



Business Advisory Committee

June 6, 2017



Today's Topics

- Call to Order/Introductions
- Approval of Minutes
- Project Overview
- Traffic Signal Coordination
- 60% Plans Update
 - Advanced Construction: Bassett Creek Storm Sewer Relocation

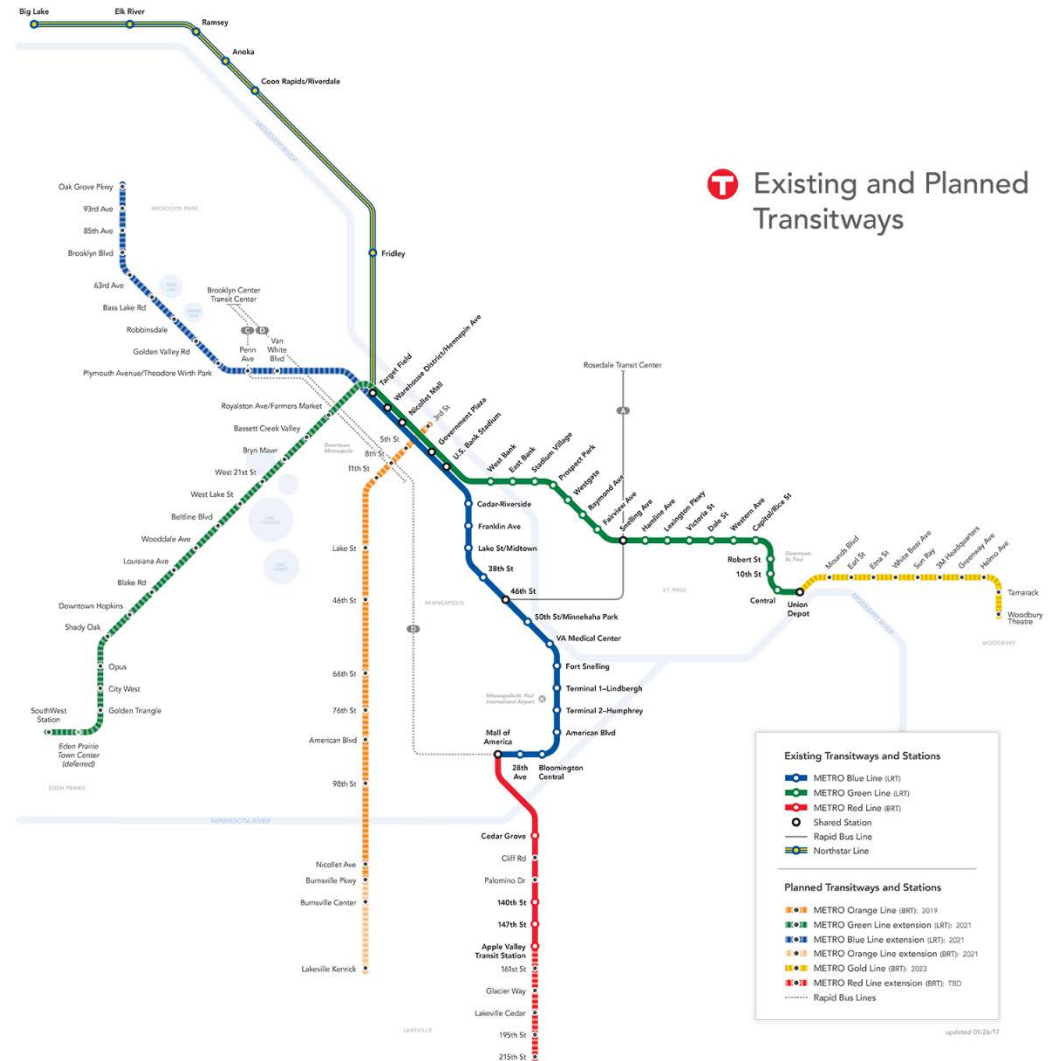


Project Overview



METRO System: All-Day, Frequent Service

- Light Rail Transit
 - Blue Line (2004)
 - Green Line (2014)
 - Green Line Extension (2021)
 - Blue Line Extension (2021)
- Bus Rapid Transit
 - Red Line (2013)
 - Orange Line (2019)
 - Gold Line (TBD)



