



## METROPOLITAN COUNCIL

METRO Blue Line Extension Corridor Management Committee

October 1, 2015

Brooklyn Park Community Activity Center

5600 85<sup>th</sup> Avenue North

Brooklyn Park, MN 55443

**Committee Members Present:** Chair Adam Duininck, Lona Schreiber, Scott Schulte, Mike Opat, Meg Forney, ~~Jeffrey Lunde~~, ~~Jim Adams~~, Andy Snope, ~~Betsy Hodges~~, Marika Pfefferkorn, ~~Shaun Pearce~~, ~~Scott McBride~~, George Selman, Barbara Johnson, Gary Cunningham, Aasim Shabazz, Peter Wagenius, Denise Butler, Rich Gates, Denny Walsh

### 1. Call to Order:

Chair Adam Duininck called the October 1, 2015 meeting to order at 1:05 pm.

### 2. Approval of September 10, 2015 Minutes

Commissioner Selman moved to approve minutes; seconded by Commissioner Snope. September 10, 2015 meeting minutes were approved.

### 3. Blue Line Coalition Overview

Aasim Shabazz, Co-Chair of the Blue Line Coalition is providing an informational presentation of the organization today.

- The coalition was formed in 2013 and is comprised of the following 16 organizations:
  1. African American Leadership Forum (AALF)
  2. African Career, Education and Resources, Inc (ACER)
  3. Alliance for Metropolitan Stability (AMS)
  4. Asian Economic Development Assn (AEDA)
  5. Asian Media Access (AMA)
  6. CAPI USA
  7. City of Lakes Community Land Trust (CLCLT)
  8. Harrison Neighborhood Assn (HNA)
  9. Heritage Park Neighborhood Assn (HPNA)
  10. Lao Assistance Center of MN (LACM)
  11. Masjid An-Nur (MAN)
  12. MICAH
  13. Northside Residents Redevelopment Council (NRRC)
  14. Nexus Community Partners
  15. Project Sweetie Pie
  16. Urban Small Business Alliance (USBA)
- The mission of the Blue Line Coalition is to build community based power to advance local and regional equity and community health by securing community benefits, changing policies and systems to

support the creation and wealth and well-being of historic communities of color. This includes workforce development as well.

- Guiding principles include first, do no harm. Work as a strong community voice. Work to secure equitable outcomes through shared leadership, shared values and shared responsibilities. Engage in cultural sharing and building mutual understanding. Committed to leadership development, community building and organizing.
- Shauen Pearce represents Minneapolis. Marika Pfefferkorn represents Brooklyn Park. Denise Butler also represents the suburbs. As committee members, they have the opportunity to help with design and make sure the needs of the community are being addressed.
- Commissioner Selman wanted to reiterate the important work the Coalition provides. He stated his past and current experience working with the organization and complimented Mr. Shabazz on the mission of the Blue Line Coalition.
- Dan Soler also stated he appreciates the community involvement and feedback on the project, and the importance of getting that information during the planning process.

#### **4. Project Ridership Update**

Dan Soler presented on Ridership:

- Ridership forecasts are calculated by the regional Model to estimate future year, daily, weekly trips on the Blue Line Extension.
- The Regional Model is a four-step Model that includes mathematical equations that simulate travel behavior.
- The Regional Model:
  1. Supports Met Council's Thrive 2040 Plan, using forecasted population, employment and household data (cities provide direction on how growth gets distributed throughout their cities).
  2. Complies with Federal Transit Administration (FTA) Requirements
  3. Part of New Starts Process to help calculate the project justification criteria
  4. Regional Model methodology is supported by the FTA (used on Hiawatha, Blue Line, Central Corridor projects)

Regional Model assumptions:

- LRT service assumptions
- Current fare structure and hours of service
- Feeder bus network
- 10 minute frequency of service
- 31 minutes from Target Field to Oak Grove Parkway Station (estimate)
- Current downtown Minneapolis parking rates reviewed

- Transitways included in the Council's 2040 Transportation Policy Plan (TPP)
- Existing transitways: Blue, Green, Red Lines, Northstar
- Transitway Expansion: Red Line stage 2, Orange Line, Green Line Extension, Gold Line, Snelling BRT, Penn BRT, Chicago-Emerson-Fremont BRT.
  
- What has changed since DEIS
  1. Frequency of service change (from 7.5 to 10 minutes)
  2. End to End running time increase
  3. Station added at Plymouth (not part of original DEIS)
  4. Update development assumptions (to 2040 Thrive)
  5. Added Penn BRT (C Line)
  6. Updates to model/validation and feeder bus assumptions
  7. Park and Ride capacity constraints

Dan Soler stated that development flattened a bit (going from 2030 to 2040). Need to fine tune feeder buses/model with as many known factors as possible.

- Current ridership estimate is 27,000 rides per day as a model, with or without parking spaces at the Golden Valley site (slide 13).
- Robbinsdale has a high number of bus connections that adds to 3500 daily ridership; North Hennepin College also has a high ridership.
- 10,400 rides are generated outside the Blue Line and riders switch to Blue Line for the remainder of the trip.

**Commissioner Marika Pfefferkorn** asked for distinction as to how the Bus BRT affects LRT ridership. Dan Soler clarified that the choice of one over the other depends on where you are headed. Some BRT routes would fill the need over LRT, and in that respect would reduce LRT ridership. Feeder buses run between stations.

**Commissioner Gary Cunningham** asked why the inner-city numbers for ridership are low but they typically use service more. Dan Soler responded that some are already using local bus service already; are transit-dependent already. Dan provided examples of ridership models both inner-city and further out in suburbs; and utilization models.

