



**METRO Blue Line Extension
Business Advisory Committee Meeting
December 12, 2017
Blue Line Project Office
5514 West Broadway Avenue, Suite 200
Crystal, MN 55428
8:00 AM – 9:30 AM**

Meeting Summary

BAC Members in Attendance: Ben Colglazier, Staci Horwitz, Charlie Jacobson, Aiyisha Mustapha, Alison Pence, and Matt Rentsch

Agency Staff and Guests: David Davies, Sophia Ginis, Nick Landwer, Shelly Miller, Dan Pfeiffer, Juan Rangel, Jennifer Swenson, and Jim Toulouse

1. Call to Order/Introductions

Denny is stepping down from his position as chair as BAC. Candace has expressed interest in co-chairing. New chairs will be determined in January 2018. Please submit your name to project office staff if you wish to be considered for the position. BAC co-chairs may represent the committee at Corridor Management Committee.

2. Approval of September 12, 2017 Meeting Minutes

This was not covered at the meeting. Minutes were not sent out ahead of time. The meeting minutes will be approved at next meeting.

3. Basset Creek Storm Sewer Construction Update — Nick Landwer

A construction overview was presented, which included photos of the project. Construction started in late October and went into November, and some parts of the project are ongoing. The project was done at this time to coordinate with other highway/roadway projects with detour routes in place, and because fall is a drier time of year, meaning less potential for heavy rain. The pipe needed to be relocated because it was too high and interfered with the station and BLRT track. Construction will continue on the south end for the next couple of months.

The contractor worked around the clock during the 12-day closure. They were mindful of construction noise and sensitive to the neighborhood they were working in. There weren't any complaints regarding construction noise.

Staci Horwitz: It was relatively painless for someone who uses OMH, which was a pleasant surprise.

Charlie Jacobson: Does Google Maps provide detour information?

Dan Pfeiffer: For short-term projects, it usually doesn't take detour information into account, but for long-term projects it does. Waze (the application) typically takes detours into account quicker than Google Maps.

During full-on construction, we plan on keeping OMH open with some staging. Because we were able to shut it down for 12 days during the fall, it will save us a lot of time when it comes to the construction of the overall project.

4. 90% Design Plans and Next Steps — Nick Landwer

We are wrapping up the 90% design phase and, moving into 2018, we are finalizing our bid packages. The project split the civil work into two packages due to location and type of work. Civil 1 is anticipated to be a lump sum and Civil 2 is anticipated to be a unit bid price. Civil 2 is different because it includes rebuilding West Broadway so LRT can run down the middle of it, which is County work. We also have a system-wide electric package and an OMF package. The plans are almost buildable, but we are getting all the finite details from our project partners to include before they go out to bid.

We will catch up on the design of the Oak Grove Parkway parking structure now that we know more about the City's intentions on developing that area.

In 2018, we will be having a lot of BNSF coordination conversations. Our project design is based on previous discussions with BNSF and Commuter Rail Principles, but we need to sit down with them and formally agree to terms and the design of the project.

Jacobson: What does the BLRT project have to consider when coordinating with BNSF?

Landwer: We cannot limit their ability to operate as they do today and we need to maintain their capacity. For most of the corridor we are shifting the BNSF track 15 feet to the left.

Ben Colglazier: Are the bid packages available to the public?

Landwer: They are not available to the public because we want the contractor to have the freedom to stage the project how they want.

5. Station Design Advancement: 63rd Avenue and Bass Lake Road – Shelley Miller

Both stations will include intersection enhancements, including median landscaping, refuge for pedestrians, and countdown timers. The 63rd Avenue Station will be where the existing 2-story Metro Transit park-and-ride is, and you access it the same way.

Horwitz: If you are coming out of the plaza what is in place for the pedestrians to cross the BNSF tracks?

Landwer: As pedestrians come to the BNSF tracks there are pedestrian signals, and a pedestrian maze forces them to face the way the LRT is coming. Signals come on when the LRT and BNSF are coming. Also, the freight only goes around 15 mph through this corridor, is very infrequent

(two to three trains a week), and is noisy so it calls attention to itself. We are trying to be more protective of the LRT vehicles because they accelerate a lot faster.

Aiyisha Mustapha: Are there going to be emergency poles at stations?

Shelly Miller: There are two emergency telephones and security cameras at both stations.

Alison Pence: Are there bus locations near the stations?

Miller: Yes, there are two bus stops and we will be looking at bus frequencies as the project opening gets closer.

The Bass Lake Road Station will have 150 stalls at the park-and-ride. The canopy of the station is reflective of an airplane wing as a nod to the Crystal Airport, and the underside of the canopy is shiny.

Horwitz: On the countdown timers, what is the projected time?

Landwer: Roughly 30 seconds, and there is a refuge in the middle in case you don't make it all the way across.

Horwitz: Who maintains/owns the signals?

Landwer: The County is responsible for the overall signal system.

6. 2017 Rail-Volution Highlights

You can visit the website at <http://railvolution.org/> to see some of the conference presentations, and learn more about conference registration and scholarship opportunities.

7. 2018 BAC Meeting Schedule and Committee Updates

We had six meetings in 2017 and anticipate the same will be true for 2018.

8. Adjournment

Attendees discussed remaining thoughts, questions, and suggestions for future meetings.

Horwitz: Is there any way to have a summary of who is responsible for what so that community and neighborhood groups have that information and know what "player" to talk to?

Landwer: We will be working on ownership and maintenance responsibilities over this upcoming year, and can come up with a high-level overview that will hopefully help with this.

Colglazier: It would be helpful to have a better idea of where the project stages are at and what level of detail we have achieved. This includes prospective milestones and timelines, which would allow us to react to information better. An example would be, what are the risks of the project and how far are we with the BNSF negotiations?

Landwer: We can bring in our design and construction people to provide an overview of what we are going to cover throughout the year.

Horwitz: During our January meeting, can we talk about funding? Is this project truly a go?

Landwer: Our job in the project office is that we are ready to advance the project as soon as all the funding is solidified. Our local funding is committed, but the federal funding is still hanging

out there. We are still waiting to see how things pan out with the president and congress feeling differently about capital improvement projects.