.60	1.80	2.56	2.66	2.42	2.45	2.22	2.40	2.66	2.24	2.51	2.29
EAC Per New Passenger	--	34.98	11.16	18.01	10.85	17.06	16.89	11.52	20.70	11.05	20.08	20.06
EAC Per Guideway Passenger	--	--	3.62	3.67	3.44	3.42	3.11	2.84	3.09	2.67	2.92	2.67
Accessibility: (% Trip Opportunities)												
Minneapolis CBD	29.2%	29.4%	31.6%	31.2%	31.7%	31.3%	31.4%	31.0%	31.0%	31.1%	31.1%	31.2%
Lake/Nicollet	22.2	22.3	22.3	22.8	22.0	22.5	22.2	23.4	23.4	23.1	23.1	22.8
France Ave.	13.7	14.0	21.5	19.5	19.1	17.3	15.0	20.2	20.2	17.9	17.9	15.6
Hopkins	3.4	11.4	11.9	9.3	12.9	10.1	11.0	11.4	11.4	12.4	12.4	13.3
Deephaven	.2	1.9	8.3	2.8	2.1	.7	.1	4.7	4.7	1.2	1.2	.5

(a) EAC: Equivalent Annual Cost

(b) Incremental change compared to TSM alternative

(c) Within 45 Minutes of Door-to-Door Travel Time (For Selected Zones)



Western Terminus Options:

- ① T.H.101 (Minnetonka)
- ② T.H.7 & CNW (Hopkins)
- ③ Wooddale Ave.

Downtown Approaches:

- Ⓐ CNW Railroad — — —
- Ⓑ Milwaukee R.R./Nicollet Ave. ·····

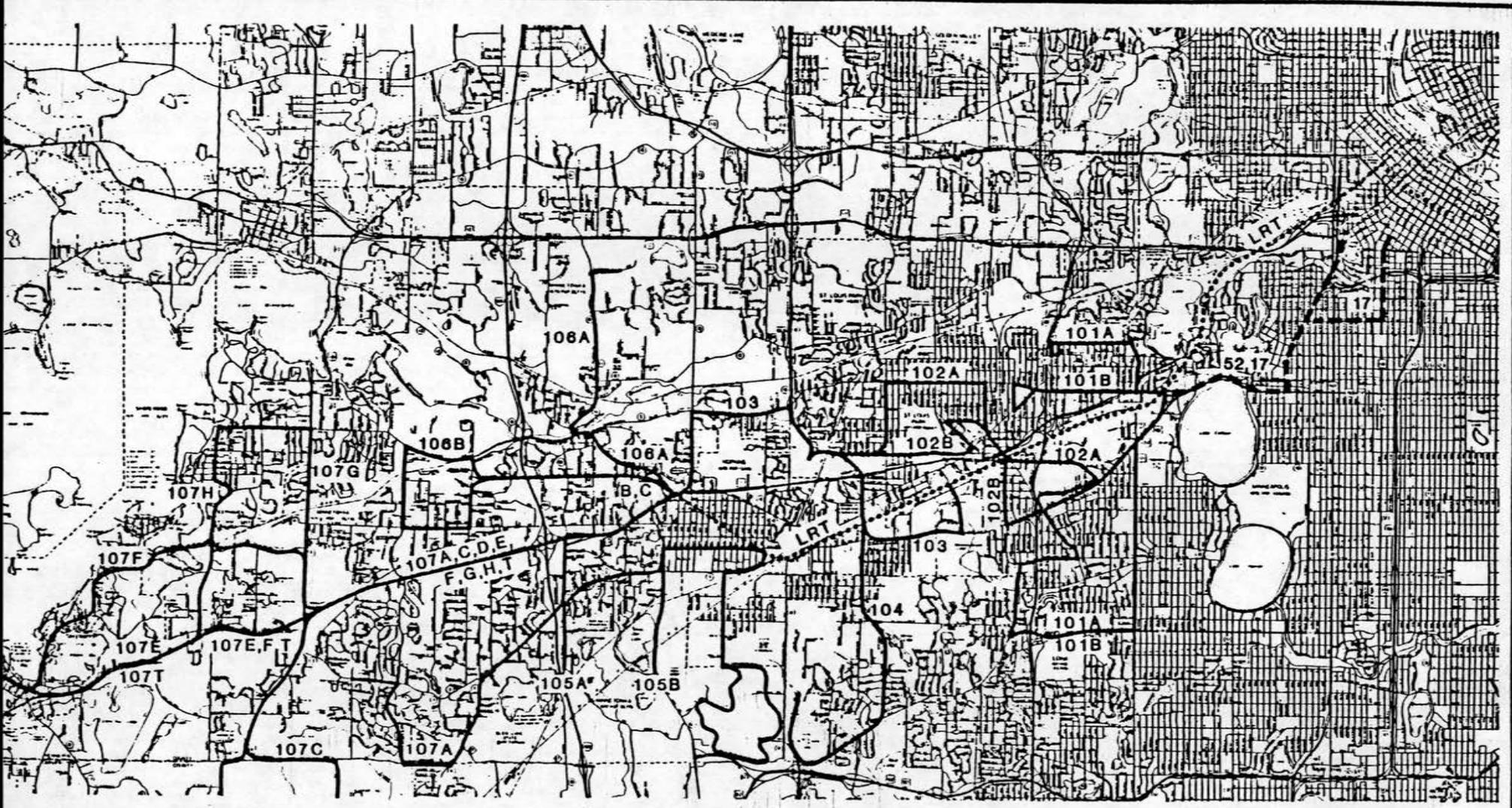
Scale 1" = 1 Mile



Figure 2-5a
 Southwest Corridor
 Guideway Alignments and
 Station Locations



Barton-Aschman Associates, Inc.



