



Minnesota Regional Transit
Board: Records.

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REGIONAL TRANSIT BOARD
 Mears Park Centre, 230 East 5th Street
 St. Paul, Minnesota 55101

MEETING OF THE REGIONAL TRANSIT BOARD

Monday, November 18, 1991
 Mears Park Centre Chambers
 4:00 p.m.

AGENDA

- A. CALL TO ORDER AND ROLL CALL
- B. APPROVAL OF AGENDA
- C. APPROVAL OF MINUTES
 - 1. Administration and Finance Committee Meeting of October 22, 1991
 - 2. Policy Committee Meeting of October 28, 1991
- D. CHAIR'S REPORT
 - 1. Driver of the Month Award - Alfred Foster, Ebenezer Society
- E. EXECUTIVE DIRECTOR'S REPORT
- F. REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE
 Ruth Franklin, Chair
 - 1. Financial Statements - September 1991 ✓
 - 2. Anoka County Traveler 1991 Contract Amendment ✓
 - 3. Approval of 1992 Provider Contract Services
 - 4. 1991 North Suburban Lines Contract Amendment
 - 5. Southwest Metro 1991 Contract Amendment
 - 6. Jobseekers 1992 Contract
- G. REPORT OF THE POLICY COMMITTEE
 Sandra Hilary, Chair
 - 1. Light Rail Transit (LRT) Corridor Reevaluation
 - 2. Review and Comment on Minneapolis Northeast Corridor LRT Preliminary Engineering
- H. OTHER BUSINESS and PUBLIC COMMENT

Michael J. Ehrlichmann
 Chair

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REGIONAL TRANSIT BOARD

ROLL CALL AND ATTENDANCE SHEET

DATE: 11/18/91

BOARD OR COMMITTEE: Board

Member Name Present Vote Vote Vote Vote Vote Vote Vote Vote

ISSUE

Motion to reconsider

Mike Ehrlichmann	✓			<i>no</i>					
Maryann Campo	✓			<i>y</i>					
Doris Caranicas	✓			<i>np</i>					
Sharon Feess	✓			<i>np</i>	<i>no</i>				
John Finley <i>R Hunt</i>	✓			<i>yes</i>					
Ruth Franklin	✓			<i>no</i>					
Val M. Higgins	✓			<i>y</i>					
Sandra Hilary	✓			<i>no</i>					
Don Scheel	✓			<i>no</i>					
Richard Wedell	<i>ff</i>			<i>np</i>					
Tom Workman	✓			<i>y</i>	<i>(note people had left)</i>				

Visitors

Staff

LRT CORRIDOR REEVALUATION RECOMMENDATIONS

Discussed and passed at the November 18, 1991 RTB Board Meeting

CORRIDOR STAGING:

- o **The RTB proposes a two-phase system: a Central Corridor and an I-35W/South Corridor.**

The initial system has both regional core and home-based trip service features, and the highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor eventually linking Dakota County with Minneapolis and St. Paul

Corridor segments will be constructed as funding becomes available.

- o Additional corridors have attractive performance characteristics. Additional corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future, particularly Minneapolis Northeast.
- o Right-of-way for corridors with identified potential for LRT should be preserved.

ALIGNMENT

- o **The RTB recommends the construction of a two-corridor LRT system on a surface alignment. While the RTB recognizes that a regional system would require the construction of a tunnel, the proposed project offers the least expensive, functional, transit legislative initiative possible.**

This recommendation would not preclude the construction of a tunnel for the first two corridors financed by individual jurisdictions independent of federal, state or regional funding.

FINANCING:

- o **The RTB recommends a financing goal of 30% federal funding, with the remaining 70% to be paid by state and local (i.e., RTB bonding). Federal EIS/Alternative Analysis procedures should begin immediately.**

GOVERNANCE:

- o **Final design and construction should be directed by a Joint Powers Board as described in the LRT Regional Coordination Plan.**

***ALIGNMENT:**

The tunnel vs. surface alignment section was omitted from the material passed by the Policy Committee on November 13, with the intention of reinserting new language at the November 19 RTB Board meeting. Language to address this issue is suggested below.

The RTB recommends the construction of a two-corridor LRT system on a surface alignment. While the RTB recognizes that additional corridors would require the construction of a tunnel, the proposed project offers the least expensive, functional, transit legislative initiative possible.

This recommendation would not preclude the construction of a tunnel for the first two corridors financed by individual jurisdictions independent of federal, state or regional funding.

MINNEAPOLIS NORTHEAST CORRIDOR LRT PRELIMINARY DESIGN PLANS

That the Regional Transit Board approve the Findings and Conclusions, Items 1 through 10, on the Minneapolis Northeast Corridor Preliminary Design Plans, for submission to Anoka County Regional Railroad Authority and Hennepin County Regional Railroad Authority.

Sandra Hilary
Chair



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
229-2700

REPORT OF THE POLICY COMMITTEE

At its meeting of November 13, 1991 the Policy Committee approved the following recommendations:

LRT CORRIDOR REEVALUATION RECOMMENDATIONS

CORRIDOR STAGING:

- The RTB proposes a ~~Central Corridor and I-35W/South Corridor~~ *two phase system* ~~two phase~~ *corridor*

The initial system has both regional core and home-based trip service features, and the highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor eventually linking Dakota County with Minneapolis and St. Paul

Corridor segments will be constructed as funding becomes available.

- Additional corridors have attractive performance characteristics. Additional corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future, particularly Minneapolis Northeast.
- Right-of-way for corridors with identified potential for LRT should be preserved.

ALIGNMENT (SEE * BELOW)

FINANCING:

- The RTB recommends a financing goal of 30 percent federal funding, with the remaining 70 percent to be paid by state and local (i.e., RTB bonding). Federal EIS/Alternative Analysis procedures should begin immediately.

GOVERNANCE:

- Final design and construction should be directed by a Joint Powers Board as described in the LRT Regional Coordination Plan.

The RTB recommends the construction of a two-corridor LRT system on a surface alignment. While the RTB recognizes that additional corridors would require the construction of a tunnel, the proposed project offers the least expensive, functional, transit legislative initiative possible.

This recommendation would not preclude the construction of a tunnel for the first two corridors financed by individual jurisdictions independent of federal, state or regional funding.

REPORT OF THE POLICY COMMITTEE

LRT CORRIDOR REEVALUATION RECOMMENDATIONS

Discussed and passed* at the November 13, 1991 RTB Policy Committee Meeting

CORRIDOR STAGING:

- o **The RTB proposes a Central Corridor and I-35W/South Corridor two-phase system.**

The initial system has both regional core and home-based trip service features, and the highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor eventually linking Dakota County with Minneapolis and St. Paul

Corridor segments will be constructed as funding becomes available.

- o Additional corridors have attractive performance characteristics. Additional corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future, particularly Minneapolis Northeast.
- o Right-of-way for corridors with identified potential for LRT should be preserved.

