From: Harwood, James <James.Harwood@[redacted]>
Sent: Monday, April 20, 2015 10:33 AM
To: Lamb, Brian
Cc: Porter, Marilyn; Jones, Pat
Subject: RE: Ped Bridge - CM Dorfman phone call

Brian:

Per your request, here's a detailed summary of my full conversation with CM Dorfman.

She first asked how high the bridge was in an effort to understand how many steps one would have to climb. I stated it is approximately 15'-16' on the east end and 19-20' on the west end.

She then asked about the length of the bridge. I stated it was approximately 400'.

She then asked for confirmation that people taking southbound blue line or east bound green line service would not be required to use the bridge as they could just cross Chicago Ave to get to the existing platform. I confirmed this is correct.

She asked who the bridge "served". I stated that it serves the light rail customers both attending events at the stadium and those taking LRT from other areas during events as it allows trains to continue to move safely and timely through the station and intersection with this improvement. I stated it also serves any stadium event attendee that needs to ultimately cross the tracks to reach their final destination be it LRT platform, parking spot, or other.

She stated she went out to the site and looked around. She asked about the width of the crossing at 4th and Chicago in relation to other crossings. In her opinion it was similar to other crossings in downtown (like near Government Center) where you have approximately 60 seconds to get through during the walk signal phase of the street intersection. I responded that 4th and Chicago is a larger crossing because the tracks move through the intersection at an angle and the streets are closed to vehicles during events which doesn't funnel people to the pedestrian crosswalks. I also reminded her that the number of trains will more than double from what was already a difficult situation to manage with only Blue line after events. I stated this will now be incredibly more challenging and present significant safety concerns based upon the frequency of trains and expected pedestrian movements of those that need to cross the LRT.

She stated that she had received calls from MSFA members and they've stressed this is a necessary safety improvement for transit for all events at the Stadium. She mentioned that Ted stated this would be necessary if the Stadium wasn't located there based upon the frequency of trains and the growing number of people in the area. She added that Ted mentioned it was "incredible that no one has been killed to date" given the LRT crossing situation.

She asked about why this project is just now coming before the Council so late in the process. I stated that an information regarding the bridge was presented as an information item to the TC back in August of 2014 and several CM's had concerns at that time that we've worked to address.

She asked about the execution of the contract with EVS in January and why that wasn't brought to Council for approval. I stated it fell under a signature authority that did not require that contract it to be heard and approved by the Council.

She ended the conversation with a statement that said unlike her fellow Council Members, she is having a hard time seeing the need for this bridge outside of the question of who funds it. That we'd be better served spending the money on additional police and other resources to staff during large events to