

MEETING MINUTES

MAIN STREET MULTI-MODAL ACCESS AND REVITALIZATION PROJECT

ADVISORY COMMITTEE MEETING NO. 8

DATE: May 10, 2006

TIME: 12:00 PM

LOCATION: Buffalo Place Conference Room

ATTENDEES: See attached sign-in sheet

ATTACHMENTS: Meeting Sign In Sheet

An agenda was distributed to all attendees. The primary topics include schedule, finalizing station design concepts, streetscape design and public information meeting planning. Keith Belanger updated the committee regarding adding a member to the advisory committee. Mr. Neal Radice will be representing the Theater District block at the Advisory Committee. The following is a summary of issues discussed:

Station Design Concepts

Jeff Albert provided the updated station platform design based on the input from the public and previous meetings. Jeff Albert presented an updated plan and roof sections for the station concept designs and described various materials that can be used for the station design. The presentation included the following:

- Plan updates a more enclosed structure for weather protection, a 4 foot offset from the curb line to the lower station wall, benches moved along the ramp face with ticket machines adjacent to the seating area and the ramp landing is incorporated into the raised platform limits.
- Three roof profile concepts were presented:
 - Curved roof
 - Vaulted roof
 - Peaked roof
 - The asymmetric curved roof was the most preferred design. John Bidell stated that at this time the design is in preliminary stages (concept only) and therefore the choice materials and the roof design should be narrowed down and not finalize at this time. The consensus was to remove the round roof design from further consideration. The choice for materials for the station will be studied further based on life and cost of the materials. Keith Belanger stated that the Advisory Committee is concerned about the cost and wants the project to move forward.

Recommended Action:

The asymmetric curve design should be used for the 3D traffic model.

Streetscape Design

Kim Mathews and Greg Leonard presented a powerpoint of the streetscape design concept for 5 of the blocks that cover the various conditions encountered. A summary of the items presented and comments received include:

- An introduction to the design approach included districts, typology, materials, amenities, general layout, rendered concepts, diagram of pedestrian volumes and special event areas.
- Diagrams conveying clear zones (6 ft.) for snow removal and pedestrians (10 ft.) along with amenity zones were presented.
- A diagram to convey the typical tree planting scenarios, which included raised planters, at grade planters and grade level plantings. Example photos for a planting area from Michigan Avenue in Chicago were shown. Keith Belanger stated that large planters cause problems during snow removal. Kim Mathews stated that raised planters will only be used in areas where there is insufficient planting depth available.
- A diagram was presented which showed the various sidewalk widths in station and parking zones as well as the portal area and 700 block. Keith Belanger brought up the issue of the three car/four car design. The Advisory Committee is of the opinion that the design should be based on a three car length. Walt Zmuda stated that four cars are required during special events and reducing the design to a three car would require the NFTA to operate more trains during special events. Keith Belanger stated that providing more parking spaces in some blocks is critical to the project. Bonnie Lockwood stated that the main objective of the project is to bring back cars on Main Street. Donna Gonsler suggested that the station platform could be designed for 3 1/3 cars. Keith Belanger stated that the four car option can always be added later if required. Walt Zmuda stated that going to a three car design would affect the EA.
- Steve Fitzmaurice was concerned about the wind effects at HSBC. Kim Mathews stated that the design team is studying the options for minimizing the wind effects at HSBC.
- Steve Carmina stated that there should be a uniform code to provide use of sidewalk (such as outdoor café etc.) by various establishments along Main Street. Walt Zmuda stated that the benefit of three car versus the parking spaces gained should be studied further.
- Keith Belanger provided the detail of the meeting with the 700 block representatives. The block representative would like to see an island at each end of the 700 block. A new concept for the raised median and a break in the median for cross street access will be designed to be presented to the committee members.

Recommended Action:

Station platform design shall be based on a 3 1/3 train car length.

Raised median at each end of the 700 block section.

Project Costs/EA Status/Bass Pro

- John Bidell provided the cost estimates for the project based on the Draft Final EA which addresses FTA comments and was submitted to the FTA on Wednesday April 19th.
- Debra Chernoff stated that there are items in the cost estimate that were not addressed during the initial estimate. The project costs increase conveyed in the EA as it went from \$53 M in 2003 dollars to \$75 M and that the cost was in today's dollars which is reflective of a number of issues including escalation, phasing, crossovers, catenary pole relocations among other issues including inflation.

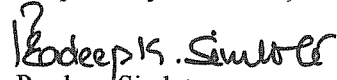
- Steve Carmina enquired about the phasing of the project. John Bidell stated that the project shall be completed in two phases as presented in the EA. The first phase will comprise of a section between Goodell Street and Chippewa Street and a section between Scott Street and Exchange Street. The second phase will be section between Chippewa Street and Exchange Street. And the third phase if required will be incidental changes to trackwork south of Scott Street.
- John Bidell stated that the Bass Pro project does not follow the concept of the cars sharing the trackbed. The Bass Pro plan has separate travel lanes for cars on either side of the tracks. John Bidell stated that the concept for separate lanes will have parking lanes and have stations in the middle with approximately 15 foot sidewalks on either side. Kim Mathews stated that this option would not provide the streetscape as being designed for Cars Sharing Main Street. John Bidell stated that the south bound trackbed would remain in place and the modifications will be done with relocating the northbound trackbed.
- Bill Jones had concerns regarding the relocation of the utilities for the separate lane option and that the utility relocation would be a major expense.
- It was a general consensus that the issues related to Bass Pro should be resolved with the appropriate agencies.

These Meeting Minutes represent our understanding of the items discussed and/or agreed upon during this meeting. Any additions, corrections, or revisions by those present shall be directed (in writing) to the undersigned within (5) days of receipt of these Minutes or they will be considered accurate and complete.

cc: Attendees

Chuck Rosenaw
Paul Murphy
Sue Sweet

Respectfully Submitted,


Pradeep Simlote
DiDonato Associates