ALIGNMENT (SEE * BELOW)

FINANCING:

- o **The RTB recommends a financing goal of 30% federal funding, with the remaining 70% to be paid by state and local (i.e., RTB bonding). Federal EIS/Alternative Analysis procedures should begin immediately.**

GOVERNANCE:

- o **Final design and construction should be directed by a Joint Powers Board as described in the LRT Regional Coordination Plan.**

***ALIGNMENT:**

The tunnel vs. surface alignment section was omitted from the material passed by the Policy Committee on November 13, with the intention of reinserting new language at the November 19 RTB Board meeting. Language to address this issue is suggested below.

JOINT LRT ADVISORY COMMITTEE RECOMMENDATIONS Re: RTB LRT CORRIDOR REEVALUATION

Discussed and passed at the November 13, 1991 meeting of the Joint LRT Advisory Committee, Hennepin County Government Center, Minneapolis.

Corridor Staging:

- o Supported Proposed Preliminary Recommendations on Corridor Staging: (Central Corridor and I-35W South Corridor in a two-phase system, with Central first and I-35W second).
- o Recommended deleting reference to two additional corridors (Mpls Northwest and Mpls Northeast). Recommended the following instead:

"Additional corridors have attractive performance characteristics. Corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future, particularly Minneapolis Northeast.
- o Recommended a tunnel in the Minneapolis CBD and other places where appropriate, i.e. the University of Minnesota and the airport. Recommended a surface alignment through the State Capitol area.

Financing:

- o Recommended a financing goal of 30% federal funding for the 10-year plan with 70% to be paid by state and local (i.e. RTB bonding) funds.

Governance:

- o Agreed with RTB proposal that final design and construction to be directed by Joint Powers Board as described in the LRT Regional Coordination Plan.

No other changes to the Proposed Preliminary Recommendations (i.e. construct in segments, preserve right-of-way, etc.) were made.

LRT CORRIDOR REEVALUATION
PROPOSED PRELIMINARY RECOMMENDATIONS

CORRIDOR STAGING:

- o **Central Corridor and I-35W/South Corridor two-phase system.**

Initial system with both regional core and home-based trip service features.
Highest performance characteristics in the region.

1. Central Corridor linking downtown Minneapolis, University of Minnesota, State Capitol, and downtown St. Paul
2. I-35W/South Corridor eventually linking Dakota County with Minneapolis and St. Paul

Corridor segments to be constructed as funding becomes available.

- o **Surface alignment through both downtowns, the State Capitol area, and the University of Minnesota.**

- o Proposed Corridor Staging:
 1. Central Corridor
 2. I-35W/South

Two additional corridors have attractive performance characteristics. These corridors should be considered for implementation either after Central and I-35W, or if neither Central nor I-35W can be started in the near future:

3. Minneapolis Northwest
4. Minneapolis Northeast

Remaining corridors will be reexamined in updating the regional 20-year plan.

- o Preserve right-of-way for corridors with identified potential for LRT.

FINANCING:

- o **Financing goal of a minimum of 30% federal funds, and a maximum of 70% RTB bonding authority (property tax) for the Central Corridor.** System upgrades such as tunnels could be provided by individual jurisdictions. Federal EIS/Alternative Analysis procedures to begin immediately.

GOVERNANCE:

- o **Final design and construction to be directed by Joint Powers Board as described in LRT Regional Coordination Plan.**

*Revised 10/30/91 to clarify intent of RTB Policy Committee.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101

REPORT OF THE ADMINISTRATION AND FINANCE COMMITTEE

At its meeting of November 12, 1991 the committee discussed and approved the following recommendations:

Financial Statements - September 1991

The Administration and Finance Committee recommends:

That the Regional Transit Board receive the September 1991 financial statements and direct that they be placed on file.

Anoka County Traveler 1991 Contract Amendment

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to amend the Anoka County Traveler 1990-1991 contract with Anoka County for an amount not to exceed \$683,000, an increase of \$33,000.

Approval of 1992 Provider Contract Services

That the Regional Transit Board:

Authorize the executive director to renew annual operating assistance contracts effective January 1, 1992 with the following transit service providers in amounts not to exceed those listed below.

Replacement (Opt-Out) Service

City of Maple Grove	\$658,680
Minnesota Valley Transit Authority	2,815,810
City of Plymouth	1,158,381
City of Shakopee	236,360
Southwest Metropolitan Transit Commission	1,352,623
	<hr/>
	\$6,221,854

Regular Route

North Suburban Lines	\$879,134
Valley Transit	110,117
	<hr/>
	\$989,251

County/Rural Special Transportation Services

Anoka County Traveler	\$458,824
Anoka Volunteer Program	23,708
Carver County	128,177
Dakota County Volunteer	14,432
DARTS (Dakota County)	431,437
Human Services, Inc. (Washington County)	234,069
Lakeville (Dakota)	30,513
Linwood Volunteer (Anoka)	17,792
Scott County	124,445
Senior Community Services	50,021
Senior Transportation Program	24,927
Westonka Rides	32,696
	<hr/>
	\$1,571,041

Small Urban Communities

City of Columbia Heights	\$63,615
City of Hastings (TRAC)	82,172
City of Hopkins	34,752
Northeast Suburban Transit (NEST)	111,434
St. Louis Park Emergency Program (STEP)	11,286
White Bear Area Transit	90,626
	<hr/>
	\$393,885

Grand Total, All Categories \$9,176,031

North Suburban Lines 1991 Contract Amendment

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to amend the North Suburban Lines 1991 contract (Contract No. 90/12/17-35) to an amount not to exceed \$891,694, an increase of \$57,940.

Southwest Metro 1991 Contract Amendment

The Administration and Finance Committee recommends:

That the Regional Transit Board authorize the executive director to amend the Southwest Metro 1991 contract (Contract No. 90/12/17-34) to an amount not to exceed \$1,347,227, an increase of \$386,977.

Jobseekers 1992 Contract

The Administration and Finance Committee recommends:

That the Regional Transit Board approve a Jobseekers Program budget of \$550,000 for calendar year 1992 to offer discounted convenience fares through participating agencies, an increase of \$50,000.

change

Other Business

The next meeting of the committee will be on Tuesday, November 19, 1991, for the purpose of continuing review of the 1992 budget.

Ruth Franklin
Chair

mff
11/13/91



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
ADMINISTRATION AND FINANCE COMMITTEE
Mears Park Centre Chambers
October 22, 1991**

MEMBERS PRESENT: Ruth Franklin, Chair; Doris Caranicas; Don Scheel; Sharon Feess

MEMBERS EXCUSED: Tom Workman

OTHERS PRESENT: Maryann Campo, Regional Transit Board; Leonard Oppenheimer, Metropolitan Transit Commission (MTC); John Yunker, Legislative Audit Commission; Greg Andrews, Judy Hollander, Howard Blin, Ed Kouneski, Mike Kuehn, Len Simich, Mary Fitzgerald, Regional Transit Board staff

APPROVAL OF THE AGENDA

Committee Chair Franklin called the meeting to order at 4:05 p.m. and roll was taken. Caranicas moved and Scheel seconded approval of the agenda. The motion was unanimously approved. This meeting is one of several that were scheduled to give the members an opportunity to thoroughly review the 1992 budget and work plan. No action is to be taken at this time.