- LRT Alignment
- Feeder Bus Routes
- - - - - Background Bus Routes

Scale 1" = 1 Mile



Figure 2-11
 Southwest Corridor
 Feeder and Background Bus
 Routes for LRT-2A Alternative



Barton-Archman Associates, Inc.

REGIONAL TRANSIT BOARD

402 Metro Square Building, St. Paul, Minnesota 55101

Minutes of the Meeting of the
REGIONAL TRANSIT BOARD
Metropolitan Council Chambers
December 10, 1984

BOARD MEMBERS PRESENT: Elliott Perovich, Chairman; Ruben Acosta; Doris Caranicas; Juanita Collins; John Doyle; Alison Fuhr; Paul Joyce; Edward Kranz; Todd Lefko; Steve Loeding; Gail MarksJarvis; Bernard Skrebes; Peg Snestrud

METROPOLITAN COUNCIL MEMBERS PRESENT: Carol Flynn, Metropolitan Systems Committee Chair; Gertrude Ulrich; Patrick Scully; Dirk deVries; Don Stein, Ray Joachim; Dorothy Rietow; Mike McLaughlin

STAFF PRESENT: Ghaleb Abdul-Rahman, Les Johnson and Mary Fudenberg

The joint meeting of the Metropolitan Council Metropolitan Systems Committee and the Regional Transit Board was called to order by Carol Flynn.

Fuhr moved approval of the amended agenda; Skrebes seconded the motion. Motion carried unanimously.

PRESENTATION ON SOUTHWEST CORRIDOR ALTERNATIVES ANALYSIS

Natalio Diaz made a presentation on the results of the study. This corridor would extend from downtown Minneapolis to Excelsior. Diaz used maps and graphs to illustrate his report. There was discussion of a feeder system for the route, the cost of the alternative routes, density of population in the corridor and number of passengers. There has been some consideration of shipping freight on the route at night, but Diaz said Nicollet could not carry freight. Joyce asked if capital costs and cost-per-mile would be lower if more than one line were built. Diaz said there would not be a dramatic change.

MarksJarvis asked about the basis of the economic development figures. Diaz said they are an extrapolation of existing data. The data was collected on existing systems and these numbers are the best estimates based on what is known. The general assumptions tend to be conservative.

OTHER BUSINESS

Flynn asked that the joint meeting on December 20 begin at 5:00 p.m. in the Council Chambers. Her committee will meet separately at 4:00 p.m.

MEDIA PRESENTATIONS

Fuhr expressed concern that the media reporting of the light rail issue be balanced. Members discussed getting the issue before the public without favoring one side or the other before the board takes its position. The public appears to be unaware of who will make the decisions and what the issues are. MarksJarvis said three public meetings had been planned in December and then

cancelled. The board abdicated its role and let the steering committee hold their meetings. Perovich said it had been agreed that the work of the steering committee would go forward. The board does not have much information yet to share with the public because it came on the scene late in the process and cannot preempt everything others worked on. The board will take it one step further and then make its decision. The board may need to make some effort to inform people.

Doyle said a communications plan is needed. Abdul-Rahman agreed that the board should provide background to the media, but not talk about the LRT yet. Acosta said the board should relay the timetable to the public. Caranicas said the public hearing on December 17 will address much of this. The process will be evident there. Perovich said the image of the RTB will depend upon how it handles the issue. However, very few people come to public meetings. It is most important that the decision be made with good process and good information. Perovich said the public hearing is to receive comments.

MarksJarvis said the process appears to bring the public in after the fact. Perovich said that will only happen if the board allows it to happen, but a tentative plan is needed to hold a meeting. Changes will be made as a result of the public hearing. Doyle said public communication must be well thought out. Various constituents must be addressed in different ways. Acosta pointed out the public process will not end on March 1. After a solid decision has been arrived at, the process will be opened up.

Perovich said he does not sense that the board has decided to build anything. It will be clear when we are far enough along to solicit information from the public. Abdul-Rahman said the three public meetings were delayed because it was decided that they would conflict with the steering committee and create confusion. They are planned for January. The board has not yet had the results of the implementation study. There will be better input when there is some outline for the public to react to. MarksJarvis said she was responding to the RTB image question. If you want people to know who you are and what you are doing, you have to go to them. Perovich said when the board identifies its position, it will need to get public input. He agreed with Lefko that timing is important.

There being no further business, the meeting adjourned at 6:10 p.m.

Respectfully submitted,

Mary Fudenberg

REGIONAL TRANSIT BOARD

Record of Attendance and Vote

Date 12/10/84

RTB Board

*Ullrich
Flynn
Sally
deVries
stein
Joachim
Rietow
McLaughlin*

Dist.	Member Name	Present	Vote	Vote	Vote	Vote	Vote
Chair	Elliott Perovich	X					
A	Todd Lefko	X					
B	Ruben Acosta	X					
C	Bernard Skrebes	X					
D	Doris Caranicas	X					
E	John Doyle, Sr.	X					
F	Gail Marks Jarvis	X					
G	James Newland						
H	Margaret Snesrud	X					
I	Alison Fuhr	X					
J	Juanita Collins	X					
K	Steve Loeding	X					
L	Ruth Franklin						
M	Paul Joyce	X					
N	Edward Kranz	X					