



Business Advisory Committee

May 5, 2015



Today's Topics

- Welcome and Introductions
- Introduction of Outreach Coordinators
- Community Works Update
- Design Update/Discussion
- Environmental Update
- Member and Committee Reports/Public Forum



BAC/CAC Kick-off Apr 15 at Summit Academy



Survey Results

- Top 5 Topics:
 - Station location and station area plans
 - Transit oriented development (TOD)
 - Station and platform design, Multi-modal connections (tied for #3)
 - Safety
 - Housing
 - Other:
 - Environmental process
 - Trails, parks and bike impacts
 - Outreach to traditionally underserved/under represented groups



BAC Charter Approval

- Membership
- Roles and responsibilities
- Meeting dates/time: first Tuesday of every month starting at 8:00 AM
 - June 2
 - July 7
 - Aug 4
 - Sept 8
 - Oct 6
 - Nov 3
 - Dec 1



Community Outreach Coordinators



Communication Outreach Coordinators

- Staff:
 - Juan Rangel: Brooklyn Park
 - David Davies: Crystal, Robbinsdale, Golden Valley
 - Sophia Ginis: Minneapolis
 - Dan Pfeiffer: Assistant Public Involvement Manager
- Meet and greets:
 - Attend BAC/CAC, CMC meetings
 - Introduce at city council, planning commission meetings/workshops
 - Attend station area planning meetings



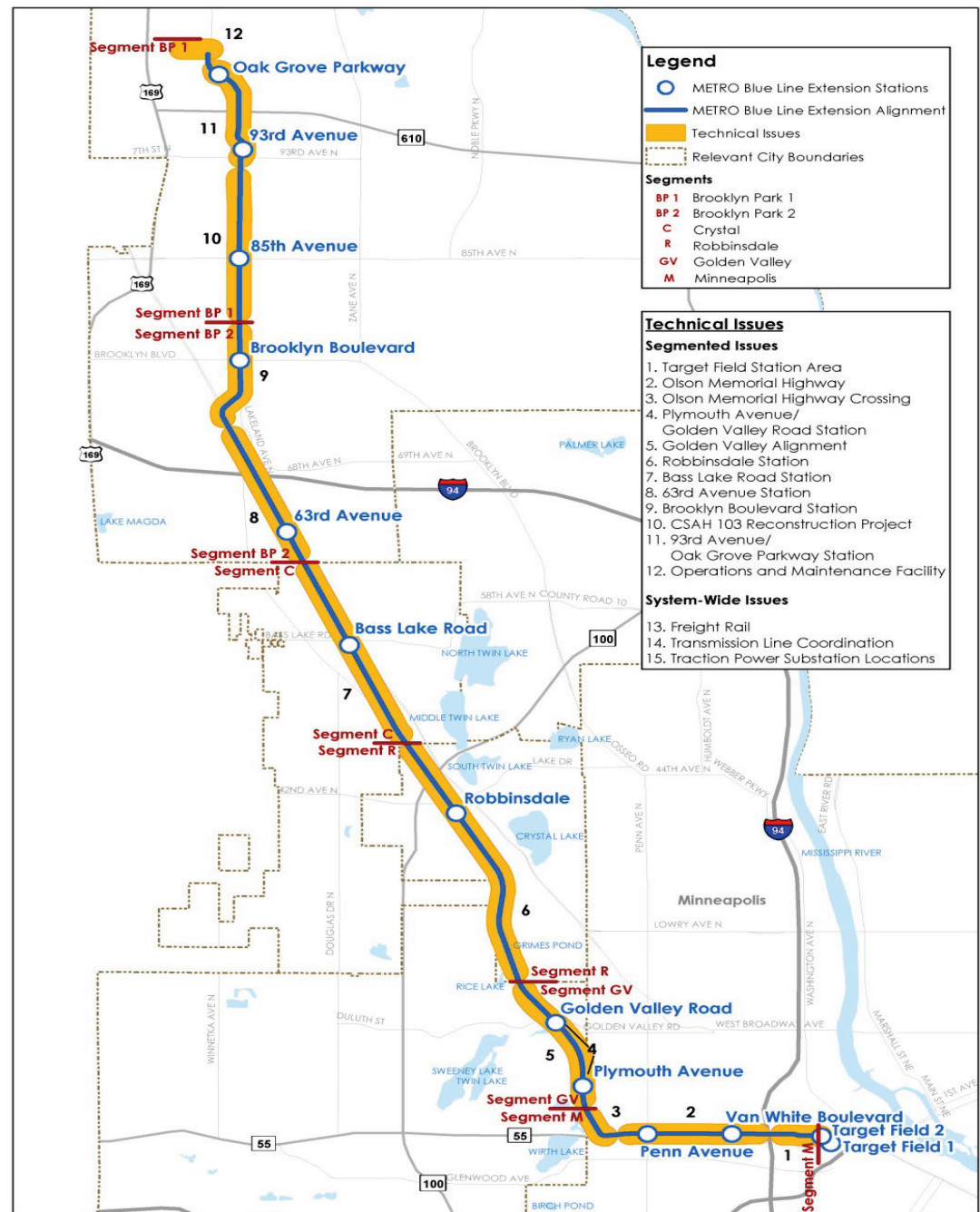
Hennepin County Community Works Update



Technical Issues Update



Technical Issues



METRO Blue Line LRT Extension Technical Issues



0 0.5 1 Miles

Rev. 3
December 2014

Kimley-Horn



Technical Issue #10: West Broadway Update



The Design Challenge

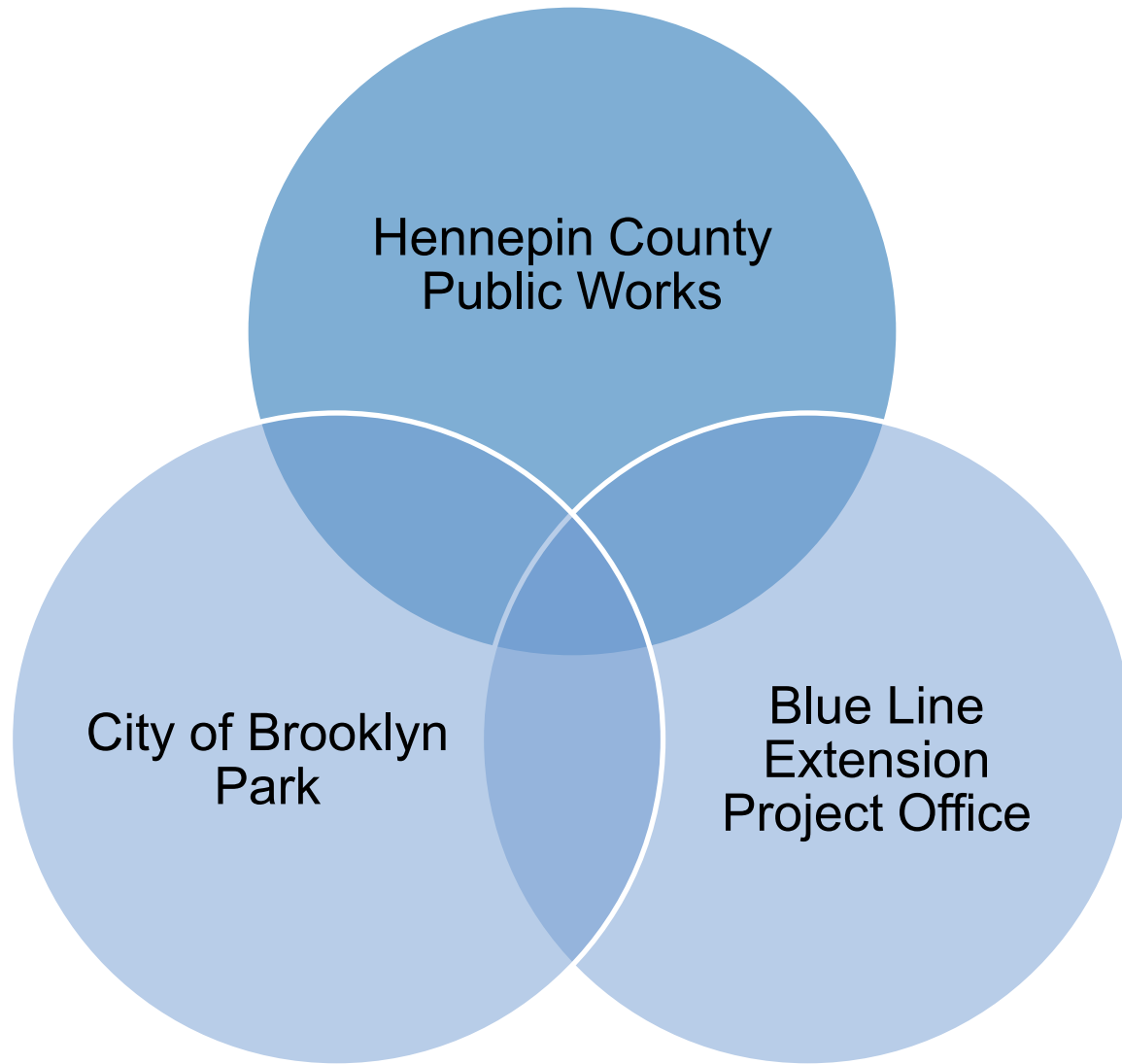
- Determine optimal roadway configuration that:
 - Reduces right-of-way impacts to properties
 - Accommodates LRT
 - Accommodates the projected mobility needs and population growth in Brooklyn Park