REVIEW OF 1992 REGIONAL TRANSIT BOARD BUDGET

Kuehn reviewed Work Program 92-27, Community Relations.

Hollander reviewed the three major work activities of the Planning and Programs Work Program: Metro Mobility, transit service improvements and performance standards. The implementation of the Americans with Disabilities (ADA) regulations will affect all of the Metro Mobility provider contracts. At the request of MTC, staff would like to perform a comprehensive operations audit on the system. RTB staff is recommending that a management audit of MTC be performed as well. This is not to imply in any way that MTC is doing poor work, it is merely good management practice.

Blin reviewed the work programs 92-13, 92-11 and 92-23, Transit System Improvement and Implementation Planning, Rideshare and Travel Demand (TDM) Planning and Implementation, and Light Rail Transit Planning and Coordination.

Kouneski reviewed work programs 92-14, 92-26 and 92-10, Transit Programs Administration and Evaluation, Planning and Implementation of New Services, and Elderly and Disabled Transit Planning.

PRELIMINARY METROPOLITAN TRANSIT COMMISSION 1992 BUDGET PROPOSAL

Campo asked if the management study will include a study of the drivers: how their time is spent and how it should be better utilized. Kouneski said that can be addressed in the management audit in terms of what work rules are used and a study of labor productivity. Campo added that routes should also be considered and whether drivers' shifts are too long, or conversely, are they waiting too long between trips? Franklin asked if the Audit Advisory Committee will be involved. The RTB may have to schedule a Committee of the Whole meeting since MTC staff cannot speak for the MTC, which has not heard a formal presentation. She added that this area does not always realize how good the transit service is. Andrews said this kind of audit has been done before. In 1979 Peat Marwick and the Legislative Audit Commission performed audits. Formal recommendations from staff will be presented at the November 12 committee meeting for approval.

Referring to The \$1.25 million increase for MTC employee health insurance benefits, Franklin said she continues to believe that there must be some curtailment of those costs rather than continued curtailment of transit services.. MTC's benefits are superior to nearly any other employer and include full family health benefits after retirement and age 65. Feess concurred and did Scheel. He noted, however, that based on all the data he has seen, health care is the single issue that will most often precipitate a strike. Oppenheimer said the current MTC labor contract caps the employer contribution at \$330 per month and health care increases beyond that will be shared by the employee. For administrative employees there is a dollar cap of \$280.

Responding to Franklin's question on MTC budget review, Hollander said two days ago MTC responded to RTB's questions and that information will be presented to the committee on November 12.

Ulrich reviewed the capital programs, pages 38 and 39. Andrews discussed the cost of replacing the agency automobile. Feess said she does not support fleet-type cars. Mileage allowances are appropriate, but agencies of this type should not have vehicles. Andrews explained the need for daytime use of cars. Franklin asked that a study be prepared on the cost of owning and operating the car, including liability insurance and comparison with leasing a car.

Andrews reviewed the 1992 agency fund receipts and disbursements, page 40. In view of the reduced availability of federal assistance, more and more of the capital fleet will be funded from the property tax levy. Oppenheimer added that the cost of one bus is now over \$200,000 and is expected to rise five percent each year.

OTHER BUSINESS

Andrews said another committee meeting will be needed between November 12 and December 15. Franklin asked if members of the committee are in basic agreement with the budget. Scheel said he is still too unfamiliar with the whole issue, but would like more time to consider the MTC budget. Feess agreed, saying she wants answers to her questions. The chair directed staff to plan to present issues to the committee in time to respond.

There being no other business, Scheel moved and Caranicas seconded that the meeting be adjourned. The motion was unanimously approved and the meeting adjourned at 5:35 p.m.

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Administration and Finance Committee meeting of October 22, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 18th day of November 1991.



REGIONAL TRANSIT BOARD
Mears Park Centre, 230 East 5th Street
St. Paul, Minnesota 55101
612/229-2700

**Minutes of the Meeting of the
POLICY COMMITTEE
Mears Park Centre, Room A
October 28, 1991**

MEMBERS PRESENT: Sandra Hilary, Chair; Maryann Campo; Val M. Higgins; Ruby Hunt and Richard Wedell

OTHERS PRESENT: Michael J. Ehrlichmann, RTB Chair; Gregory Korstad and Michael Robertson, Legal Counsel; Jerry Hayes, Metropolitan Senior Federation; Kathy DeSpiegelaere, Ramsey County Regional Railroad Authority; Emil Brandt, Karen Lyons, Nacho Diaz, Metropolitan Council; Tom Weaver, Metropolitan Transit Commission; Chris Gran, Metro Mobility Administrative Center; Barry Stock; Mary Jo Nichols, Metropolitan Center for Independent Living; Tim Kirchoff, Anoka County Traveler; Peter Vanderpoel, Citizens League; Arnie Entzel, Amalgamated Transit Union; Gregory Andrews, Judy Hollander, Howard Blin, Stephanie Eiler, Garneth Peterson, Dan Murray and Mary Fitzgerald, Regional Transit Board Staff

Chair Hilary having been delayed by traffic problems, Wedell called the meeting to order at 4:15 p.m. Hunt moved and Higgins seconded approval of the agenda, changing the order of the business items. The motion was unanimously approved (Hilary and Campo not present).

FREE REGULAR ROUTE FARES FOR METRO MOBILITY RIDERS

Hollander reviewed the October 18, 1991 staff report by Cynthia Curry. Ehrlichmann asked why this program cannot be implemented until April 1992. Hollander said the date coincides with the implementation of revised certification criteria. Otherwise, a people with disabilities could get used to using Metro Mobility, lose their certification, and a month later be required to begin paying full fare for regular route service. The next shipment of accessible buses is later in the year and it is unlikely they could be on-line in April. Higgins added that the weather is a significant factor in assuring that the first experience on regular route accessible buses is a positive one. (Chair Hilary arrived.)

Jerry Hayes, City of Shorewood and Co-Chair of the Minnesota Senior Federation-Metro Region Transportation Committee, said this issue was taken to the delegation committee earlier in the day. He read the committee's motion opposing a permanent free bus ride program for Metro Mobility riders on accessible mainline buses. However, free, short-term programs of this type to gain riders would be acceptable. The action was endorsed by the delegate assembly. Their discussion focused on the word "free;" it has a connotation of "give-away" and "free lunch." The Senior Federation does not oppose saving money but there was concern about a backlash from regular riders in peak hours who are paying over one dollar while other passengers ride absolutely free. The federation suggested using a coupon or something of that nature that would tend to

camouflage it. He agreed that a spring or summer start date would be helpful because one bad experience may discourage people from using mainline service.