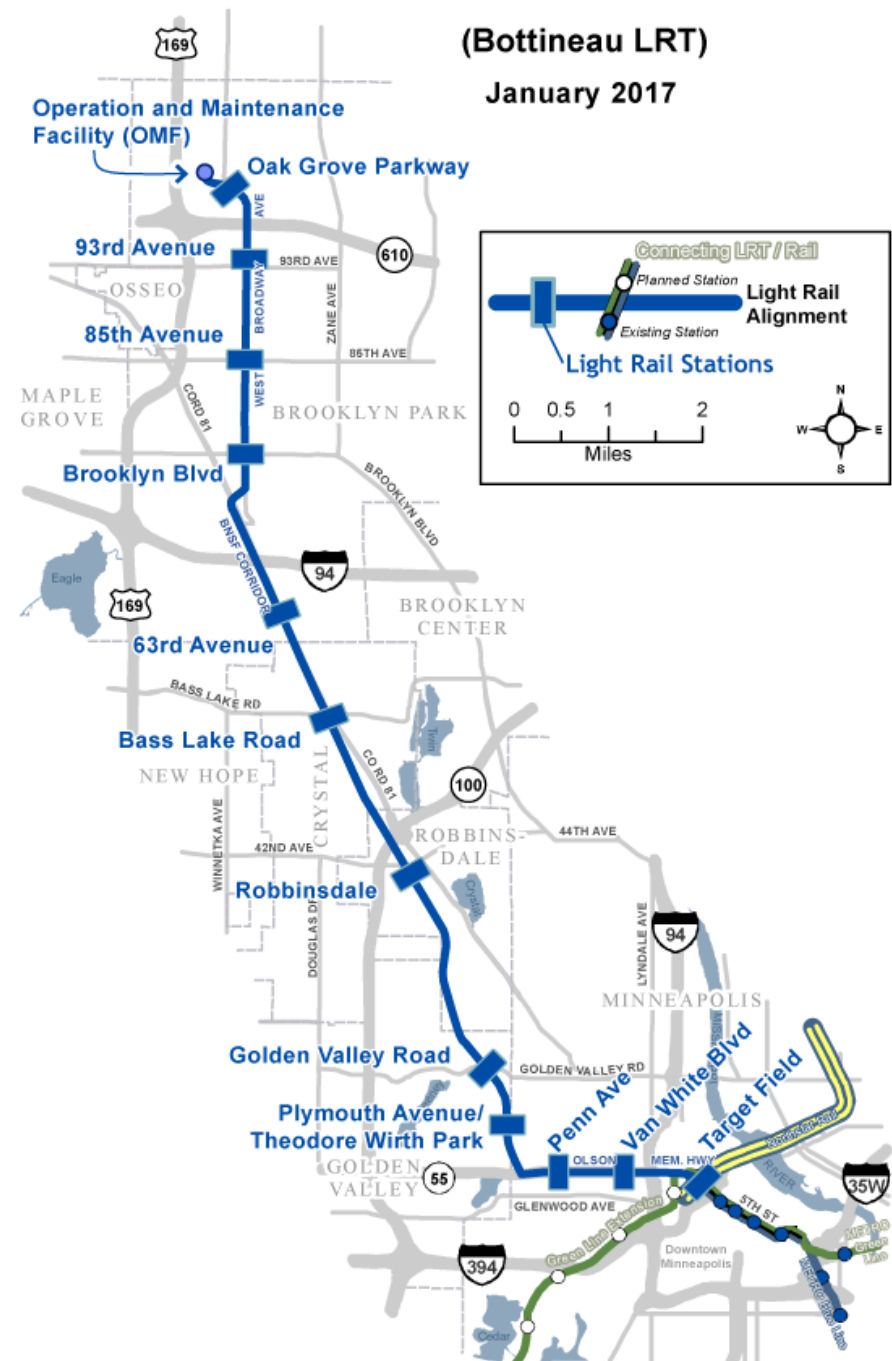
Project Overview

- 11 new LRT stations
- 13.5 miles of double track
- 27,000 est. rides by 2040
- Serving Brooklyn Park, Crystal, Robbinsdale, Golden Valley & Minneapolis
- One seat ride from Brooklyn Park to Bloomington

METRO Blue Line Extension

(Bottineau LRT)

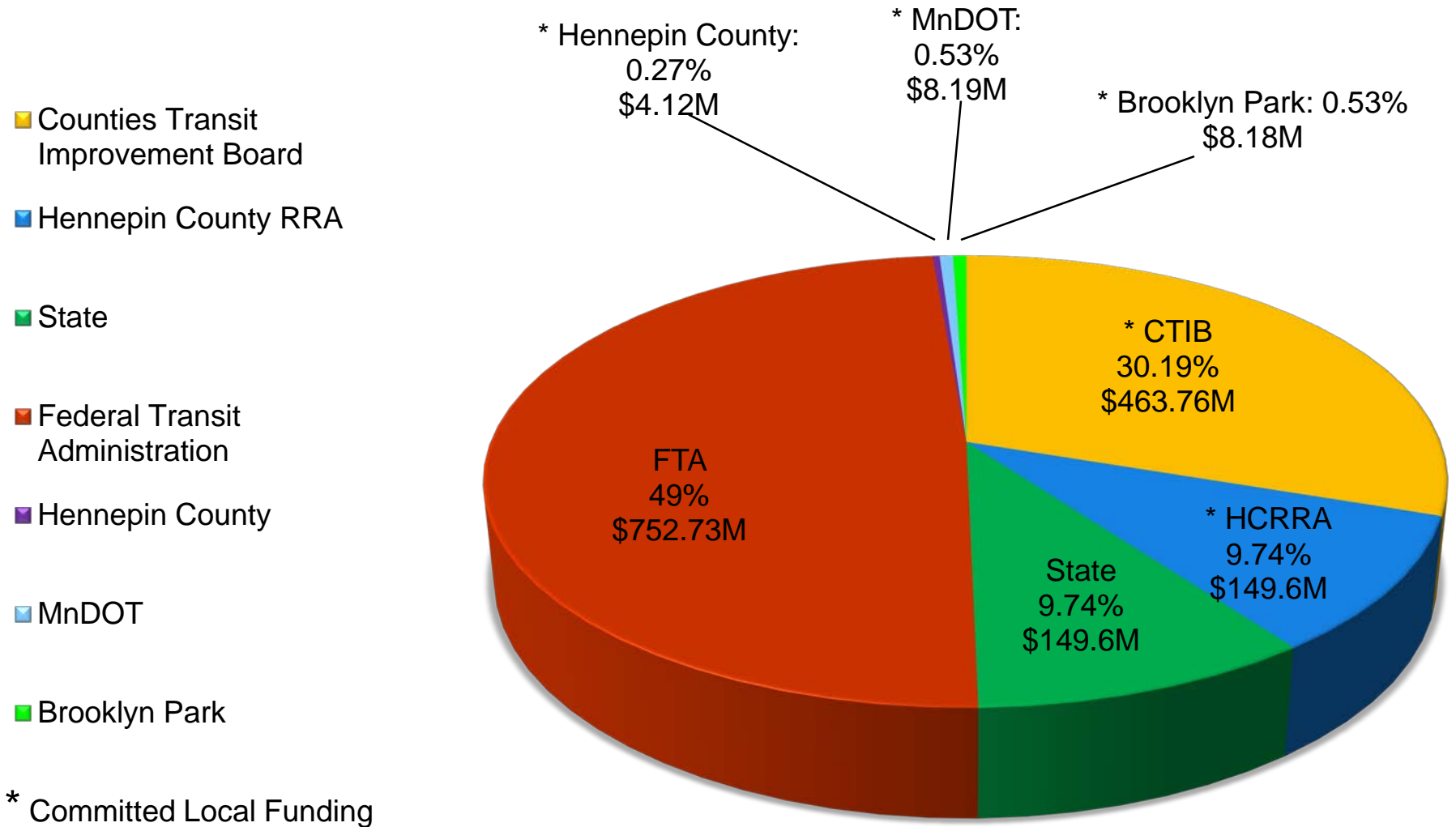
January 2017



BLRT Alignment Video



Funding Sources: \$1.536 Billion Budget



How Does Decision-making Occur?