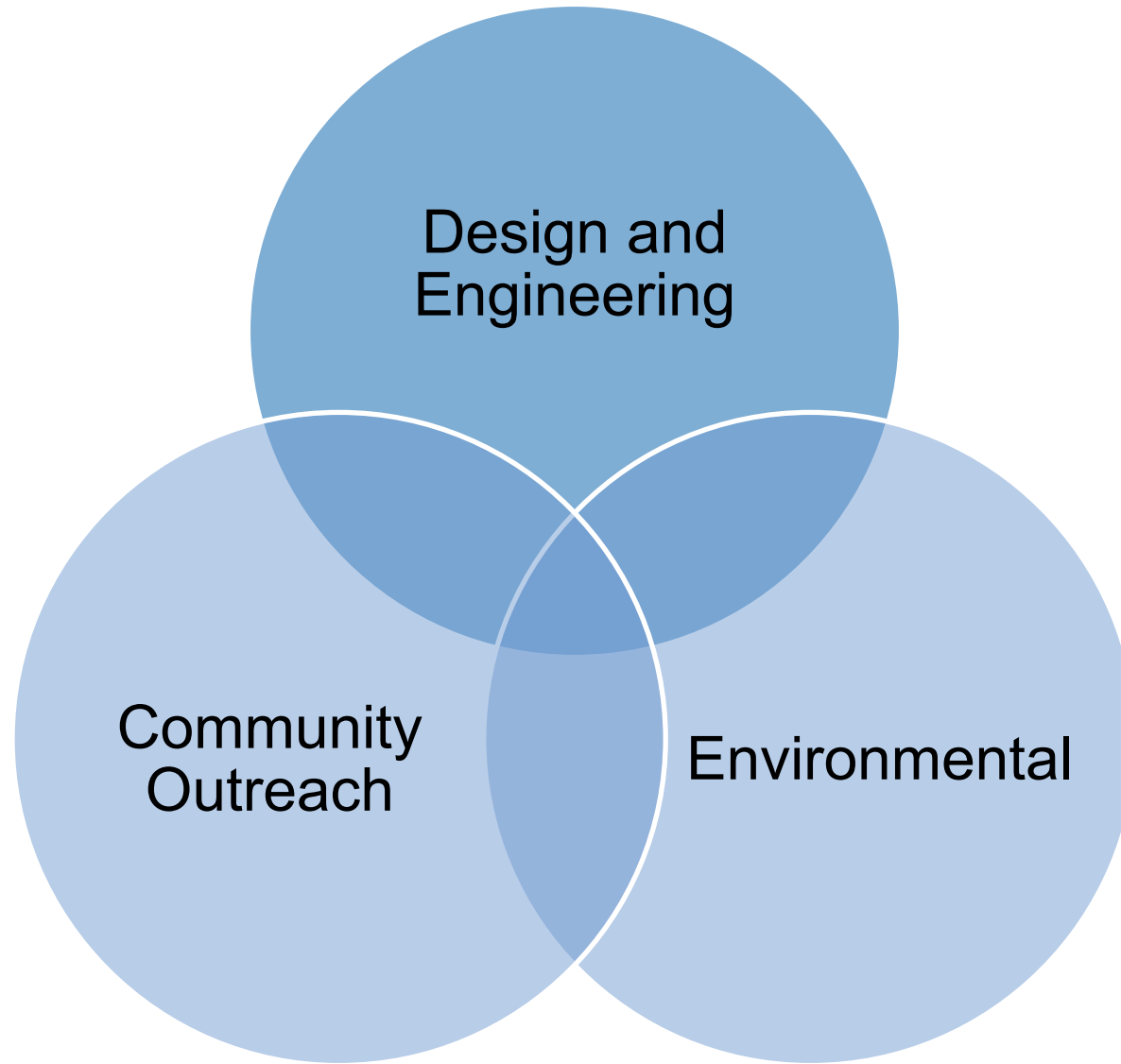
West Broadway (CSAH 103): Candlewood to 93rd Avenue



Integrated Agency Approach



Integrated Discipline Approach



West Broadway Community Meetings

- What we heard:
 - Current road in poor condition, needs repairs
 - More comments favor 4-lane design over 2-lane design
 - Better access, traffic signals at Maplebrook Parkway
 - Need for improved bicycle and pedestrian facilities



West Broadway Community Meetings

- What we heard:
 - Concerns about noise, vibration and increased traffic
 - Concerns about property impacts including values and acquisition
 - Concerns about safety and security, better street lighting
 - Minimize traffic signals; keep traffic moving

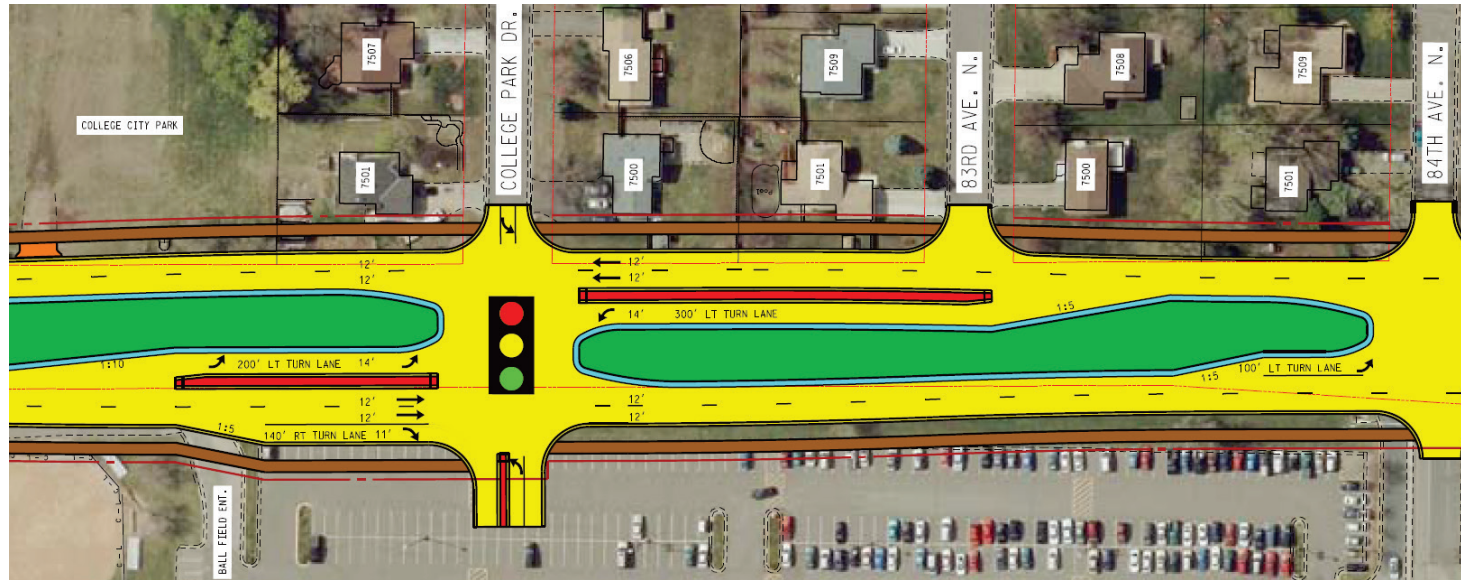


Roadway/LRT Design

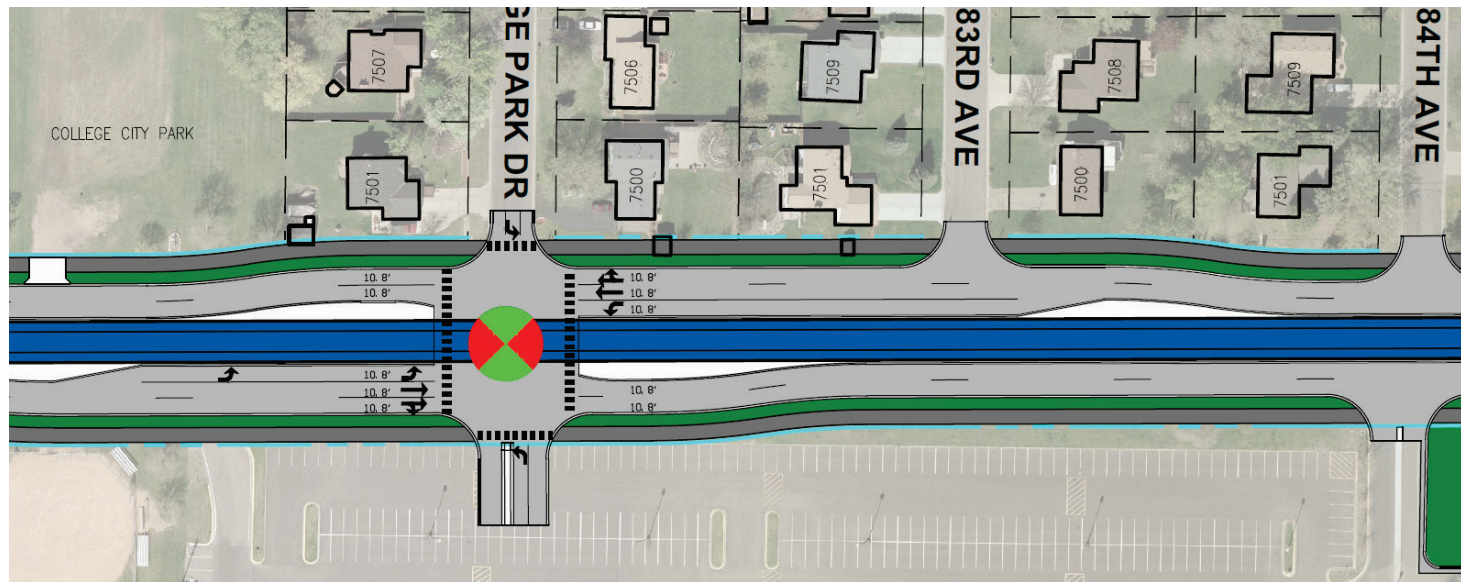


Maximum Width Significantly Reduced

**2014
Concept**
Width 176'



**March
2015
Concept**
Width 141.3'



LRT Design:

- LRT center running on West Broadway from 75th to 94th
- LRT transitions to west side running at 94th
- LRT stations at Brooklyn Boulevard, 85th and 93rd

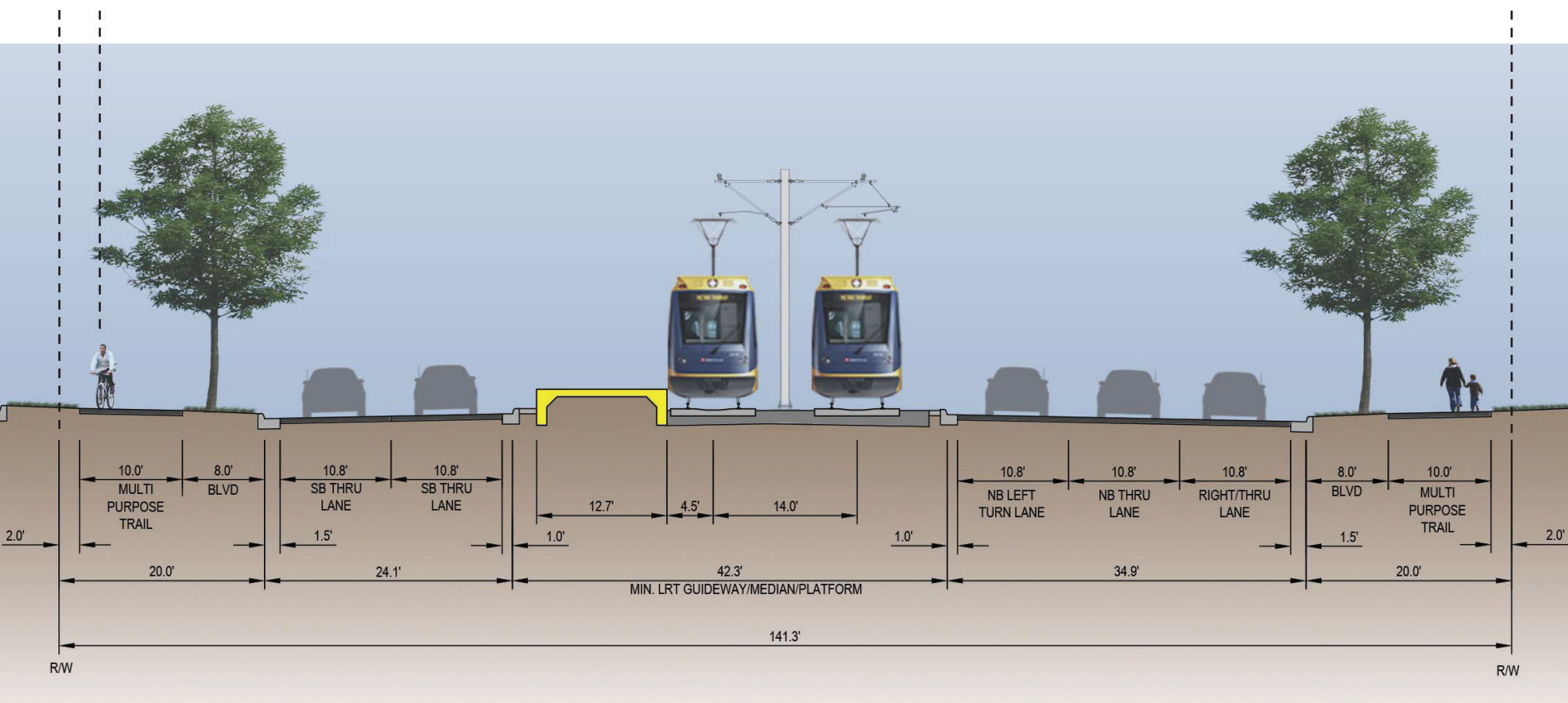


Road Design:

- 4-lane through traffic
- Left-turn lanes at signalized intersections only
- Curb, gutter and linear stormwater system
- 8' boulevards
- 10' trail on each side
- Minor adjustments to be made in Final Design to address concerns and mitigate impacts
- Options:
 - Add traffic signal and left turn lanes at Maplebrook Parkway and W. Broadway
 - Add traffic signal at Maplebrook Parkway and 85th Ave



4-Lanes with LRT, 8' Boulevard & 10' Trail



4-Lanes with LRT, 8' Boulevard & 10' Trail



Next Steps

- BPO share with CAC/BAC and Corridor Management Committees at their May meetings
- BPO and Hennepin County continue to work with project partners and public to refine design concepts
- BPO incorporate design concepts to advance LRT engineering and FEIS
- Hennepin County incorporate design concepts to advance roadway engineering and EAW
- Hennepin County Community Works to continue station area planning activities