The federation committee also raised concerns because there are only two spots on each bus for wheelchairs. The majority of the riders will be people who only need to use the lift, but the limited space for wheelchairs may present difficulties from time to time. Ehrlichmann said staff has talked about the need to work out the disparity. There are other details to be resolved, but it is beneficial to RTB to induce people to use regular route service whenever they can. It should be studied along with the eligibility criteria.

Caranicas said she had not expected the rides would remain free permanently. It could be offered to people adjacent to newly accessible routes for a month or two, which would also be useful in evaluating the service. Hayes agreed, but said the staff report does not address that issue. Seniors are also interested in seeing the accessible bus system work. Wedell said the key issue is providing education and training for people interested in using the buses. Hayes said he is active at Courage Center and some people seem to be nervous about using the accessible bus for the first time. A guide on the first trip might be useful. Gran said the MTC has a strong interest in the free pass program and both MTC and MMAC will be involved in designing the program. They look forward to working with the board and staff in developing the program. Wedell moved and Higgins seconded:

That the Regional Transit Board endorse the concept of a free ride program on Metropolitan Transit Commission service for all certified Metro Mobility riders and direct staff to work with the Transit Accessibility Advisory Committee, the Metro Mobility Administrative Center, and the Metropolitan Transit Commission in developing the specifics of the program for presentation to the appropriate board committees in January 1992 and implementation in April 1992.

The motion was unanimously approved (Campo not present).

ANOKA COUNTY TRAVELER NEW SERVICE EVALUATION

Murray reviewed the staff evaluation of the service dated October 8, 1991. Ehrlichmann said this is a prototype of the kind of service we may be able to offer in other parts of the Metro Area as the funding situation eases. Hunt moved and Higgins seconded:

That the Regional Transit Board:

1. Accept the staff evaluation of the Anoka County Traveler project dated October 8, 1991; and
2. Incorporate the described changes into the 1992 Anoka County Traveler Management Plan.

The motion was unanimously approved (Campo not present).

LIGHT RAIL TRANSIT (LRT) JOINT POWERS AGREEMENT

Eiler reviewed the staff report of October 22, 1991 and Korstad reviewed the specific concerns of the agency, outlined in his letter of October 8, 1991, that must be resolved before joining the agreement. The problems may have to be reconciled with legislation. (Campo arrived.) Hilary suggested a meeting with other parties to the agreement in an attempt to identify a common solution. No action was taken.

LIGHT RAIL TRANSIT CORRIDOR REEVALUATION

Eiler reviewed the new materials distributed before the meeting comparing the light rail corridors using two different approaches; Downtown Minneapolis tunnel and surface alignment estimated costs, corridor travel times for transit with and without light rail transit, and timing constraints for each corridor. The recommendations will be forwarded to the Joint Light Rail Transit Advisory Committee, returned to the Policy Committee at a meeting on November 12, and presented to the board for action on November 18, 1991.

Ehrlichmann questioned the reliability of the modeling and asked if a factor of growth in the system was taken into account. Blin said population and employment projects account for most of the growth. Diaz said growth was not included unless there was a definite factor such as lower cost, greater frequency, improved quality of service, or something of that nature. Since these are 20-year projections, debate could be endless on questions such as how much fuel will cost. The margin of error could be as much as 10 to 20 percent because of the uncertainties; however, a panel of eight experts has agreed that the assumptions are reasonable.

Blin distributed the proposed recommendations that will be taken to the Joint Light Rail Transit Advisory Committee next week. In response to Hilary's remarks about the taking of homes, Blin said any of the options will require taking homes and the EIS process is analyzing it. In discussing the 35W corridor and the problem of crossing the river, Eiler said that if the corridor stops north of the river all the Park and Ride plans must be reexamined.

Blin reviewed the proposed method of financing. Hilary asked staff to research the size of bond sales for other public works projects. No action was taken on the recommendations.

FIVE-YEAR TRANSIT PLAN AMENDMENTS:

Hollander said right now the local bus ridership is dwindling at a rate of 10-percent each year and what we have been doing is not good enough any more. We need to look at the whole system because something else is happening that has not been addressed.

Hilary said it is very likely that declining ridership is linked to the fact that so many people are not going to work anymore. Scheel said there is a lot of movement of seniors from the core cities as well. Blin said there is a market for transit in the core area and efforts must be redirected toward dealing with that 90-percent of the system. Hilary said policymakers need to get a clear answer to the frequent comments that light rail transit will not be needed if we improve the bus system. Ehrlichmann said it is frustrating that the model cannot reflect the fact that people would rather take a train than a bus.

Barry Stock asked how paratransit performance standards will affect the Opt-Out systems. Blin said the same standards would apply to those systems. The difference is the source of funding.

Entzel said, with regard to the declining ridership, people today want the independence the private car affords them more than they did in the past. Security on the bus is becoming a significant problem that must be addressed and additional security will be expensive. A great deal of discussion has been generated by the increase in assaults on buses and riders are becoming concerned. The issue is generating a lot of discussion. He questioned whether suburban people would actually use the bus five times a week. Even though they may want to, they would actually use it about twice a week.

Scheel said there is a sense that there is also a social problem outside the core cities-- there are people who cannot drive or need to travel during the off-peak hours.

Wedell moved and Campo seconded:

1. That that Regional Transit Board approve the Metro Mobility Strategies planning direction as outlined in the staff report dated October 15, 1991 for submittal to the Metropolitan Council in response to their requests on the RTB Five-Year Transit Plan
2. That the Regional Transit Board amend the Five-Year Transit Plan to include the following:
 - a. Two paratransit service classifications: 1) community-based public paratransit services, and 2) specialized paratransit services.
 - b. A paratransit performance standard of a \$5.00 ceiling subsidy per passenger for community-based public paratransit services and a \$9.00 ceiling subsidy per passenger for specialized paratransit services beginning in 1993. These standards will be reviewed at each update of the Five-Year Transit Plan.
 - c. The paratransit service performance monitoring and evaluation process contained in the staff memorandum dated October 21, 1991.
3. That the Regional Transit Board amend the 1991-1995 Five-Year Transit Plan to include the service delivery priorities proposed in the staff memorandum dated October 21, 1991; and submit this amendment to the Metropolitan Council for approval.
4. That the Regional Transit Board amend the Five-Year Transit Plan to include the information included in the October 21 staff report regarding Local Bus Service Evaluation and that this be forwarded to the Metropolitan Council for approval.
5. That the Regional Transit Board transmit the Future Capital Bonding Needs as outlined in the staff report dated October 21, 1991 to the Metropolitan Council for approval.

OTHER BUSINESS

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

I hereby certify that the foregoing constitutes a true and accurate record of the Regional Transit Board's Policy Committee meeting of October 28, 1991.

Respectfully submitted,

Mary Fitzgerald
Secretary

Approved this 18th day of November-1991.