Issue
Resolution
Teams
(IRT)

Technical
Project
Advisory
Committee
(TPAC)

Business and
Community
Advisory
Committees
(BAC/CAC)

Corridor
Management
Committee
(CMC)

Met Council

Issue Resolution Process



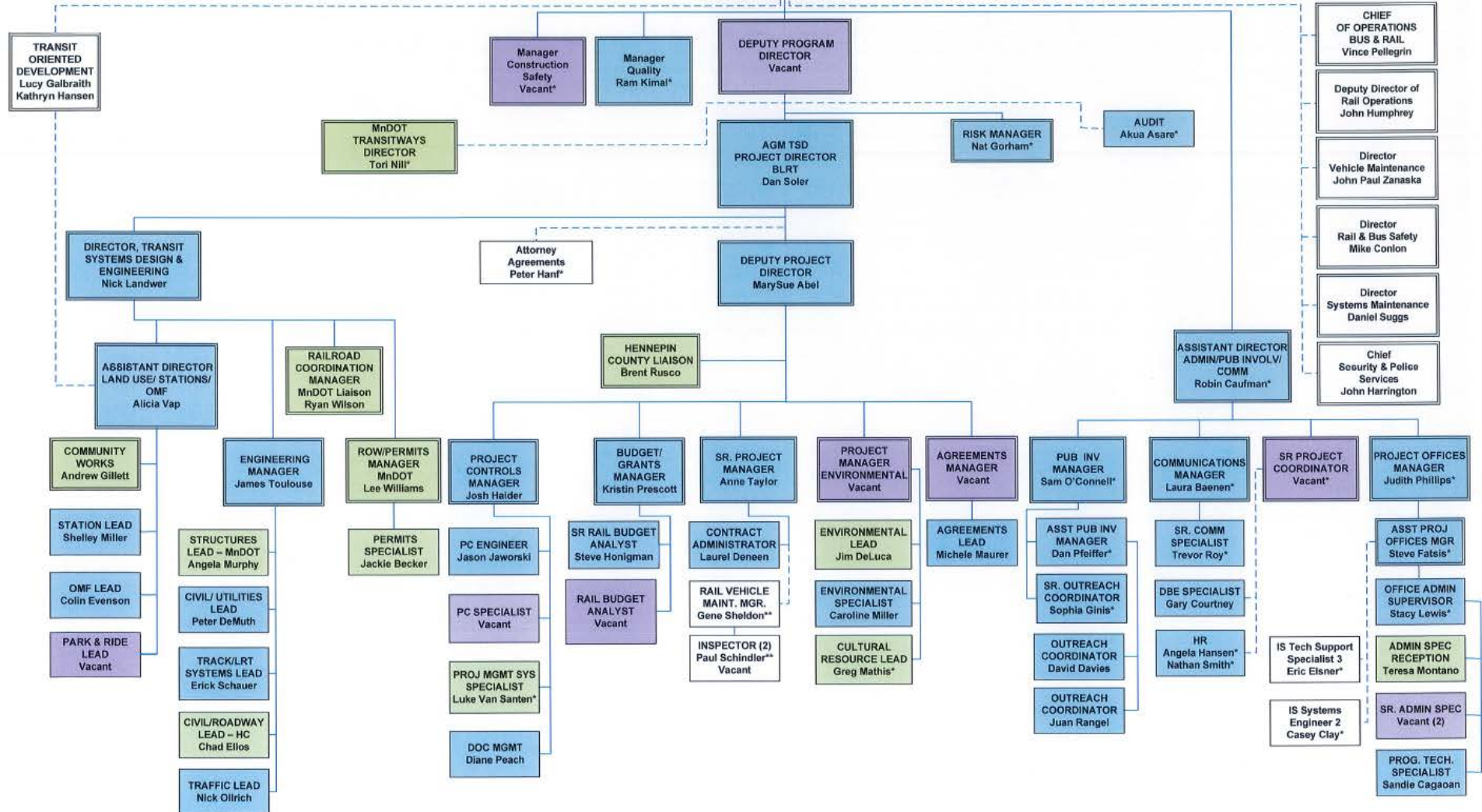
Staffing

Blue Extension Project Office (BPO)