Technical Issue #2/3 Olson Memorial Highway and Crossing Updates

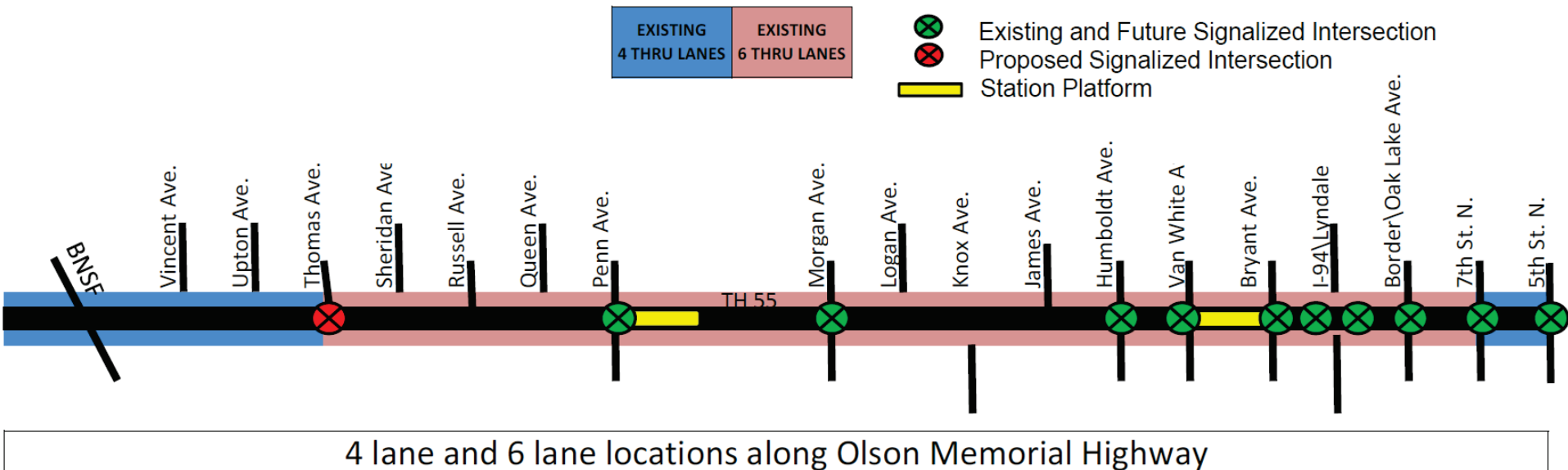


Technical Issue #2 Olson Memorial Highway

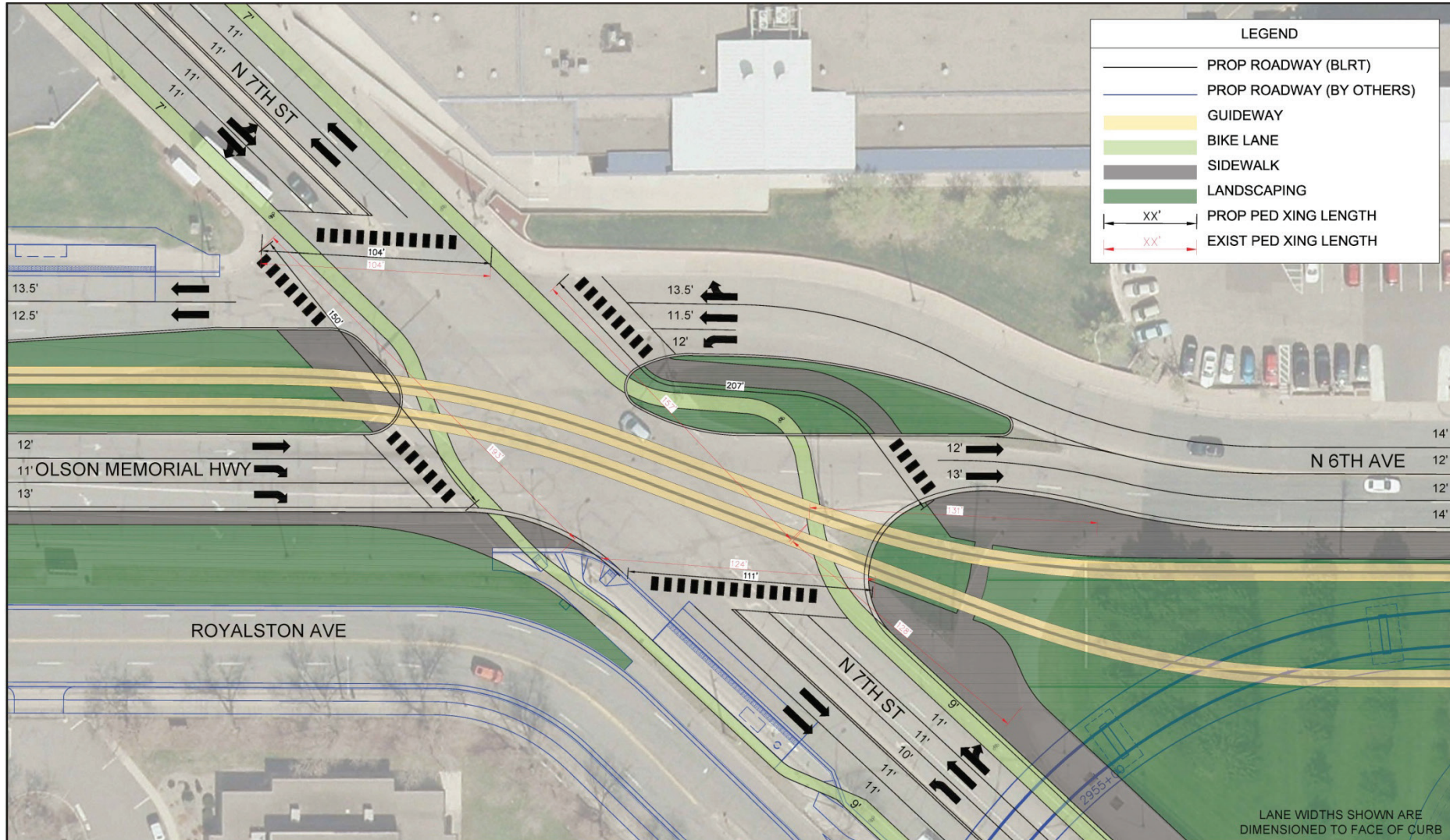
- Olson Memorial Highway (OMH) in three segments:
 - Intersection of 7th and TH 55
 - I-94 Interchange
 - I-94 to freight rail corridor



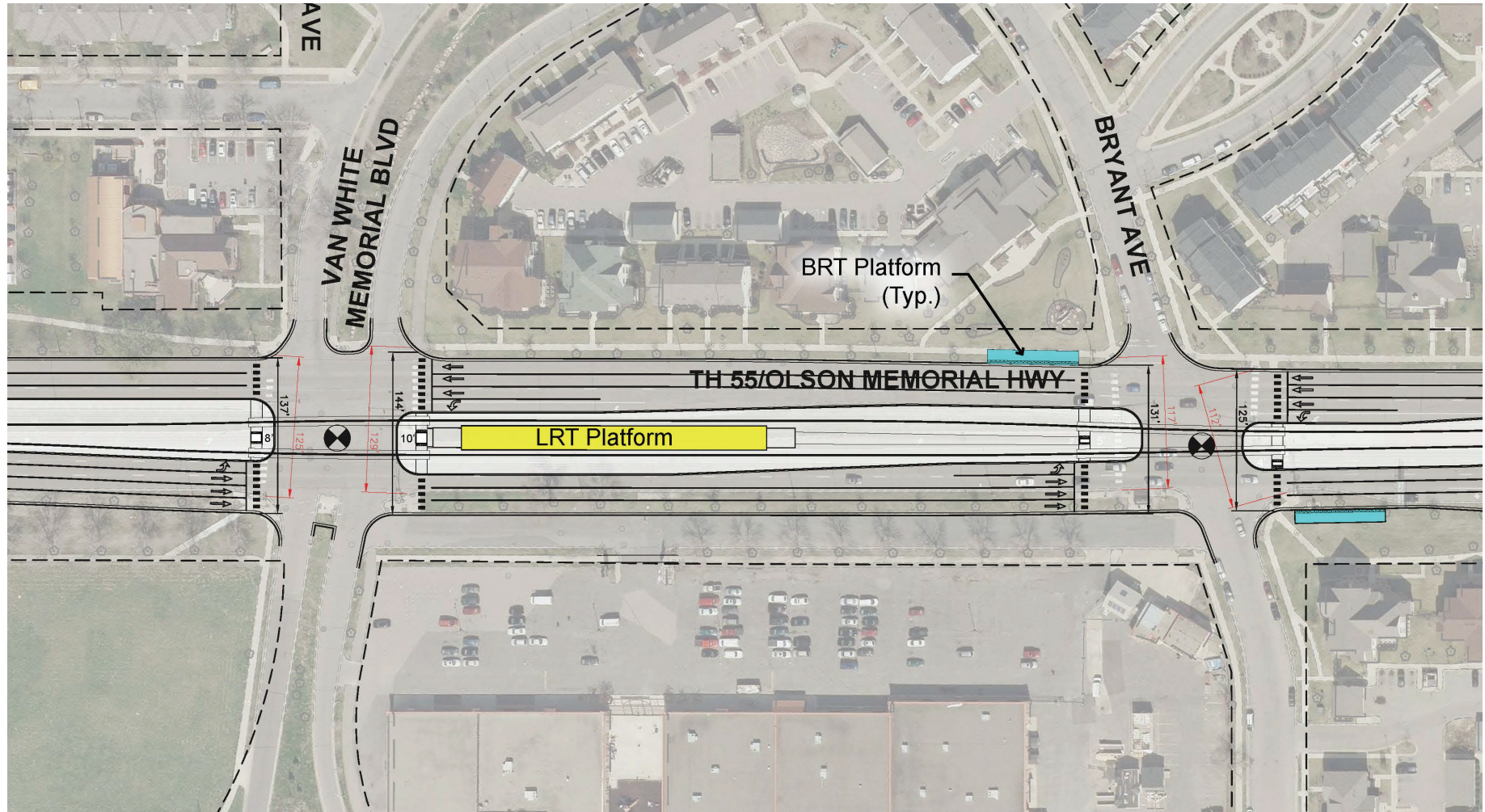
Technical Issue #2: Section Diagram



Technical Issue #2: OMH/7th St. Intersection



Technical Issue #2: OMH Station Access



This aerial map illustrates the proposed transit infrastructure at the intersection of Penn Ave and Oliver Ave. Key features include:

- Streets:** Queen Ave (left), Penn Ave (center), Oliver Ave (right), and Newton Ave (far right).
- Platforms:** A yellow **LRT Platform** is located on Penn Ave, and a blue **BRT Platform (Typ.)** is located on Oliver Ave.
- Annotations:** Dimensions (e.g., 14', 10', 8', 20', 10'), traffic signals, and various engineering symbols are present.

Technical Issue #2: Issues to Resolve

- Vehicles
 - Number of lanes, turn lanes, I-94 interchange
- LRT
 - Station configuration, pedestrian access
- Buses
 - Coordination with C-Line Bus Rapid Transit and local routes
- Pedestrians
 - Crossings, safety
- Bicycles
 - Crossings, bicycle facilities



Technical Issue #2: Next Steps

- Evaluate road section for current and future traffic conditions
- Work with MnDOT and City of Minneapolis towards design of Highway 55
 - Issue Resolution Team
 - Topic specific group
- Seek input from CAC and BAC; stakeholders
- Hold community meeting in June
- Provide updates to CMC