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789

DATE: November 15, 1991

TO: Chair and Members of the Board

FROM: Stephanie Eiler, AICP 
Senior Planner for LRT Development

SUBJECT: Review and Comment on Minneapolis Northeast Corridor LRT Preliminary Design Plans

SUMMARY

Anoka County Regional Railroad Authority (ACRRA) and Hennepin County Regional Railroad Authority (HCRRA) issued preliminary design plans for the Northeast Corridor light rail transit project in August, 1991. These plans reflect a ten percent completion level of preliminary engineering on the project. The Regional Transit Board's authority for LRT planning includes plan approval at the ten percent level of preliminary engineering, and again at the completion of final engineering plans (final design) on the project.

This memorandum represents staff and consultant comments on the preliminary design plans. Action is requested to approve these comments for transmittal to the Board, and subsequently to the two rail authorities.

BACKGROUND

The Northeast Corridor light rail transit project connects downtown Minneapolis and Northtown Shopping Center in the City of Blaine. The corridor is located in northeast Minneapolis and the cities of Columbia Heights, Fridley, Spring Lake Park, Hilltop and Blaine. The corridor service area also includes the cities of Coon Rapids and Anoka.

The Northeast Corridor LRT alignment (see map attached) extends from the north tunnel portal in downtown Minneapolis along Burlington Northern Railroad right-of-way to Central Avenue Northeast. The LRT route then follows the west side of Central Avenue, rejoining the BN right-of-way at Broadway. The LRT continues along the BN to Lowry, where it crosses behind the Peavey grain elevators and enters University Avenue Northeast right-of-way in the vicinity of 26 1/2 Avenue Northeast. North of 26 1/2 Avenue the alignment follows the east side of University to the Northtown Mall, where the terminal station is planned. North of 37th, the route is generally located between University on the west and a frontage road on the east.

Preliminary design for this corridor was preceded by environmental review, documented in the Draft Environmental Impact Statement issued by the two rail authorities in May 1991. The RTB transmitted its comments on that document to ACRRA and HCRRA on August 6, 1991. Among other comments, the RTB noted that while five stations were planned along a three-mile segment of the alignment between the northern edge of Minneapolis and the southern edge of Fridley, two or at most three stations would adequately serve the area.

The preliminary design plan package for the Northeast Corridor LRT project, the subject of this memorandum, includes two pieces: Preliminary Design Plans (11" x 14" engineering drawings), and the Preliminary Design Technical Memorandum (text description of the project).

In the absence of a registered professional engineer on staff, earlier this year the RTB contracted with Donald MacDonald, P.E., a rail transit engineering consultant with international expertise, to review the LRT corridor preliminary design plans. Mr. MacDonald has worked in a similar capacity for other transit properties including the MTC. Mr. MacDonald's comments are incorporated in this memorandum.

DISCUSSION

RTB staff and the consultant reviewed the preliminary design plans for the Northeast Corridor. The plans generally reflect sound design principles and practice for modern LRT systems. The alignment, station locations, design philosophy, design standards and performance criteria are compatible with the RTB's adopted LRT Regional Development and Financial Plan and Regional Coordination Plan.

Feeder bus plans for the Northeast Corridor were completed by the MTC, and conform to regional feeder bus planning guidelines developed jointly by the RTB and MTC. Generally, these guidelines state that feeder bus-to-rail travel time must be competitive with the automobile and that service should minimize transfers. As noted in the Technical Memorandum, the feeder bus plan will be updated and refined throughout the design process.

FINDINGS AND CONCLUSIONS

1. The Northeast Corridor Preliminary Design Plans are consistent with standard preliminary engineering in new North American light rail transit systems. The main purpose of preliminary engineering plans and designs for a new LRT system is to provide sufficient information for the preparation of the Draft and Final Environmental Impact Statements, to enable estimates of capital and operating costs to be determined, and to provide a sound basis for the next stages of design and engineering to proceed. The Northeast Corridor plans, together with the Technical Memorandum and the referenced LRT Coordination Plan, provide a good definition of the line and the LRT system's initial facilities.
2. State LRT legislation identifies the design activities to be completed at approximately the ten percent level, including station locations and ancillary station facilities. The Northeast Corridor plans fulfill legislative requirements, and describe the proposed integration of the bus system with the light rail line. The station patronage and access mode data given increases the reliability of the preliminary designs.
3. The plans are somewhat more thoroughly developed than a "10% level" of completion. Horizontal and vertical alignments, rights-of-way and station site requirements are clear; other traffic impacts have been covered and designs indicated; and bus connections have been described. Estimates appear to be well founded, and the next immediate tasks have been identified.
4. The plans incorporate engineering features which promote passenger access, including handicapped accessibility. The station design using direct, level station platform to car floor access assures the best accessibility to the light rail vehicles.

5. The plans were reviewed for design features which may negatively affect the future operations and maintenance of the system. The designs show high standards with respect to curvatures, grades and separation from other traffic on the alignment. These features will substantially benefit operations and maintenance of the line and the reliability of the service.
6. The plans were reviewed for engineering features which may negatively affect connections to other corridors/lines in the regional LRT Plan. The only track section not shown is that connecting to the north tunnel portal and the Northwest corridor. This segment should be checked to ensure that space and grades are adequate to make the connections. Beyond this consideration, the plans indicate appropriate clearances.
7. While normal winter snowfalls are not anticipated to pose a problem for the LRT system, consistent with the experience of other northern cities, snow should not be allowed to accumulate during heavy snowfalls. There is sufficient space, either between or outside the tracks, for temporary storage of any snow that may have to be cleared off the tracks using special equipment. At some point, snowstorm procedures will have to be considered during the preparation of operating emergency plans.
8. The Riverplace station is shown with a central platform configuration. This causes an increase in the width of the bridge over the east river channel as well as an increase in the width of the railway underpass below Main Street, compared to that required if side platforms were used and the tracks spaced more closely together. While this would take an extra elevator to access side platforms, it may still be more cost effective than the extra construction costs involved in the bridge and underpass, and should be considered.
9. Several crossovers between the tracks and a storage or "pocket" track should be located at strategic locations along this line. Pocket tracks permit "work around" occasions when maintenance or repairs may be needed, or when particular cars must be turned back or set out from a train.
10. Two or, at most, three stations would adequately serve the Columbia Heights segment of the corridor. The FEIS should reflect more cost-effective station spacing in this portion of the Northeast Corridor.

RECOMMENDATION

That the Regional Transit Board accept and transmit comments 1 through 10 on the Minneapolis Northeast Corridor Preliminary Design Plans to Anoka and Hennepin County Regional Railroad Authorities.