April 30, 2017

D.F. SL

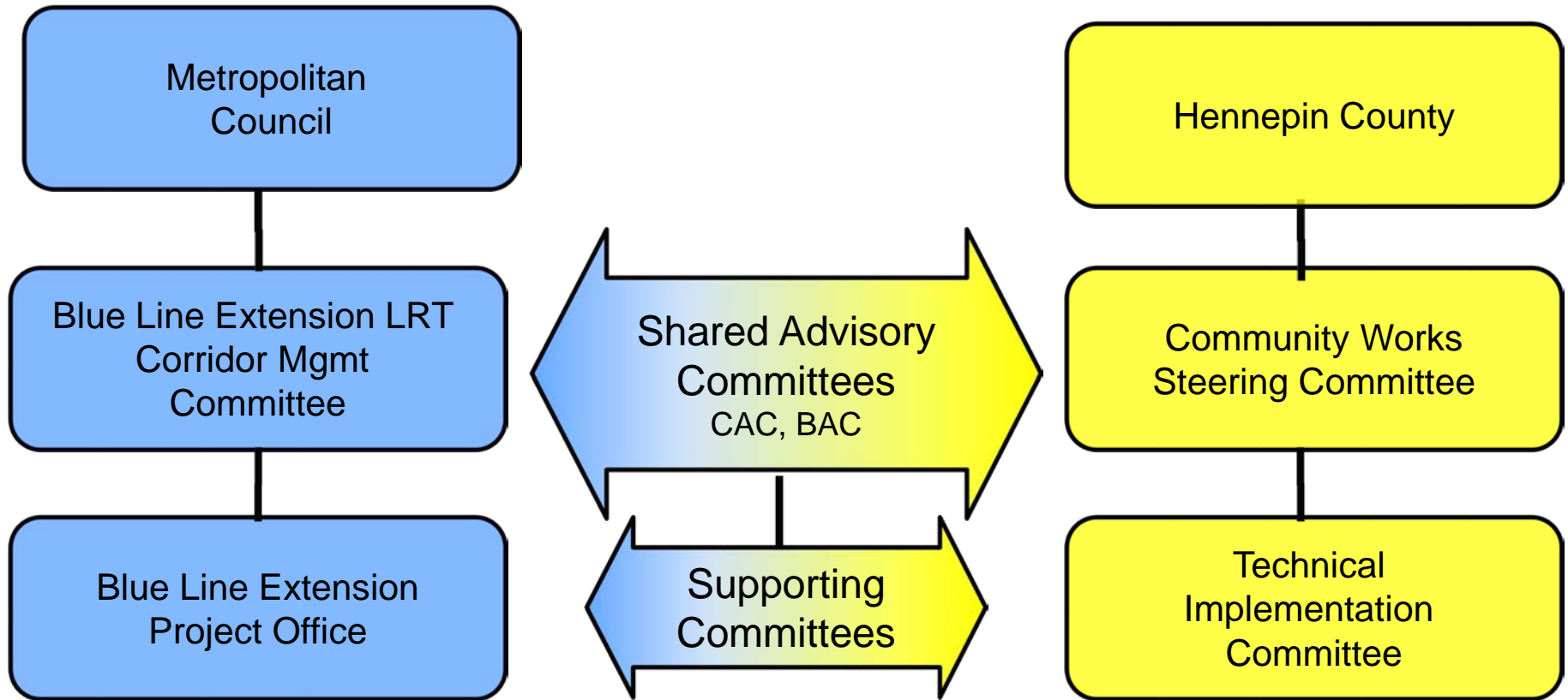
DEPUTY GM - CAPITAL
PROJECTS
PROGRAM DIRECTOR
RAIL NEW STARTS
Mark Fuhrmann*



Roles, Responsibilities and Resources



Advisory Committees

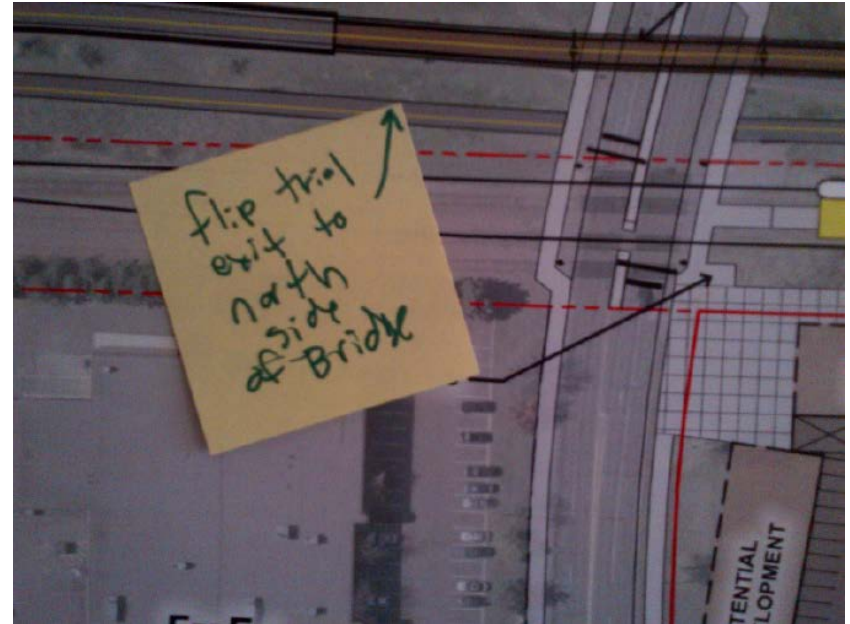


Business and Community Advisory Committees

- Serve as a voice for the community
- Advise Corridor Management and Community Works Steering Committees
- Provide input on design: stations, operations and maintenance facility, bike, pedestrian, and park-and-ride facilities
- Serve as information resource and liaison to the community



Business and Community Advisory Committees



Advisory committee discussion and input



Accountability

- Serve a 2-year term and attend meetings
- Actively participate in discussions; be a voice to advance the broader interests of community
- Report back to entity represented
- Provide feedback on communication and public involvement efforts
- Listen to and respect the viewpoints of others
- Accept outcomes of Met Council decisions



Advisory Committee Leadership

- Co-Chair appointments:
 - Corridor-wide perspective
- Co-Chair roles/responsibilities:
 - Lead committees through their tasks and ensure charter compliance
 - Identify topics/issues of committee concern
 - Develop meeting agendas with BPO and Hennepin County staff



BPO Staff

- Identify topics/issues for advisory committee feedback and CMC guidance
- Develop meeting agendas with Advisory Committee Co-chairs
- Distribute agendas and meeting summaries
- Post committee presentations/meeting materials on BlueLineExt.ORG



CAC Membership

- Community appoints members:
 - Minneapolis: 3 members
 - Golden Valley: 2 members
 - Robbinsdale: 2 members
 - Crystal: 2 members
 - Brooklyn Park: 3 members
 - Minneapolis Park and Recreation Board: 2 members
- Corridors of Opportunity Engagement Grantees: 10
- At-large representation appointed by Met Council and Hennepin County Community Works: 2



BAC Membership

- Community appoints 2 members each:
 - Minneapolis
 - Golden Valley
 - Robbinsdale
 - Crystal
 - Brooklyn Park
- Chambers of Commerce appoint 1 member each:
 - Minneapolis Regional
 - TwinWest
 - Robbinsdale
 - North Hennepin Area
- At-large representation appointed by Met Council and Hennepin County Community Works: 3