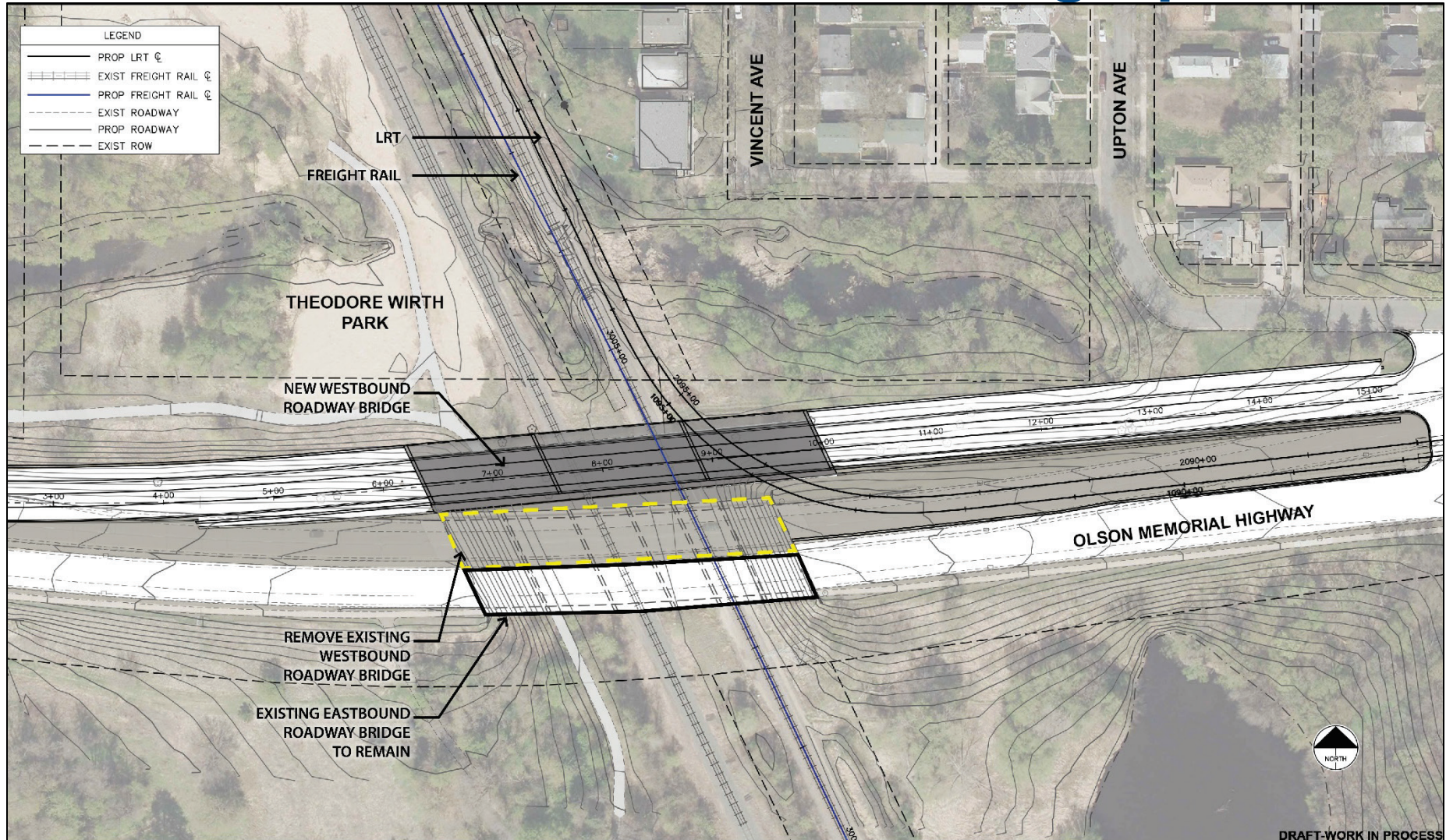


Technical Issue #3 OMH Crossing Update

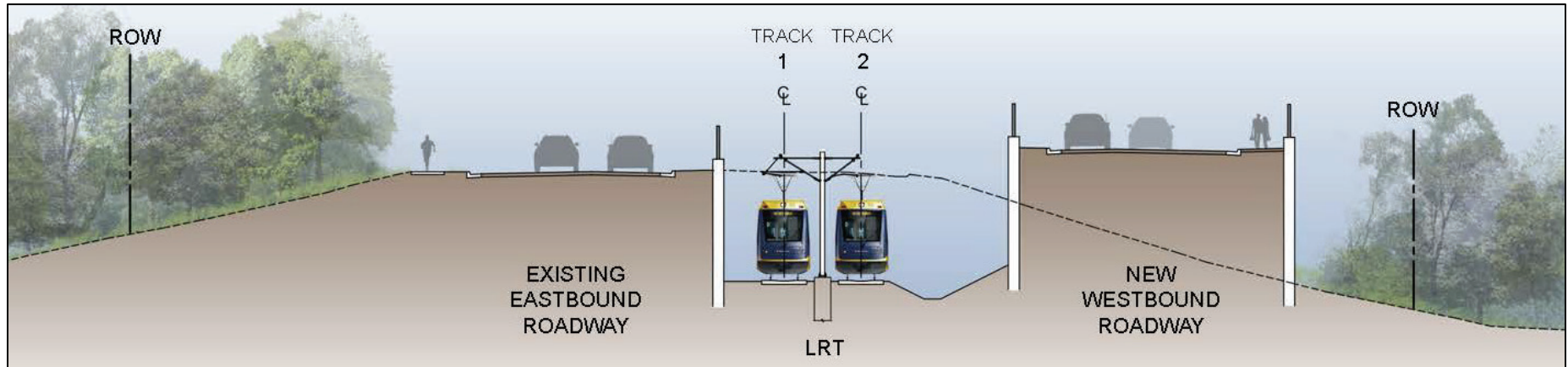
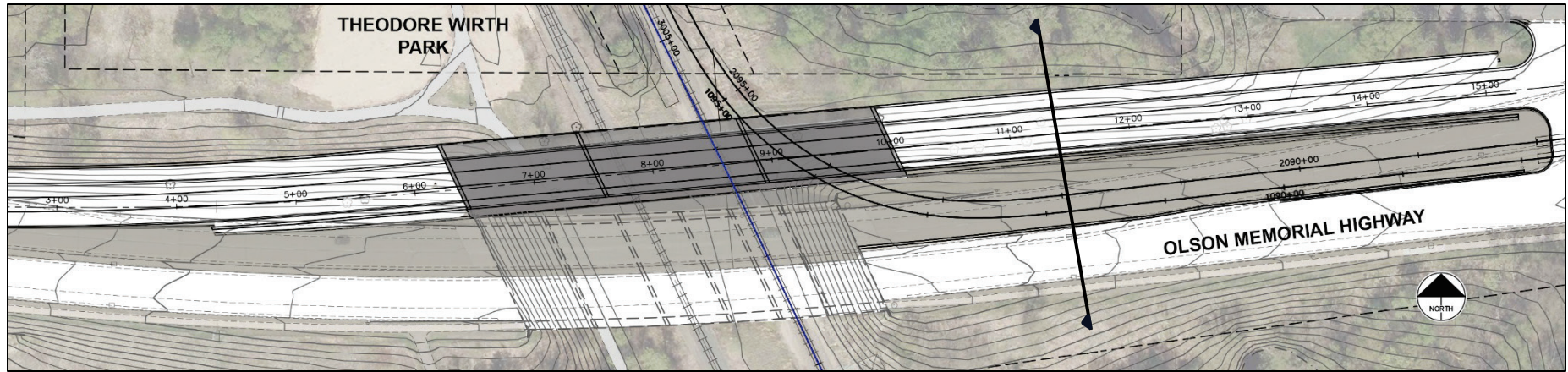
- LRT center running on OMH
- Connection to freight rail corridor
- Reconstruct westbound OMH span
- Eastbound OMH span remains in place



Technical Issue #3 OMH Crossing Update

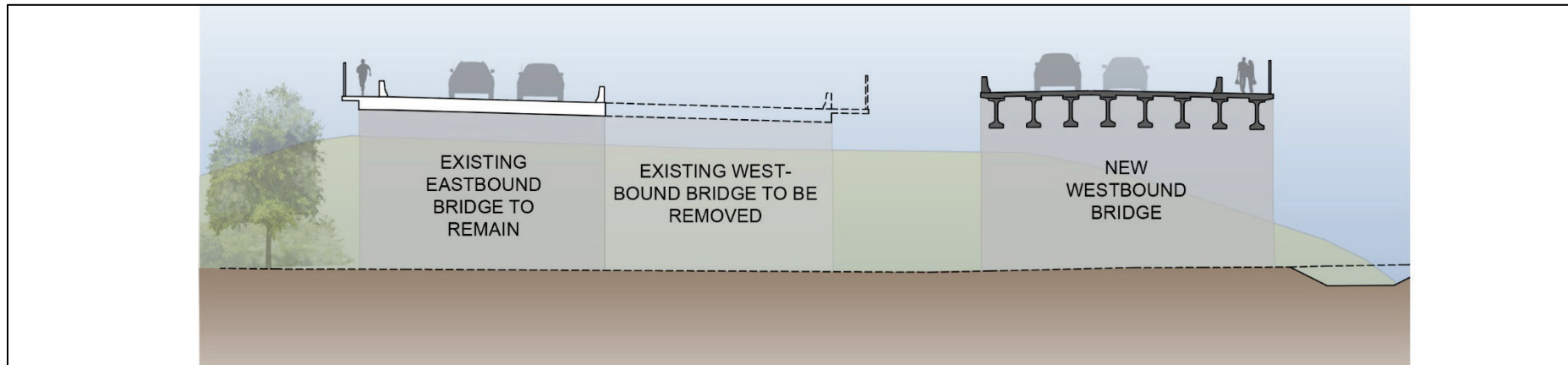
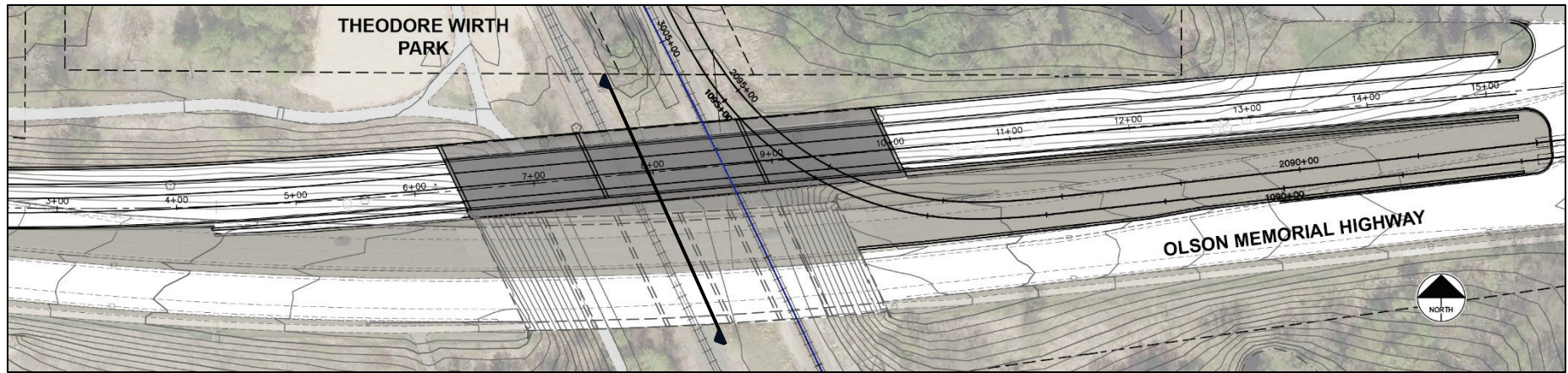