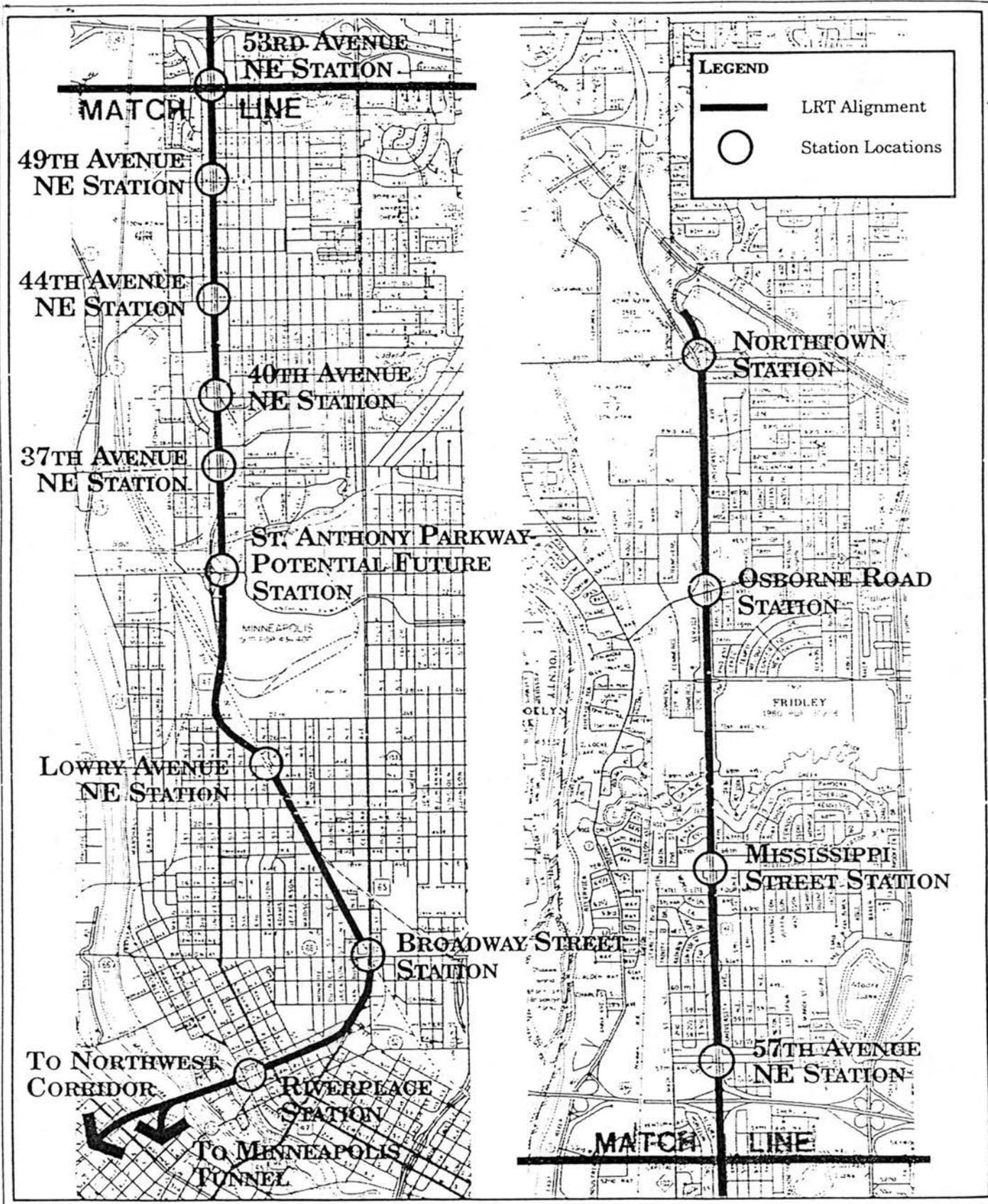


FIGURE 3

A C R R A - H C R R A
LRT SYSTEM
 Preliminary Design

**NORTHEAST
 CORRIDOR**



**NORTHEAST LRT
 CORRIDOR ALIGNMENT
 AND STATIONS**

REGIONAL TRANSIT BOARD

Mears Park Centre
230 East Fifth Street, St. Paul, Minnesota 55101
612/292-8789

DATE: November 15, 1991

TO: Chair and Members of the Regional Transit Board

FROM: Stephanie Eiler, AICP 
Senior Planner, LRT Development

SUBJECT: Public Comments on Northeast LRT Corridor Preliminary Design Plans

At last week's meeting, the Policy Committee requested information on how comments made at community meetings held on the Northeast Corridor LRT plans were being addressed.

Each city along the corridor held public meetings to solicit comments. The comments serve as input to the individual city, which then determines whether to approve or disapprove the preliminary design plans. If the city disapproves the plans, it must stipulate the changes necessary for approval.

In the case of northeast Minneapolis, the comments made at neighborhood meeting were incorporated into the Minneapolis Public Works Department staff recommendation to the City Council. The Council passed a resolution disapproving the preliminary design plans, incorporating the staff and neighborhood comments. As state LRT legislation requires, the resolution identifies the specific changes which, if adopted, would cause Minneapolis to withdraw its disapproval. The Minneapolis staff recommendation, City Council resolution, and a summary of neighborhood meeting comments, are attached.

It should be noted that, if a city disapproves the preliminary design plans, the proposing rail authority may refer the plans to the RTB. The RTB must then hold a hearing, and may conduct independent study on the plans. The RTB may mediate and attempt to resolve disagreements about the plans, and may recommend amended plans. By 1989 legislation, LRT construction cannot proceed unless the final design plans have been approved by the RTB.

attachments: Mpls Public Works Letter to City Council (staff recommendation)
Resolution of the City of Minneapolis
Appendix: Comments from Neighborhood Meeting Held
October 20, 1991

DEPARTMENT OF PUBLIC WORKS
203 City Hall
Minneapolis MN 55415-1390

(612) 873-2352

RICHARD L. STRAUB, P.E.
CITY ENGINEER - DIRECTOR OF PUBLIC WORKS

MARVIN A. HOSHAW, P.E.
DEPUTY CITY ENGINEER

J. M. BARBER, DIRECTOR, ADMINISTRATION
J. F. HAYEK, DIRECTOR, WATER WORKS
R. KANNANKUTTY, DIRECTOR, ENGR'G DESIGN
M. J. KROENING, DIRECTOR, GEN'L SERVICES
B. J. LOKKESMOE, DIRECTOR, OPERATIONS
A. E. MADISON, MANAGER, FINANCE
M. J. MONAHAN, DIRECTOR, TRAFFIC ENGR'G
T. B. SADLER, SUPERINTENDENT, EQUIPMENT
S. J. SKOKAN, MANAGER, PUBLIC WORKS BILLING

November 5, 1991

The Honorable Tony Scallon, Chair
Transportation and Public Works Committee
Room 307 City Hall
Minneapolis, MN 55415

Re: Northeast LRT Corridor
Preliminary Design Plans

Dear Council Member Scallon:

The purpose of this letter is to present the staff recommendation of the preliminary design plans for the Northeast Light Rail Transit (LRT) Corridor.