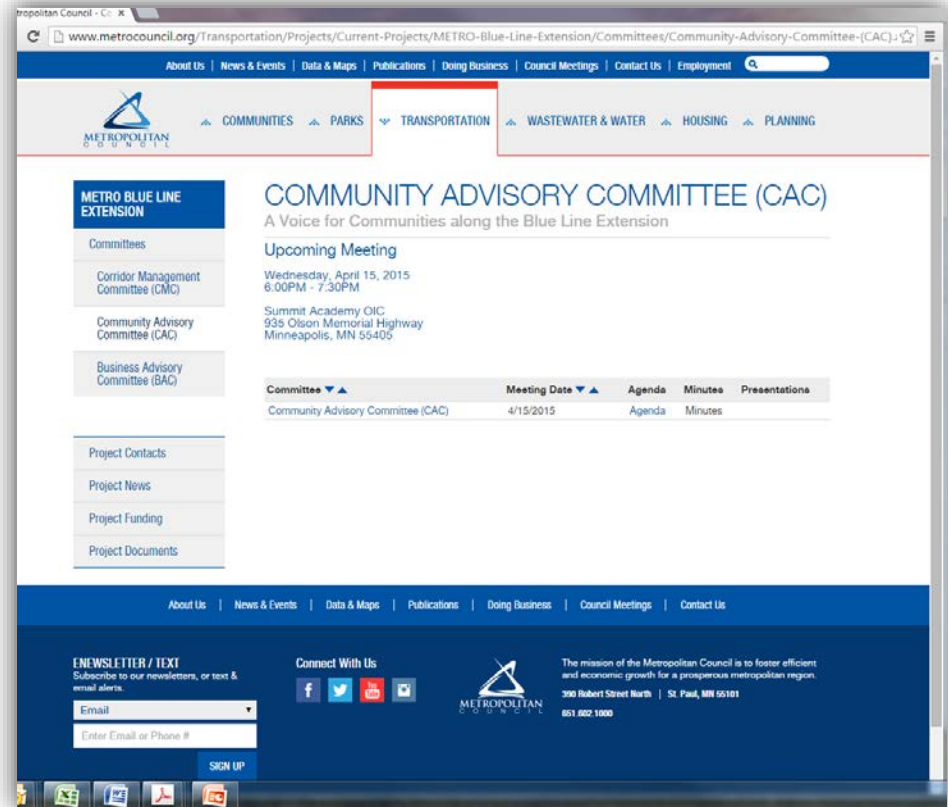


Committee Resources

- Committee Pages: **BlueLineExt.org**

- agendas
- meeting summaries
- presentations

- E-newsletter
- Text and/or email alerts
- One-pagers
- Maps/plans
- Documents



Community Outreach Coordinators

- Brooklyn Park:

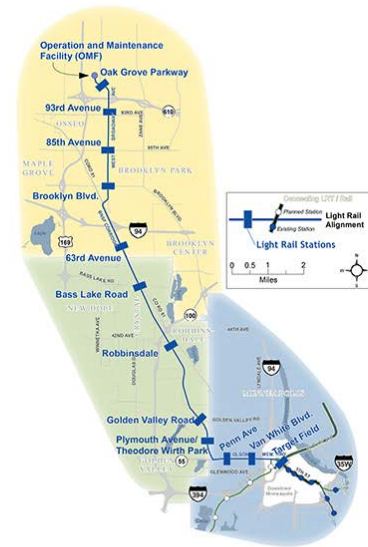
- Juan Rangel
 - Juan.rangel@metrotransit.org
 - 612-373-5338

- Crystal, Robbinsdale & Golden Valley:

- David Davies
 - David.davies@metrotransit.org
 - 612-373-5336

- Minneapolis:

- Sophia Ginis
 - Sophia.ginis@metrotransit.org
 - 612-373-3895



Community Outreach Coordinators

Brooklyn Park



Juan Rangel
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Juan.Rangel@metrotransit.org

Crystal, Robbinsdale, Golden Valley



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Minneapolis



Sophia Ginis
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Communication & Outreach Tools

- Advisory committees
- Project website
- Newsletters/factsheets/one-pagers
- Social media
- Media briefings/tours
- Video/animations
- Community meetings
- Property owner meetings
- Door-to-door canvassing

BROOKLYN PARK | CRYSTAL | ROBBINSDALE | GOLDEN VALLEY | MINNEAPOLIS



Tracking the Blue Line Extension

Issue 7 | October 2016

www.BlueLineExt.org

Station design open houses set for November

Public open houses are set for November in each corridor city for Blue Line Extension LRT Project staff to share light rail station design concepts and gather feedback.

Staff worked over the summer with their counterparts at the five corridor cities, Hennepin County, Minnesota Department of Transportation and the Minneapolis Park and Recreation Board to collect information about each station site's context and character. Their conversations and the station sites informed the draft design concepts to be previewed at the open houses. The designs also reflect public feedback through years of other meetings on station area planning, West Broadway Avenue design and municipal consent plans.

Stations will get individuality through design treatments on four areas

Four areas on each of the 11 stations are available for design treatments to provide some individuality while maintaining common features for all stations to ensure they're easy for passengers to use and for Metro Transit staff to maintain and repair. The four areas are the station roof, glass panels (using different arrangements of Metro Transit's standard-size panels to create variety), the column paint color and the concrete platform surface treatment. Staff will seek the public's feedback on design concepts to help refine plans.



Above: Participants in a Robbinsdale planning workshop identified elements of station identity that are important to their community.

Interpretive elements to note history of areas around stations

Five stations will have panels or other interpretive elements that note nearby historic properties, as required by the federal process. The Osseo Branch Line/Great Northern Railway Historic District (BNSF corridor) contains the future 63rd Avenue, Bass Lake Road and Robbinsdale stations, as well as the Golden Valley Road and Plymouth Avenue stations. The latter two stations

STATION DESIGN OPEN HOUSES

The public is invited to review station design concepts for the METRO Blue Line Extension Light Rail Transit (LRT) project and learn about the station design process.