Technical Issue #3 OMH Crossing Update



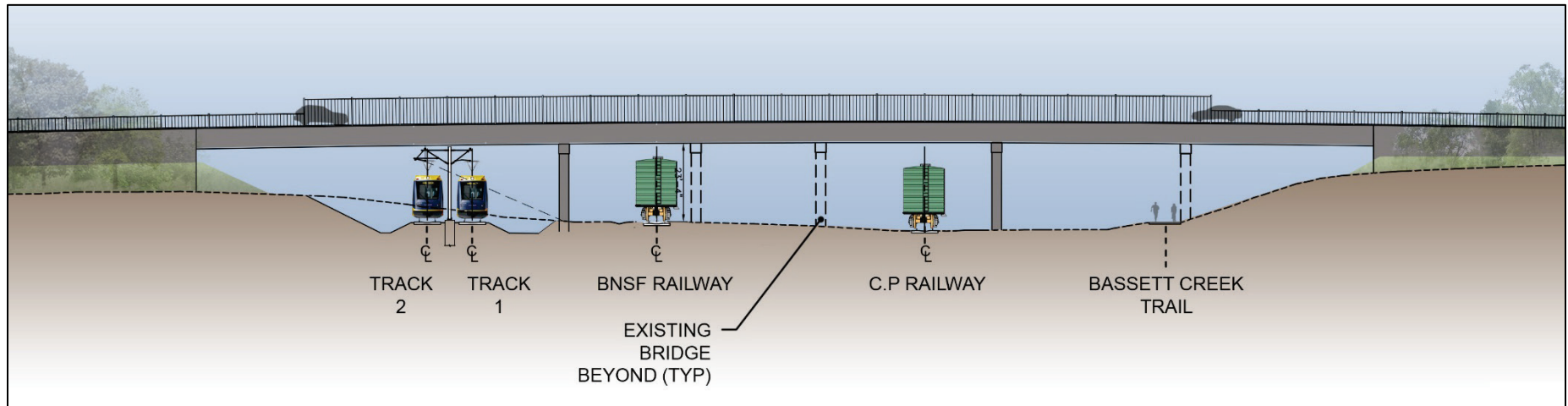
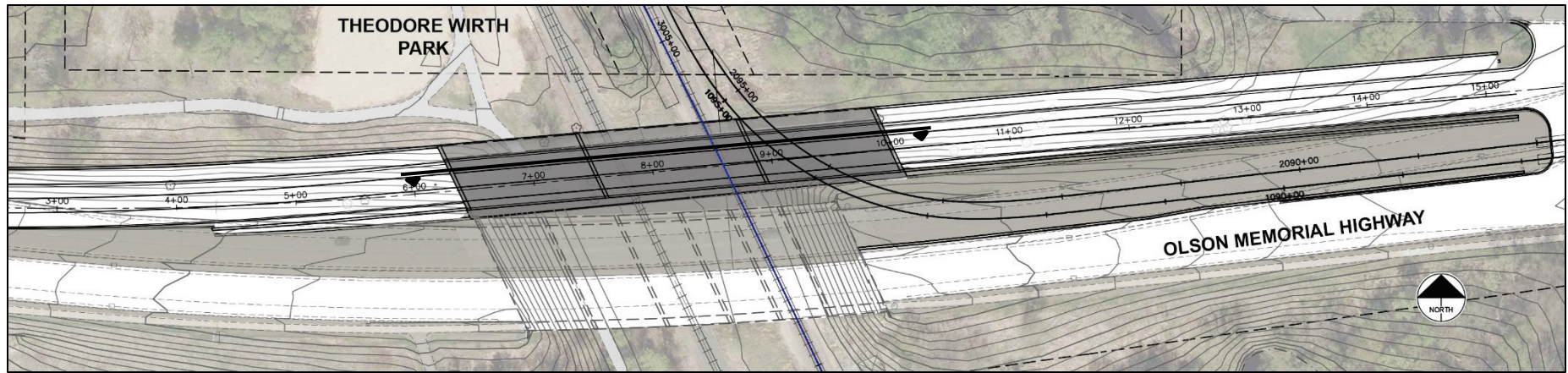
Cross section east of bridges, looking west

Technical Issue #3 OMH Crossing Update



Cross section at center of bridges, looking west

Technical Issue #3 OMH Crossing Update



Cross section at new bridge, looking south

Technical Issue #5 Golden Valley Alignment Update: Floodplains

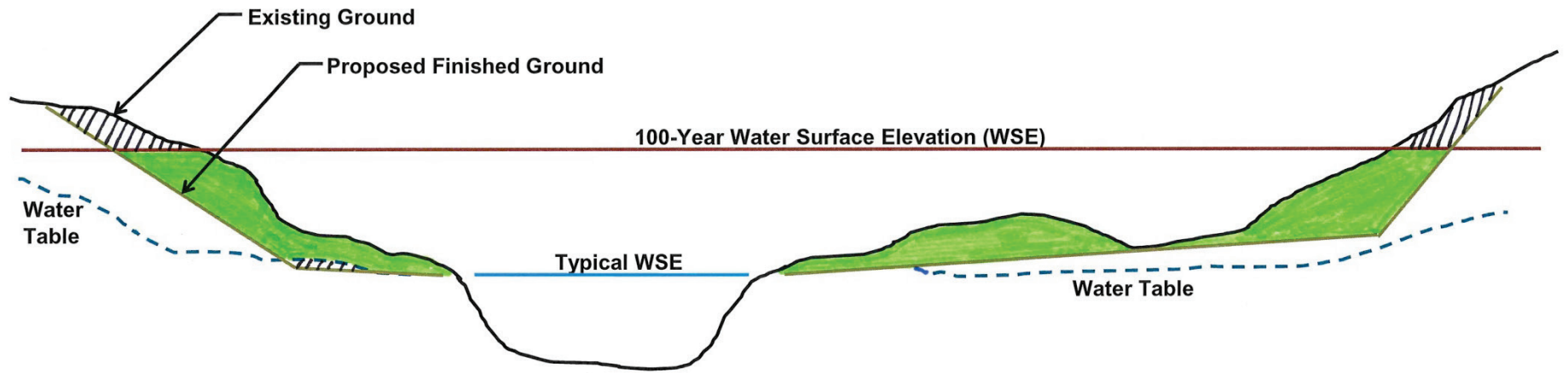


Technical Issue #5 Golden Valley Alignment Update: Floodplains

- Floodplains are defined as the surface area of land covered by the 100-Year Water Surface Elevation
- Any filling of floodplains require mitigation
- Mitigation includes floodplain replacement on a 1:1 basis of the displaced volume
- Mitigation needs to occur within the reach where floodplain impact occurs



Technical Issue #5 Golden Valley Alignment Update: Floodplains



Example of floodplain mitigation

- LEGEND**
- Can count toward compensatory storage
 - Does not count as compensatory storage