BACKGROUND

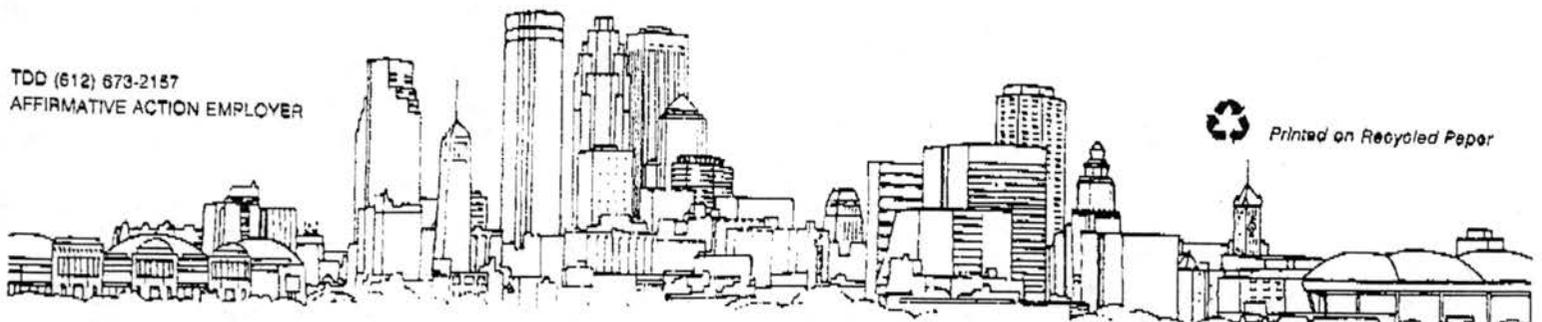
The Hennepin County Regional Rail Authority (HCRRRA) and the Anoka County Regional Rail Authority (ACRRA) have jointly developed the preliminary design plan for the Northeast LRT Corridor between the downtown Minneapolis tunnel portal and Northtown, located in Anoka County. These plans are consistent with the plans previously approved by the City Council between downtown Minneapolis and Anoka County during the Draft Environmental Impact Statement review. The preliminary design plans are prepared for the intended use of the existing railroad corridor crossing Nicollet Island and proceeding to Broadway and Central area, following the existing rail alignment to University Avenue proceeding to the city limits at 37th Avenue NE.



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AFFIRMATIVE ACTION EMPLOYER



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November 5, 1991

The alignment does not use the Hennepin Avenue Bridge which was rejected during the DEIS and preliminary design process due to a number of issues modeling possible roadway capacity, loss of business access, loss of on street parking along East Hennepin and 1st Avenue NE, and the cost to construct separate tunnel portals for the Northwest and Northeast Corridors.

Minnesota Statutes, Chapter 473.169 Sub 2 and Sub 3 require the Regional Rail Authorities to develop the preliminary design plans for LRT, submit them to the City and hold a public hearing. The plans were approved for distribution by the Hennepin County Regional Rail Authority and submitted to the City of Minneapolis on August 20, 1991. The HCRRA and ACRRA public hearings were held on September 24th and 26th respectively for this preliminary design. The law also provided that within 45 days after the hearing "The City, County or Town shall review and approve or disapprove the plans for the route to be located in the City, County or Town. A local unit of government that disapproves the plans shall describe the specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be approval unless an extension of time is agreed to by the City, County or Town and the proposer." The 45 day period expires on November 8, 1991.

As in previous corridors reviewed, the City Attorney has advised that the City Council must either approve the Preliminary Design Plans in their entirety or disapprove them and list the specific amendments that, if adopted, would cause the Council to withdraw its disapproval. Accordingly, the issue before the Council is whether the Northeast LRT Corridor Preliminary Design Plan in the City of Minneapolis should be approved as submitted or, if not, what specific amendments to the plan would cause the City to withdraw its disapproval.

There are various issues along the corridor that must be addressed by the rail authorities prior to final approval by the City of Minneapolis.

Issue #1 Corridor Design

Issue 1a. LRT alignment from downtown Minneapolis crossing Nicollet Island. The Preliminary Design Plans call for the LRT tracks to extend extremely close to existing properties located on the northerly side of Grove Street and the West Island area. The preliminary design should accommodate either a realignment of the LRT tracks and mainline tracks to the north, or accommodate relocation and of the affected properties. The definition of what properties should be relocated should be addressed after appropriate noise/vibration guidelines are established for all LRT construction. The design of all new or reconstructed bridge structures in this area should be compatible with the historic character of Nicollet Island.

November 5, 1991

It is recommended that grade separations of both East and West Island Avenue with the new LRT and railroad mainline tracks be reviewed and evaluated to mitigate the negative impact of at-grade crossings. The visual impact of overhead wires and catenary must be mitigated by careful design to be consistent with the historic nature of the area and the design must be reviewed by the City Planning Department, the Heritage Preservation Commission, Committee of Urban Environment, and Island residents. It is recommended that an LRT speed evaluation be conducted during the Preliminary Engineering phases relative to the appropriate maximum allowable LRT vehicle speed permitted in this segment and throughout the corridor and the effect on both commercial and residential properties from both noise and vibration.

1b. LRT alignment between the Riverplace Station and Broadway Station. The maximum allowable LRT vehicle speed in this area LRT should be reviewed relative to its impact on both residential and commercial properties located within this segment of the corridor.

The closure of 3rd Avenue Northeast at approximately 10th Street must be reconsidered and the possible connection of 3rd Avenue Northeast to Spring Street must be reviewed by the rail authority in cooperation with the Planning Department and the Department of Public Works. All residential structures to be acquired because of LRT construction should be replaced or relocated in the same general area to provide the replacement housing and appropriately locate the new structure to improve the neighborhood.

1c. LRT alignment between Broadway Station and Lowry Northeast Station The design calls for a considerable number of retaining walls. It is recommended that the final design plan be developed to mitigate as much of the barrier effect as possible caused by the walls by working with the Committee on Urban Environment, the City Planning Department and area residents to plan architectural and landscaping mitigation for this corridor. Wherever possible, relocate or rebuild acquired residential or commercial industrial structures to nearby contiguous sites for reoccupancy by displaced homeowners, businesses or renters, working with the Minneapolis Community Development Agency.

1d. LRT alignment between Lowry Northeast and St. Anthony Boulevard The barrier effect to this area should be mitigated like the previous corridor segment by producing effective mitigating measures through the design of architectural and landscaping treatment of the various retaining walls. Whenever possible, rebuild or relocate acquired residential or commercial industrial structures in nearby contiguous sites for re-occupancy by displaced homeowners, businesses or renters working with the MCDA to accomplish these objectives. The traffic signal located at 30th and University NE should be reconstructed and re-installed at 31st and University NE. During the preliminary engineering phase the potential reconstruction and realignment of University NE, including the replacement of the University Bridge over the railroad corridor must be considered.

1e. LRT alignment between St. Anthony Boulevard and 37th Northeast
The barrier effect of proposed retaining walls should be mitigated with the appropriate architectural and landscaping treatment. Vehicular and pedestrian access from University Av NE to the businesses in this area must be maintained; truck traffic must not be encouraged to pass by residential structures.

Issue 2. Design of Stations

The LRT stations as noted in the preliminary design are very preliminary and through the final design stage will require more extensive detail and input from the City of Minneapolis including the Planning Commission, Committee on Urban Environment and residents of the neighborhoods affected by the station location. The following are selected comments and recommendations for specific station locations within the Northeast LRT Corridor.