Minneapolis: Wednesday, Nov. 9
Golden Valley: Thursday, Nov. 10
Crystal: Monday, Nov. 14
Robbinsdale: Wednesday, Nov. 16
Brooklyn Park: Thursday, Nov. 17

Locations and additional information on next page

DESIGN continued on page 3



Traffic Signal Coordination



Introduction

- Automatic Block Signaling (ABS) LRT Operation
 - Freight railroad corridor
 - Corridor is separated into sections or “blocks” and LRV spacing and movements are controlled with a series of automatic rail signals
- Bar Signals: Line-of-Sight LRT Operation
 - Olson Memorial Hwy and W Broadway Ave
 - Bars signals, which are part of the traffic signal system, control LRV movements through intersections



Transit Signal Priority and Preemption

- Transit Signal Priority (TSP)
 - Changes to traffic signal timing to assist the efficient movement of transit vehicles
- Preemption
 - Typically associated with Emergency Vehicle Preemption (EVP) or Railroad Preemption



Transit Signal Priority and Preemption

A spectrum from priority to preemption

Priority

Preemption

Coordinated
Timings

Early/Extended
Green

Modified
Signal Sequence

Disrupted
Coordination

Skipped Left-Turn or
Pedestrian Movements

Automatic
Gates



Transit Signal Priority and Preemption

- 23 intersections controlled by bar signals
 - Example: Olson Memorial Hwy and Penn Ave
- 8 highway-railroad grade crossings with automatic gates
 - Example: Corvallis Ave-railroad grade crossing
- 3 highway-railroad grade crossings with automatic gates and traffic signal preemption
 - Example: Bass Lake Rd-railroad grade crossing

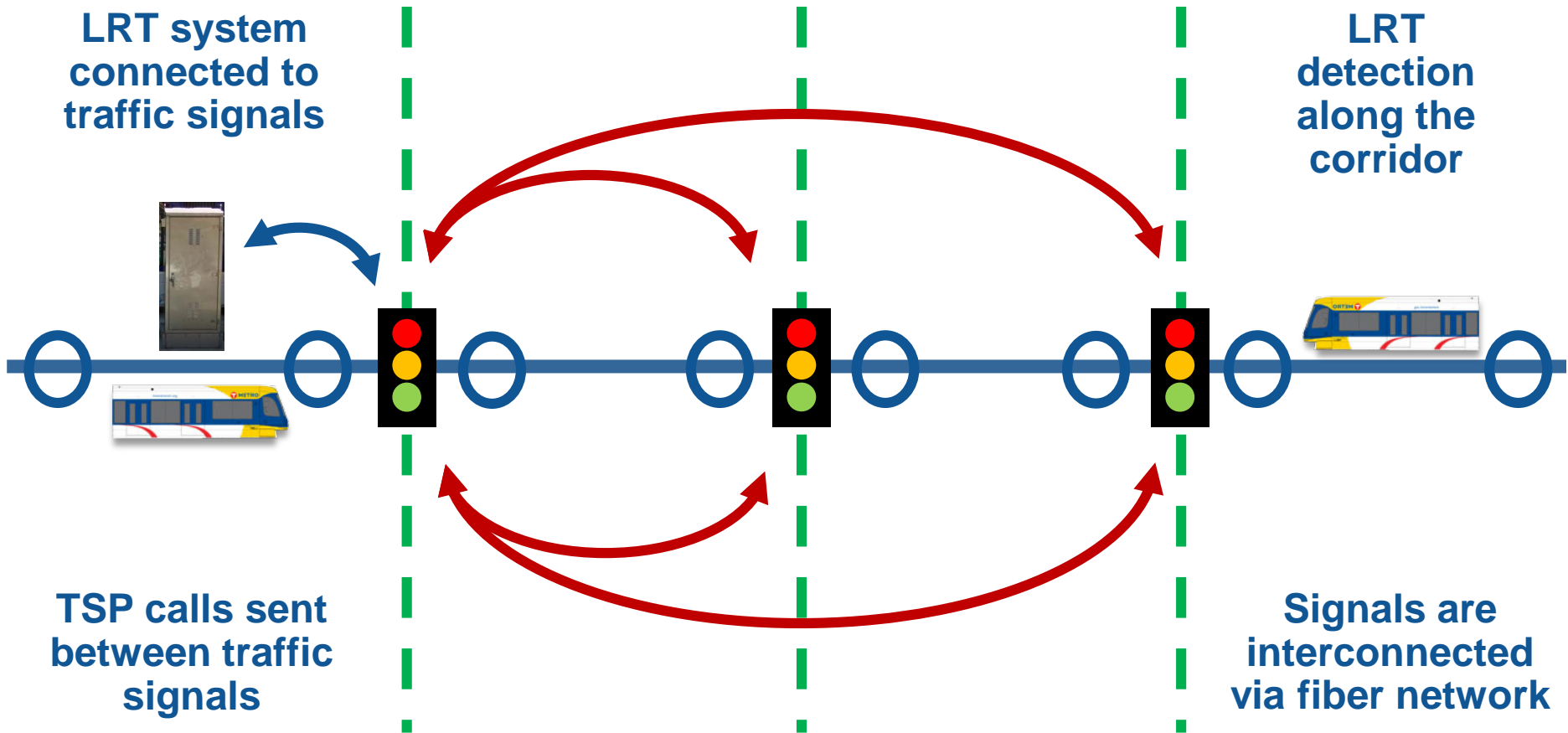


Transit Signal Priority and Preemption

- TSP Goal: Provide **efficient** and **reliable** transit travel times without unduly impacting other modes
- Each intersection is evaluated to determine the appropriate level of priority
 - LRT needs
 - Pedestrian and bicycle needs
 - Vehicle traffic needs
- Technology advances continue to improve TSP capabilities



BLRT Operations



Predictive Priority

- Use LRT detection upstream
- Serve LRT phase when the LRV arrives at the intersection, if possible
 - EVP overrides LRT call
 - Pedestrian clearance always served
 - Minimum vehicle phases always served
- Controllers can serve other phases with demand immediately after LRV clears
 - Gives left-turn and cross street traffic more opportunities to be served, especially during longer cycle lengths



Next Steps

- Design a robust detection system
 - Provides flexibility in operations
- Investigate signal controller capabilities during design and operations planning
- Work with operating agencies to identify operational priorities and understand tradeoffs
- Use a data-driven approach to identify impacts and determine if adjustments are needed