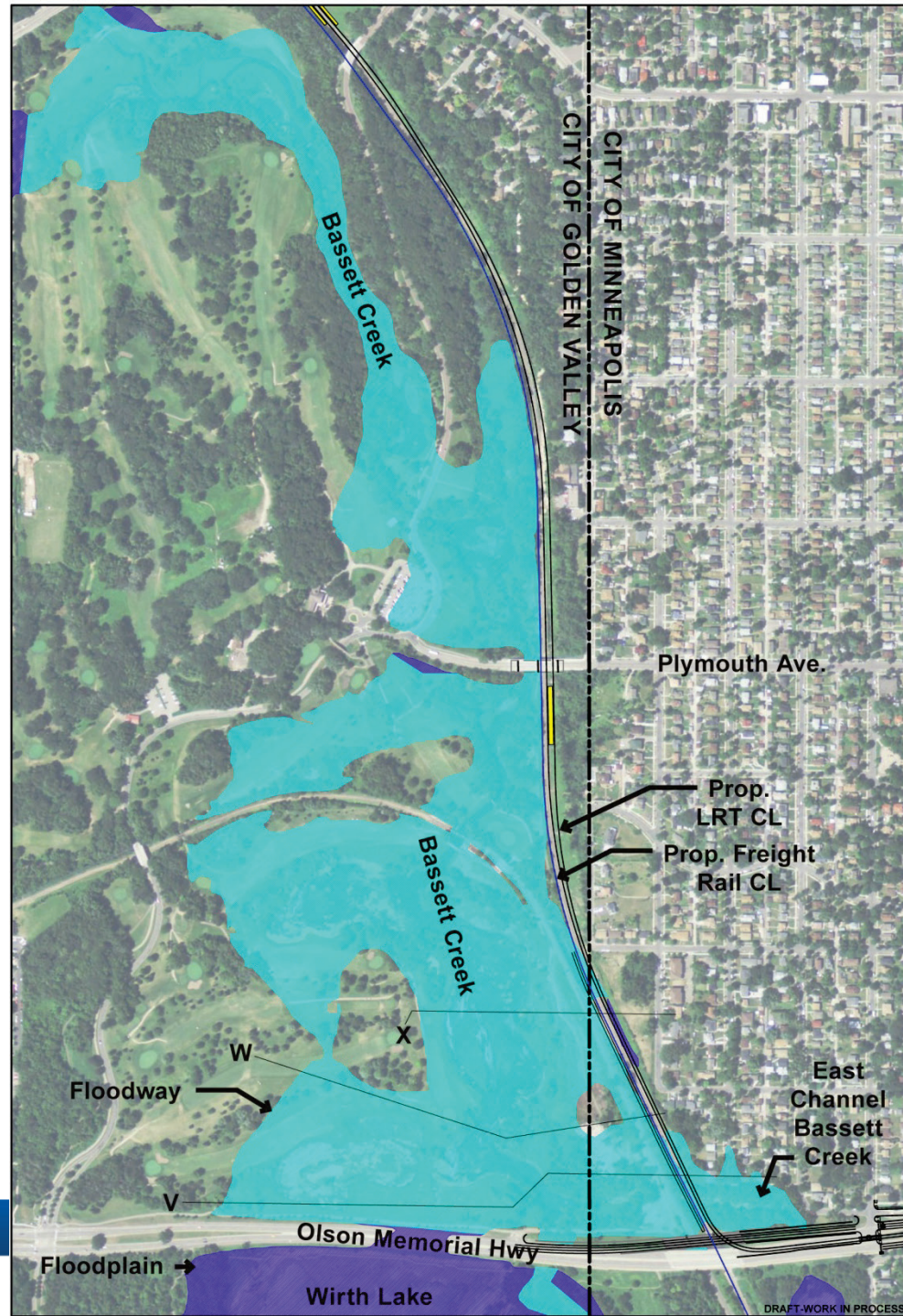


Technical Issue #5

Golden Valley

Alignment Update: Floodplains

- Bassett Creek
Main Stem
(downstream)

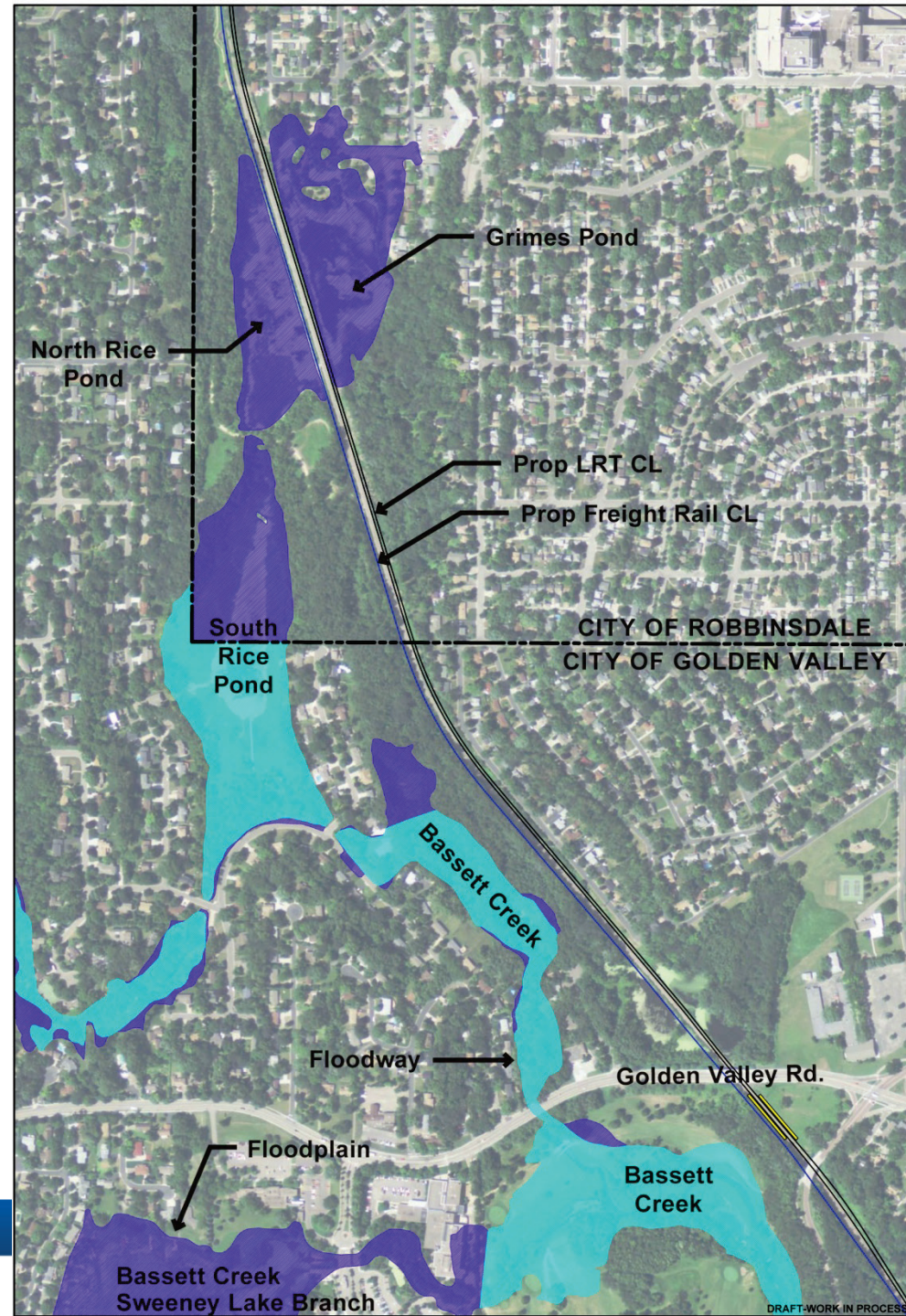


Technical Issue #5

Golden Valley Alignment Update:

Floodplains

- Grimes, North Rice and South Rice Ponds



Next Steps

- Further refine floodplain impacts
- Identify potential mitigation locations
- Work with project agency staff to select mitigation measures and locations
- Community meeting in June



Environmental Update



Noise and Vibration Workshops

- The workshop will focus on:
 - Noise and vibration basics
 - How noise and vibration are measured and modeled as part of the environmental documentation
 - What are noise and vibration impacts and how do we determine them, including a discussion of noise and vibration criteria
 - What potential mitigation options are available to assist in mitigating potential impacts



