

District Councils Collaborative of Saint Paul and Minneapolis
 Central Corridor Resource Center (old Lexington Library)
 1080 University Ave W, St Paul

Wednesday, November, 2007
Minutes of the Governing Council Meeting

Acting Chair: Frank Schweigert filling in for Anne White
 Acting Secretary: Phil Anderson filling in for Frank Schweigert

Roll call:

Member Organizations	Representatives	Present and Voting
District Council 6 (North End, South Como)	None	
District Council 7 (Frogtown)	Karen Inman	Present
District Council 8 (Summit-University)	Steve Wilson	Absent
District Council 10 (Midway-Como)	Sehoya Cotner	Absent
District Council 11 (Hamline-Midway)	Frank Schweigert	Present
District Council 12 (St. Anthony Park)	Amy Sparks	Absent
District Council 13 (Merriam Park, Snell-Ham, Lex-Ham)	Anne White	Absent
District Council 14 (Macalester-Groveland Community Council)	Joel Clemmer	Present
District Council 16 (Summit Hill Association)	Melissa Sutherland	Present
District Council 17 (Capitol River)	Bob Spaulding	Present
PPERRIA (Prospect Park-East River Road Improvement Assoc.)	Phil Anderson	Present
SECIA (Southeast Como Improvement Association)	Lynn Anderson	Present
Marcy-Holmes	Doug Carlson	Present
Cedar Riverside-West Bank Coalition	Rosemary Knutson	Absent
University of Minnesota Area Community	Ron Lischeid	Present
	Alternates	
District Council 6 (North End, South Como)	None	
District Council 7 (Frogtown)		
District Council 8 (Summit-University)	Tim Jorissen	Present and Voting
District Council 10 (Midway-Como)	Marcy Micek	Present and Voting
District Council 11 (Hamline-Midway)	Mike Dean	Absent
District Council 12 (St. Anthony Park)		
District Council 13 (Snell-Ham, Lex-Ham, Merriam Park)	Sheila Sahu	Present and Voting
District Council 16 (Summit Hill Association)		
District Council 17 (Capitol River)	Kim Hyers	Absent
PPERRIA (Prospect Park-East River Road Improvement Association)	Susan Larson-Fleming	Absent
SECIA (Southeast Como Improvement Association)	Lisa Hassebrock	Absent
Marcy-Holmes		
Cedar Riverside (West Bank Community Coalition)	Xan Cassiel	Absent
University of Minnesota Area Community		

DECISIONS and ACTIONS

1. The meeting was called to order at 7:15 p.m. The acting secretary called the roll and announced a quorum with 12 member organizations represented. Bob Spaulding noted that he will be the representative for District 17 and Kim Hyers will be the alternate. Tim Jorissen is the alternate for D8. Marcy Micek is the alternate for D10.
2. Welcomed new alternate Marcy Micek (D10, Midway-Como) and visitors, Mike Madden, Linda Winsor (University UNITED) and Ray _____.
3. Mike Madden brought submitted to the Governing Council his proposal to re-align the downtown Saint Paul segment to Robert Street. The advantage of this alignment is fewer curves, which would be faster, thereby creating a greater opportunity to add stations at Western, Victoria, and Hamline. He also encouraged consideration of a station at Cleveland, which would fill the mile gap between Fairview and Raymond.
4. Approved the agenda, with the addition of University UNITED's resolution as Item 8.5.
5. Approved the October minutes (unanimous).
6. Additional Stations Resolution: The DCC strongly endorses stations at Western, Victoria, and Hamline Avenues and will utilize all available resources to advocate for this position. Jorissen/Carlson moved. Motion passed; 11 in support and 1 (Inman, D7) opposed.
7. Additional Stations Advocacy Action: Carol Swenson, community liaison, instructed to contact Senator Klobuchar, Senator Coleman, Representative McCollum, Representative Oberstar, and Representative Ellison and seek their endorsement of DCC comments to the US DOT on the FTA's proposed rules for the New Starts program and the weight given to the CEI as part of this process. Jorissen/Carlson moved. Motion carried unanimously. Swenson was asked to report on progress in a week.
8. Acceptance of Bailey's Report: Jorissen/Carlson moved that the DCC accept Bailey's research report. The motion carried unanimously. Sahu recommended that the research executive summary be sent to all member district councils.
9. University UNITED Resolution Regarding St. Paul Central Corridor Implementation Coordinator: Winsor present a letter and draft resolution proposing that the Mayor of St. Paul designate someone to coordinate implementation of St. Paul's Central Corridor Development Strategy. Carlson/Inman moved that the DCC support the letter and the resolution. The motion carried with 11 in favor and 1 abstention.