60% Plans Update



Design: 60% Plans Update

- Completed May 10
- Plans shared with project partners for review and comment
- Comments are being addressed and changes will be included in 90% plans
- Design details to resolve prior to 90% plan production
 - Robbinsdale Park and Ride
 - Oak Grove Park and Ride
 - West Broadway streetscape
 - Olson Memorial Highway streetscape

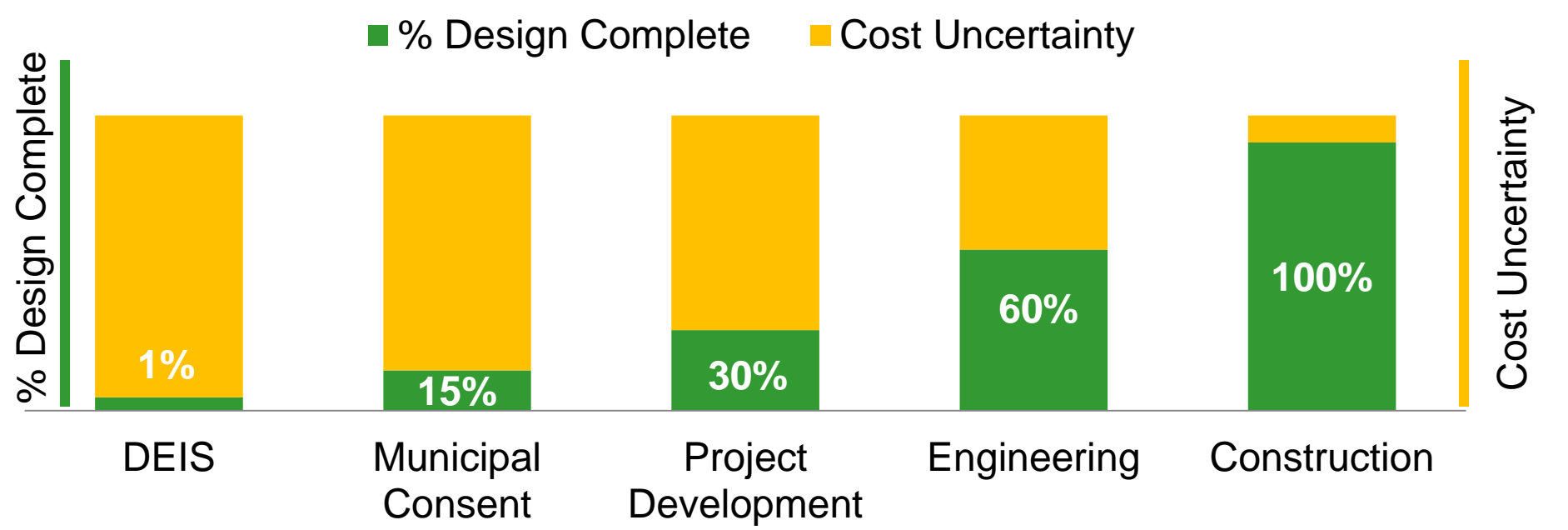


Project Budget: 60% Engineering

	30% Estimate	60% Estimate
Project Budget (Met Council Approved 9/28/2016)	\$1.536 B	\$1.536 B
Total Project Contingency	29%	25%
Escalation Factor	3%	3%
Base Year Estimate	2016	2017
Forecast Year	\$YOE (2018, 2019 and 2020)	\$YOE (2018, 2019 and 2020)



Cost Uncertainty By Project Phase



Advanced Construction: Bassett Creek Storm Sewer Relocation



Bassett Creek Culvert: Circa 1884



BASSETT'S CREEK CULVERT.