Noise and Vibration Workshops

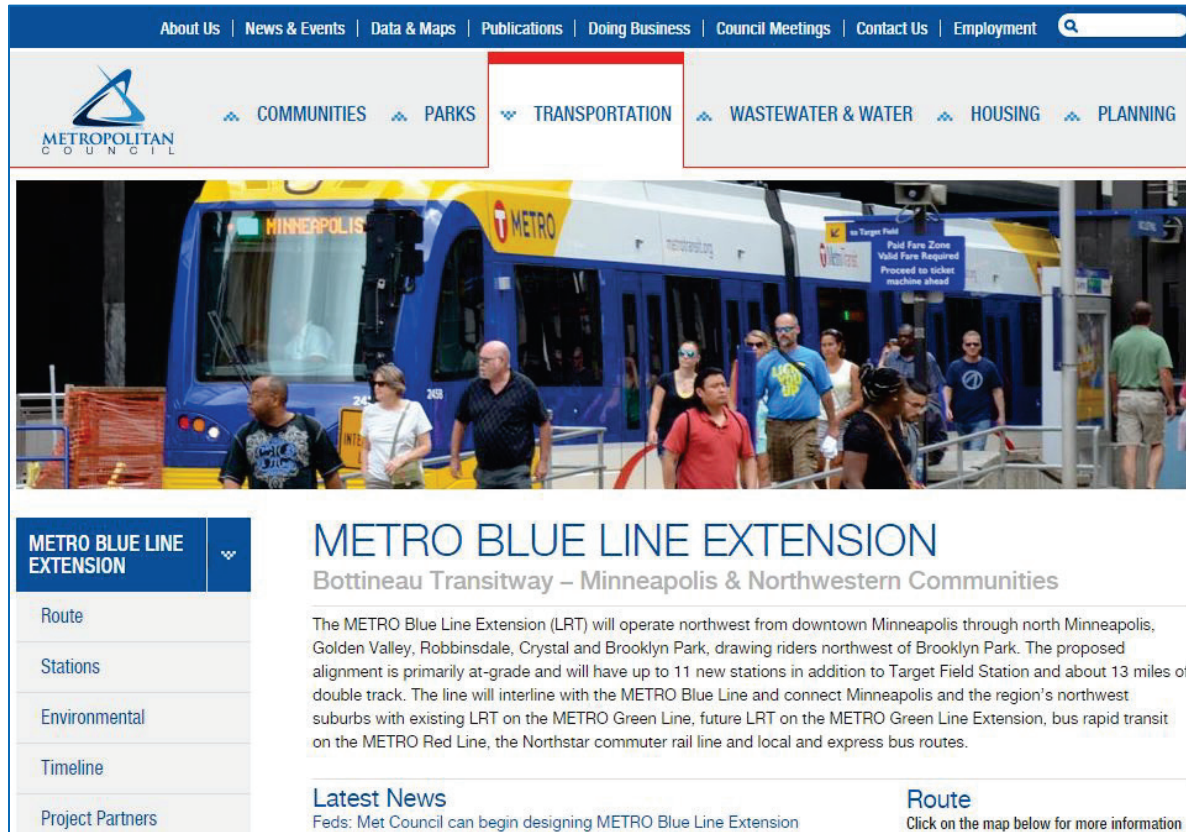
- Two sessions will be held:
 - Tuesday, May 12: 5:30 PM – 7:30 PM
Crystal, Robbinsdale, Golden Valley and Minneapolis
 - Wednesday, May 13: 5:30 PM – 7:30 PM
Brooklyn Park: session will highlight roadway environmental activities
- Sessions are targeted geographically, feel free to attend whatever session works best for your schedule
- RSVP by May 11 to David.Davies@metrotransit.org



Next BAC Meeting: June 2, 2015



More Information



The screenshot shows the Metropolitan Council website with a navigation bar at the top containing links: About Us, News & Events, Data & Maps, Publications, Doing Business, Council Meetings, Contact Us, and Employment. Below this is a secondary navigation bar with icons and labels for COMMUNITIES, PARKS, TRANSPORTATION (highlighted with a red border), WASTEWATER & WATER, HOUSING, and PLANNING. The main content area features a large photo of a blue and yellow METRO train at a station with passengers. Below the photo is a sidebar on the left with a dropdown menu for 'METRO BLUE LINE EXTENSION' and links for Route, Stations, Environmental, Timeline, and Project Partners. The main text area is titled 'METRO BLUE LINE EXTENSION' and 'Bottineau Transitway – Minneapolis & Northwestern Communities'. It contains a paragraph describing the project: 'The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.' Below this text are two sections: 'Latest News' with the headline 'Feds: Met Council can begin designing METRO Blue Line Extension' and 'Route' with the text 'Click on the map below for more information'.

About Us | News & Events | Data & Maps | Publications | Doing Business | Council Meetings | Contact Us | Employment

METROPOLITAN COUNCIL

COMMUNITIES | PARKS | **TRANSPORTATION** | WASTEWATER & WATER | HOUSING | PLANNING

METRO BLUE LINE EXTENSION

Route

Stations

Environmental

Timeline

Project Partners

METRO BLUE LINE EXTENSION

Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)



Scoring	
Very interested	4
Interested	3
Somewhat interested	2
Neutral	1
Not at all interested	0

Available	A
Not Available	N
Preferred	P

	Station Location and station area plans	Transit oriented development (TOD)	Multi-modal connections	Trails, parks and bike impacts	Outreach to traditionally underserved members	Environmental Process	Housing	Safety	station and platform design	Other	Monday	Tuesday	Wednesday	7:30-9:00	8:00-9:30
	4	4	3	2	3	3	2	2	4		N	A	P	A	P
	4	4	4	3	3	3	4	4	4		N	A	P	A	P
	4	3	4	2	3	2	3	4	3		N	A	P	A	P
	4	4	3	3	1	2	3	4	4		A	A	P	P	A
	3	3	3	3	3	3	2	3	3	Transportation to and from stations, if not included above. Marketing opportunities.	N	P	N	A	P
	4	2	4	3	4	3	2	3	2		A	P	A	A	P
	4	4	4	3	2	3	3	4	4		A	P	A	A	P
	1	1	2	1	2	1	1	3	3	I am representing the Mpls Chamber, so my primary interest is in promoting public transit to and from Mpls for work and pleasure	N	A	P	P	A
	3	4	2	2	4	2	4	2	2	Proactive policies that may increase/augment the topic areas marked "very interested" above.	P	A	A	A	P
	4	4	4	2	3	3	3	4	4		A	P	A	P	A
	4	4	4	3	1	1	4	1	4		P	A	P	P	A
Total Average	3.54545	3.3636	3.36	2.5	2.6364	2.36	2.8	3.091	3.36						

Charter of the METRO Blue Line Extension Business Advisory Committee (BAC)

DRAFT

OVERVIEW

The METRO Blue Line Extension (BLRT) Business Advisory Committee (BAC) is established to provide guidance to the BLRT Corridor Management Committee (CMC) on community issues during the engineering and environmental phases of Blue Line project development. In addition, the BAC advises the Hennepin County Community Works Steering Committee for elements regarding station area planning, other infrastructure investments and elements that may be implemented post revenue service. Appointments to the BAC will serve commencing early 2015 and concluding December 31, 2016.

PURPOSE

The purpose of the BAC is to serve as a voice for the community and advise the BLRT Corridor Management and Community Works Steering Committees:

1. Provide input on light rail design and engineering topics including but not limited to station design, parking, multi-modal access to station and public art.
2. Advise on communications and outreach strategies related to BLRT.
3. Provide input on station area vision and character for development from a community perspective.
4. Review and comment on major initiatives and actions of the Community Works program.
5. Identify potential issues and review strategies to mitigate the impacts of construction on residences and businesses.
6. Serve as an information resource and liaison to the greater corridor community and their appointing organization.

REPORTING REQUIREMENTS

One BAC member will serve as a member of the CMC and provide updates of BAC activities at CMC. Another BAC member will also serve as a member to the Community Works Steering Committee and provide updates on BAC activities.

RESPONSIBILITIES

Each member of the BLRT BAC agrees to:

1. Attend a majority of BAC meetings and actively participate in discussions by sharing ideas and expertise.
2. Actively participate in discussions; be a voice to advance the broader interests of community.
3. Routinely report back to their organization on the activities and discussions of the BAC as well as serve as a conduit of information to the broader community and to their appointing organization.
4. Identify issues affecting communities impacted by both the LRT project development and Community Works initiatives and assist in developing strategies for minimizing those impacts.
5. Provide feedback on communication and public involvement efforts.
6. Listen to and respect the viewpoints of others.
7. Accept outcomes of Metropolitan Council decisions.

MEMBERSHIP

Members will be appointed in early 2015 and conclude their term by December 31, 2016.

Membership is intended to represent the diverse interests and stakeholders along LRT line and will include stakeholders that are represented along the corridor. Specifically, membership will be appointed as follows:

Community appointed members: 2 members from each community

- Minneapolis
- Golden Valley
- Robbinsdale
- Crystal
- Brooklyn Park

Chambers of Commerce: 1 member from each chamber organization

- Minneapolis Regional
- TwinWest
- Robbinsdale
- North Hennepin Area

At-large representation appointed by the Chair of Metropolitan Council and Chair of Hennepin County Community Works Steering Committee: 3

If an appointed member is no longer able to participate actively in the BAC, the organization that appointed that person will be allowed to name a replacement.

COMMITTEE CO-CHAIRS

The Chair of Metropolitan Council and Chair of Hennepin County Community Works Steering Committee will appoint two Co-Chairs for the BAC. The Co-Chairs are charged with ensuring corridor-wide perspectives are present when offering guidance to steering committees; lead committees through their tasks and ensure charter compliance; identify topics/issues of committee concern; and develop meeting agendas with Blue Line Extension Project Office and Hennepin County staff.

MEETINGS

The BAC will schedule monthly meetings on the first Tuesday of every month, from 8:00-9:30 AM. Agendas and meeting summaries will be distributed to all members at least five business days before the meeting and posted on the project's website at BlueLineExt.org. Post meeting, meeting materials/presentations and approved meeting summaries will be posted on the project's website.

Due to the timeliness of topics, additional meetings, subcommittees meetings and focus groups may be scheduled as needed.

To facilitate communication and a sharing of ideas and information, the BAC will meet jointly at least twice each year with the Community Advisory Committee (CAC). This meeting will replace a regularly scheduled CAC meeting.