REPORTS and DISCUSSION

Additional Stations Research — Mary Kay Bailey

Bailey researched the relationship between station location and ridership and to apply her findings to the neighborhoods between Snelling Avenue and Rice Street. She presented her final research report to the DCC at this meeting. In general, Bailey found that these neighborhoods are characterized by many of the factors that contribute to higher transit ridership—relatively high densities, a high percentage of renters, lower vehicle ownership rates, lower household incomes and a large number of travel trips that both begin and end within the corridor. Among other key findings were that adding Stations at Western, Victoria, and Hamline Avenues—or stations spaced every ½ mile—would:

- 1) be more consistent with station-spacing practices in other municipalities.
- 2) be more consistent with the corridor's character as a local corridor as opposed to a commuter corridor.
- 3) tap high ridership potential in the corridor given socio-economic and geographic characteristics.
- 4) provide transportation service equity. The LRT is a major public investment, largely justified by the economic, demographic, and geographic characteristics of these neighborhoods, yet with current 1-mile spacing, access for these very residents is substantially limited.
- 5) create more opportunities for future economic development.
- 6) strengthen the goals and objectives of the Central Corridor LRT Project.

The Cost Effectiveness Index (CEI) rating, a criterion used by the Federal Transit Administration (FTA) to advance projects into a full-funding agreement, is a significant challenge because adding more stations could increase travel time between downtown Saint Paul and Minneapolis, thus increasing the

CEI. Bailey's research suggests, however, that one option for addressing this obstacle is to make the argument to the FTA that the Central Corridor serves special markets whose ridership is forecasted more accurately by "off-model" transportation tools. Such direct ridership models are more sensitive to land use and socio-economic demographics near stations and to neighborhood-scale spacing of stations. Such modeling may yield ridership forecasts greater than currently projected by the regional transportation model, thus increases in travel time could be offset by increases in ridership. She also noted that Congress is pressing the FTA to reconsider the weight given the CEI as it goes through its New Starts Rulemaking process. There may be an opportunity to secure support from our Congressional delegation to work with the FTA on this issue.

Discussion

- CEI is a serious challenge that must be addressed as part of the discussion.
 - Grassroots organizing could be key; much of this could be done through the internet. (Mike Dean has experience with this strategy.)
 - D7 is very dependent on 16A for daily transit service. Currently, D7 does not support additional stations because they believe it will result in further reduction of 16A service.
 - If these stations can be built now, maybe they could be roughed-in or it may be possible to add these stations now and rough-in others.
 - Should member district councils be asked to pass resolutions in support of these additional stations?
 - Is the business community in this area interested in additional stations? They may be a source of additional support.
 - It will be necessary to work with elected officials and enlist their help in tackling the CEI.
 - It might be good to develop a small information pamphlet to hand out on the 16A.
 - It is important to look at other information in addition to ridership, such as point-to-point travel time along the corridor.
10. The next Governing Council meeting will be Wednesday, December 12, 7:00 to 9:00 PM at the CCRC.
 11. Evaluation: generally positive comments—sense of moving forward and taking positive action; request to allow time for Washington Avenue alignment discussion;
 12. Adjournment at approximately 9:15 PM.

Notes taken by Phil Anderson and Carol Swenson.
Minutes prepared by Carol Swenson.