A. Riverplace Station. The station design plan developed during the preliminary engineering stage must provide for a shuttle bus circulator from the station to the Riverfront area to the east of the facility. The station must also provide for time-transfer of the existing MTC bus routes that serve the area, to further enhance the multi modal capabilities of this station facility. The station design should not preclude the development of the entire block as a joint development project with input from the City's Planning Department, Minneapolis Community Development Agency (MCDA), and the Public Works Department to appropriately develop the Riverplace Station.

B. Broadway Station. The Broadway Street Northeast Station requires additional investigation relative to its location and vehicular access including possible relocation to the northerly side of Broadway as well as its potential impact on the residential area. The station must be appropriately landscaped and screened so as to enhance rather than detract from the area.

C. Lowry Avenue Northeast Station. The Lowry Avenue Northeast Station location should also undergo additional investigation relative to its location with possible use of the land easterly of 5th St NE. The station should be designed as a fully functional, multi-level, handicap accessible station. The station should accommodate time-transfer bus operations and the MTC buses should be accommodated on Lowry Avenue Northeast for this facility.

D. St. Anthony Boulevard Station. The future schematic design for this station although not yet developed should be prepared and reviewed by the City as part of this preliminary design to assure constructability.

E. 37th Avenue Northeast Station. The design of this station as a center platform station with a major park and ride facility must be further enhanced during preliminary engineering to provide for not

November 5, 1991

only the station operation but for all necessary traffic movements at the intersection of 37th and University, including the ability of vehicles northbound on University Avenue making a right turn crossing trackage to access the park and ride facilities and provide access to area businesses from University AV NE via 35th Av NE.

RECOMMENDATION

It is recommended that all of the above referenced notes and recommendations be addressed by the Hennepin County and Anoka County Regional Rail Authorities and responded to by the City of Minneapolis and further refined during the Preliminary Engineering phase of design.

RECOMMENDATION SUMMARY

It is recommended that the Hennepin County and Anoka County Regional Rail Authorities respond to each of the above referenced points to the satisfaction of the City of Minneapolis through addendums to preliminary design and passage of the attached resolution.

Sincerely,

Richard L. Straub
City Engineer - Director of Public Works

By



Michael J. Monahan, Director
Transportation and Special Projects

MJM:el

Attach.

cc: B. Morgan
J. Daire
O. Byrum
P. Reichert
R. Straub
K. Stevens
Keith Ford

REFERRED TO (NAME OF) COMMITTEE:

DATE:

**RESOLUTION
of the
CITY OF
MINNEAPOLIS**

By _____ Scallon

Disapproving the Preliminary Design Plans for the Northeast LRT Transit (LRT) Corridor and listing the conditions that would cause the City to remove its disapproval.

Whereas, the Anoka County Regional Rail Authority (ACRRA) and the Hennepin County Regional Rail Authority (HCRRA) have worked hard to advance LRT planning in the Northeast Corridor and have cooperated well with the City in this work; and

Whereas, the ACRRA in cooperation with the HCRRA has prepared Preliminary Design Plans and an accompanying Technical Memorandum for the Northeast LRT Corridor and has submitted said Plans to the City for its approval or disapproval as required by State law; and

Whereas, the City Council has held a public hearing on these Preliminary Design Plans as required by State law and has received a staff report;

Now, Therefore, Be It Resolved by the City Council of the City of Minneapolis:

That it extends its appreciation to ACRRA and HCRRA for their efforts in preparing the Preliminary Design Plans for the Northeast LRT Corridor, for advancing this Corridor to its present status, and for its cooperation with the City of Minneapolis in the development of these plans.

That it disapproves the Preliminary Design Plans for the Northeast LRT Corridor as submitted to the city.

That the following conditions, if met, would cause the City to remove its disapproval,

- Provide a feasibility study showing a grade separation of LRT trackage with East and West Island Avenue. Also provide drawings showing how all new structures including bridges, catenary etc. will be compatible with the historic character of Nicollet Island.

- Assure that during preliminary engineering a study will be conducted to establish the appropriate LRT speed for all segments of the Corridor.
- Accommodate all residential structures to be acquired because of LRT construction to be relocated/replaced in the same general area.
- Provide in the plans for a roadway connection between 3rd Av NE and Spring St NE.
- That the station locations at Riverplace, Broadway, Lowry, St Anthony, and 37th Av NE be further refined including location analysis to satisfy the City and community needs.
- Acknowledge on the plan sheets and in the text of the Technical Memorandum the City's desire for the need to mitigate the negative effects of the retaining walls through architectural and landscaping mitigations.
- Agreement by the ACRRRA and HCRRA to formally submit the Preliminary Engineering Design Plans to the City for its approval or disapproval in the same manner as required for Preliminary Design Plans in Minnesota Statutes, Chapter 473.169 Sub 2 and 3.
- Development of a satisfactory community involvement process that involves the community and the City including but not limited to Public Works, Planning Department, MCDA, Park Board, Heritage Preservation, and Committee on Urban Environment in the development of Preliminary Engineering Design Plans.

Be It Further Resolved that the City Engineer be directed to forward a certified copy of this Resolution to the Chairs of the ACRRRA and the HCRRA with an expression of appreciation to both agencies for their efforts in developing LRT in the Northeast Corridor to this point.

RECORD OF COUNCIL VOTE (INDICATES VOTE)													
COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN	COUNCIL MEMBER	AYE	NAY	NOT VOTING	ABSENT	VOTE TO OVERRIDE	VOTE TO SUSTAIN
Dziedzic							Scallon						
Campbell							Niemiec						
Hilary							Cramer						
Rainville							Schulstad						
Cherryhomes							Johnson						
Coyle							President						
Scott							Sayles Belton						

PASSED _____ DATE _____ APPROVED — NOT APPROVED — VETOED _____ DATE _____

 PRESIDENT OF COUNCIL _____ MAYOR

ATTEST _____
 CITY CLERK

APPENDIX

Comments from Neighborhood Meeting held October 30, 1991

- A resident requested that Park and Ride within the City be reviewed. Concern for the ability to control commuter parking on residential streets.
- The amount of pollution raised by LRT was discussed; should be documented if possible.
- Concern for the residential property "Teamster Manor" and the closeness of the LRT to the new buildings.
- Soil conditions was raised by one resident.
- A question of why LRT does not follow the existing R.R. alignment rather than cut thru the neighborhood was raised concerning the LRT route along Central near the proposed Broadway station.
- Expense of station with only a few walk in customers.
- Station locations were questioned; at Riverplace, Broadway and at Lowry Avenue NE.

- Electric Wire Company desire to remain at present location.
- Closeness of homes to LRT was raised as a neighborhood concern.
- What is the maintenance cost/mile vs maintenance cost of 8 lane freeway.
- Reasons for LRT were discussed
 - Congestion
 - Why not improve bus system as alternative to building LRT?
- Why was public hearing scheduled in day rather than night?