**Commissioner Peter Wagenius** stated that 25-30% of the population is transit dependent.

**Commissioner Gary Cunningham** voiced his concern that higher ridership is not reflected in the model (under-representing low income communities). Dan Soler referred to the Green Line model example of three stations and

the forecast vs. reality on that project. Ridership surpasses forecast. Ridership is just one factor in the model.

**Chair Duininck** asked where the model (27,000 riders per day) puts us in Federal scoring. Dan Soler explained we can't add numbers that aren't there; we are currently at medium status.

## 5. **TI #4-Golden Valley Road and Plymouth Avenue Stations**

- Alicia Vap presented station updates on DEIS status.
  1. Both stations are included within DEIS, only Golden Valley Road Station is part of the DEIS cost estimate.
  2. Engineering analysis and Environmental review conducted for both stations that included floodplains, wetlands and noise.
  3. Cultural resources and impacts to park land.
  4. Parking, cost and ridership reviewed.
  5. Other non-technical factors were analyzed.
- BPO staff met with St. Margaret Mary church; all data reviewed, and feedback was substantial. Concerns over safety, parking and environment.  
Ranges of cost discussed (construction costs with built-in factors).

Quantitative Factors analysis: Slide 13 reviewed. The first three factors on the list (socio-economic) housing, population and employment was reflected by the Park Board and did not include some jobs in the area.

- Grading, vegetation, wetland impact, floodplain impacts were reviewed and discussed for each station, and have minimal impact.
- Costs were explained for each station. These are ranges and are construction costs that are elevated and include a number of contingencies built in to those numbers.
- Qualitative Factors: are harder to compare, received through Issue Resolution teams and community involvement. Environmental Justice population feedback, Plymouth station having a higher impact for community and providing opportunities.

Recommendation for either one or two stations will be addressed at the October 29 CMC meeting. The final decision will be determined at the November 12 CMC meeting.

**Chair Duininck** wanted to reiterate that in the next few weeks the staff will be collecting final data before the November CMC meeting so please provide feedback now if you have any concerns or questions.

**Commissioner Snopes** asked if the Plymouth station would have parking opportunities. No, per Alicia Vap. There are no parking opportunities identified at that station.

**Commissioner Johnson** asked what routes linked to the Robbinsdale Transit station. Alicia Vap stated that route 7 and route 14 both link to that site as feeder buses.

**Commissioner Wagenius** asked for statistics on reverse commutes for transit dependent riders from the Plymouth station, and also percentages of reverse commuters, per Mayor Hodge's request. Alicia stated that 25-30% of transit dependent riders are at the Plymouth station, and overall for the corridor the percentage of reverse commuters is at 30%.

Mayor Hodges would like a station breakdown and Alicia Vap will provide that additional information.

**Commissioner Opat** asked about how rides are counted and the time, as a round trip? Calculated as an onboarding time, per Alicia.

## 6. **73<sup>rd</sup> Avenue Crossing**

Nick Landwer discussed TI #9A and impacts at the intersection.

- At the April 9 CMC, at-grade crossing was recommended. LRT at-grade did not impact intersection operations.

Additional feedback and concerns and analysis:

- High speed, 6-lane roadway with vehicles travelling more than posted speed (55 mph) Discussed other systems, for example MOA intersection with similar speeds
- LRT crossing diagonally through intersection
- LRT track and roadway maintenance conflicts
- CR 81 is designated as a "moving" route and that was a factor.

Recommendations:

- Proceed with grade separated crossing of CR 81
- Continue coordination with Hennepin County and City on the CR 81 roadway project.

**Commissioner Selman:** Asked about cost differential not mentioned today. Nick Landwer stated the cost differential is \$25-30 million.

**Commissioner Schreiber:** Thanked the staff for looking at this intersection and re-looking at it again. Concerns over speeds on the street, and driving patterns.

**Chair Duinick** asked clarification on Jolly Lane plans. Jolly Lane would be a cul-de-sac and would not continue through, per Nick Landwer.

**7. Outreach Update**

Sam O'Connell reviewed the Open House flyer that was distributed today.

In the past the focus was on stations locations, park and ride and access to locations.

Open House format will cover:

- Environmentally focused
- Address noise/vibration
- Water resources
- Storm water
- Cultural resources
- Wild life

**8. Upcoming Meeting Schedule**

MarySue Abel reviewed the upcoming meeting schedule (slide 24) and explained the steps in getting to the revised scope and cost estimates.

- Presentation of recommendation on revised project scope on October 26 to TPAC, CAC and BAC.
- October 29 Presentation of recommendation on revised project scope/cost estimates to CMC
- November 2/3 discussion on revised project scope/cost to TPAC/CAC/BAC
- November 4 MPRB resolution on project as it relates to park properties
- November 12 Final recommendation and CMC action on revised project scope and cost estimate
- November 23 Met Council Transportation Committee recommendation on revised project scope/cost estimate
- December 9 Met Council action on revised project scope/cost estimate; authorize the submittal of Municipal Consent plans to cities and county

**Next CMC meeting: Thursday, October 15, 2015**

**9. Adjourn**

Commissioner Selman moved to adjourn; Commissioner Snope seconded. Meeting adjourned at 2:10 pm.

**Next meeting:**

**Thursday, October 15, 2015**

**1:00 pm-3:00 pm**

**Brookview Golf Course-Community Room, 200 Brookview Parkway, Golden Valley, MN 55426**