

**METROPOLITAN COUNCIL**  
Office of Transportation and Transit  
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**T**RANSPORTATION **A**CCESSIBILITY **A**DVISORY **C**OMMITTEE **M**EETING  
Wednesday, November 2, 2011

**1. Call to Order**

At 12:35 p.m. the meeting was called to order by Chair Ron Biss. **Public present:** Rozanne Severance. **Council staff present:** Pam Steffen and Mark Fuhrman, from Metro Transit, Robin Kaufman from Central Corridor, David Russell, Paul Colton, and Alison Coleman.

**Members Present:** Ron Biss, Kim Kang, James Williams, Wayne Wittman, Bruce Lattu, Heidi Myhre, Jerolyn Pofahl, John Lund, Chad McGuire, Diogo Reiss, and Willie Daniels.

**Members Absent:** John Schatzlein. **Members excused:** Christian Knights, Margot Imdieke Cross, Darrell Paulsen and Nichole Villavicencio.

**2. Approval of the Agenda**

Lattu moved to approve the agenda. Daniels seconded the motion. The motion carried.

**3. Approval of October 5, 2011 Minutes**

Lund moved to approve the minutes. Williams seconded the motion. The motion carried.

**The recording tape did not record the meeting. The following are notes from the powerpoint presentations.**

**4. South West Light Rail Transit Overview**

Mark Fuhrman spoke to the TAAC committee. The Southwest Light Rail Transit is an important link in the regional transit network. The Regional Transit System includes transitways and a bus network. It runs for 15 miles. It has 17 new stations. It should have 29,660 passengers per weekday in 2030.

It is building on the Hiawatha LRT success. The Hiawatha exceeded expectations. The average weekday ridership in August 2011 was 35,069 passengers. It exceeds year 2020 projections. Forty percent of riders are new transit users. It has an outstanding safety record. Supporting development within a walk of Hiawatha LRT stations between years 2000 and 2010 is 8,100 new housing units.

There are accessible ticket vending machines and wheel chair accessible spaces on the LRT. The gap between the train and the platform has been minimized to make it more accessible to wheelchairs.

The completed steps:

Alternatives analysis conducted	2005 – 2009
Locally preferred alternative selected	Nov. 4, 2009
Transportation Policy Plan amended to add LPA	May 26, 2010
Council requested entry into Preliminary Eng.	Aug. 31, 2010
Federal Transit Adm. Approved entry into PE	Sept. 2, 2011

Anticipated Schedule:

Preliminary Engineering	2011 – 2013
Final Design	2013 – 2014
Construction	2014 – 2017
Revenue Operations	2018

Preliminary Engineering:

Steps required in the Preliminary Engineering phase of the project

- Procure engineering services contractor
- Procure environmental services contractor
- Establish a project office
- Complete 30 percent of the design
- Complete final environmental impact statement
- Secure municipal consent from five cities
- Provide opportunities for public input and involvement
- Create a Met Council Citizens Advisory Committee
- FTA identified issues to resolve in PE
  - Operations and maintenance facility scope
  - Safety features for street-grade crossing with freight rail
  - Impacts of relocating Twin Cities & Western freight rail
  - Reconfiguration of Canadian Pacific Railroad freight rail
  - Interchange impacts on design, cost and operations
  - Revenue service date
  - Third party coordination plan
  - Project funding commitments

Community Concerns:

- Pre-Preliminary engineering community concerns identified
  - Station placement and design
  - Accessibility
  - Traffic signals and intersections
  - Construction impacts mitigation
  - Parking

**5. Central Corridor LRT – Construction Progress Update**

Robin Caufman spoke to the TAAC committee. The construction complete through September 30, 2011 is 32 percent. Robin showed pictures of some of the construction in various stages of development.

**6. Metro Mobility Service and Budget Update**

Paul Colton spoke to the TAAC committee. Colton was originally to provide a “Metro Mobility Service and Budget Update”. However, with a variety of unknowns regarding the overall transportation budget prior to year end 2011. It would be premature to begin discussions regarding any budget issues for 2012. Colton did state that there are some potential issues on the horizon due to major increases in ridership. An update on this issue will be presented to TAAC in the first quarter of 2012.

Paul took the opportunity to provide an update on the Metro Mobility fleet. In his discussion he talked about all future bus purchases including armrests on the seats. He also stated that Metro Mobility was in discussions with the bus vendor to determine what options might be available on adding armrests to the

buses that do not have them and what the cost and financial feasibility was to correct this issue. Staff also discussed the features of upcoming orders. A handout was provided of the vehicle options to facilitate the discussion pertaining to the upcoming bus order. Some items of note include moving some of the vertical grab rails in the front of the bus for improved safety to ambulatory passenger, new flooring that is skid resistant due to an abrasive material built into the flooring, as well as grab rails integrated into the design. TAAC members had several questions which were answered by staff.

**7. Member Comment**

None.

**8. Public Comment**

None.

**9. Adjourn**

The meeting adjourned at 2:12 p.m.