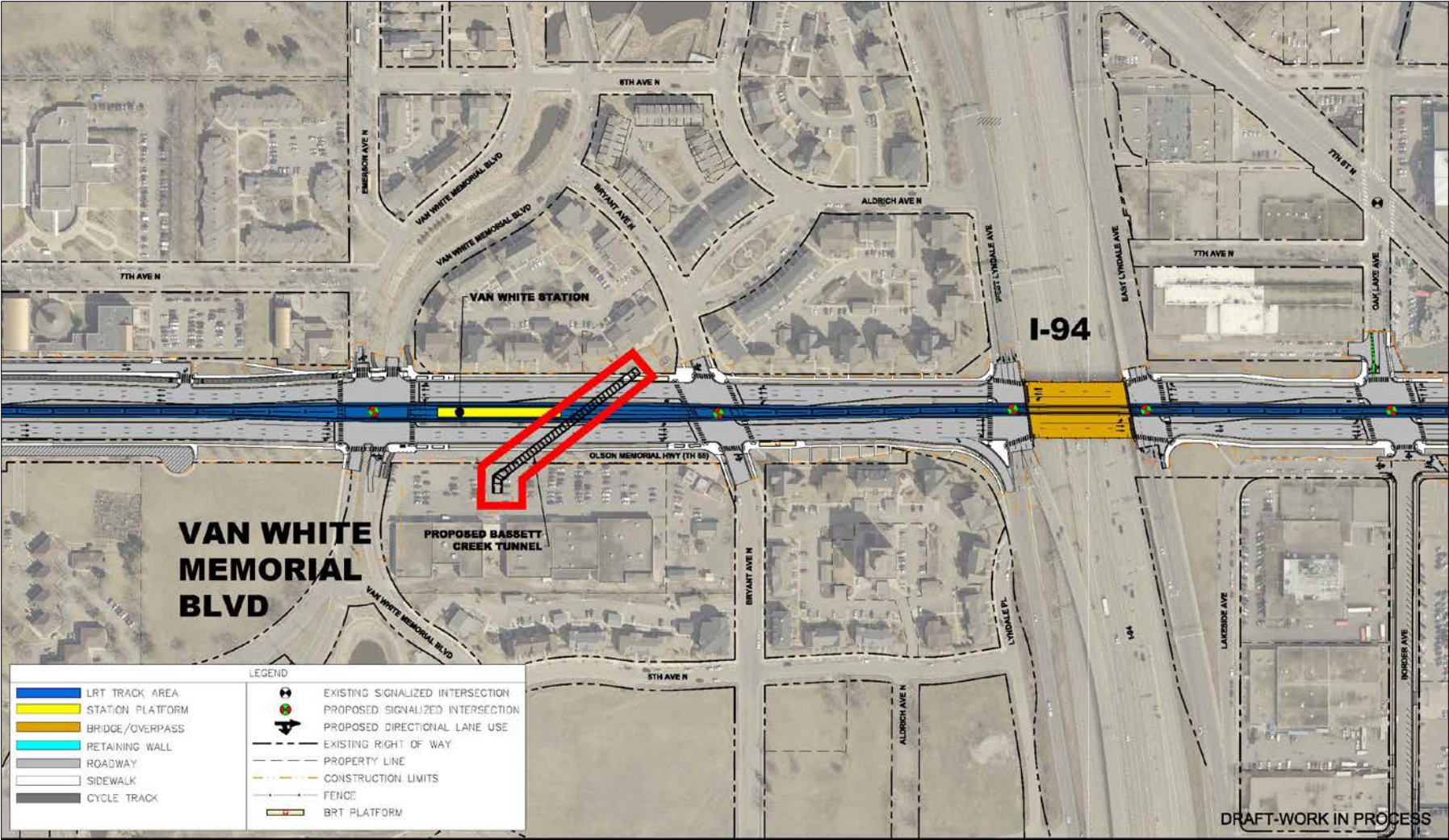


Bassett Creek Storm Sewer Relocation

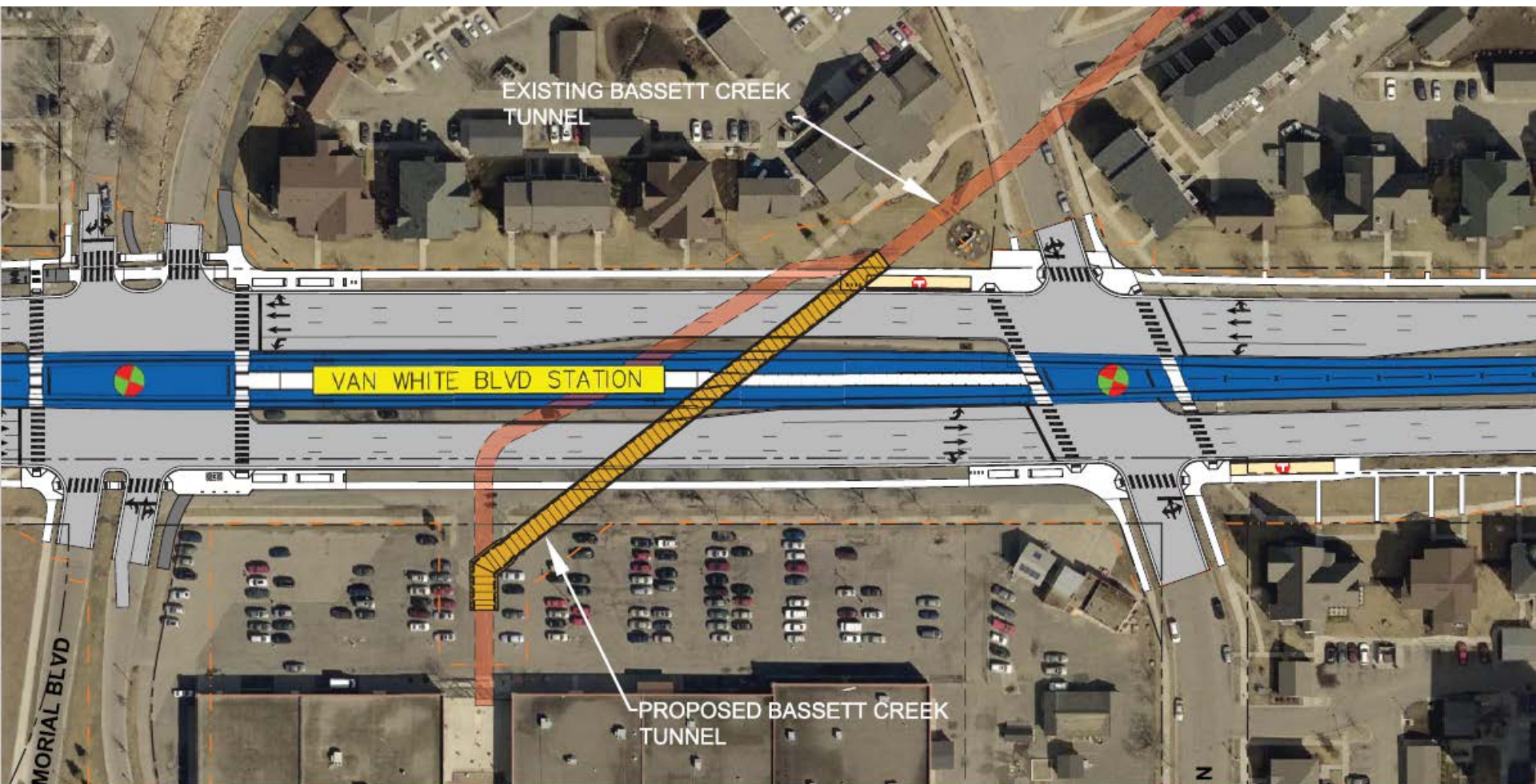
- Storm sewer conflicts with Van White Station and LRT guideway
- Critical path element: reduces construction staging and phasing of Olson Memorial Highway (OMH)
- Relocation needs to occur during storm water low flow time period: Fall/Winter
- Identified on MnDOT structurally deficient list



Bassett Creek Storm Water Overview



Bassett Creek Storm Water Overview



Bassett Creek Storm Sewer Utility Relocation

- June: Two bid packages released
 - Material procurement
 - Tunnel construction bid package
- July: Award material procurement contract
- September: Award construction package
- Fall 2017: Construction begins
 - Closure of OMH to start after Oct 27, 2017 allowing completion of I-94 work
 - Up to 12 day closure of OMH
- Estimated project cost: \$4.4M



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 (which is highlighted with a red box), WASTEWATER & WATER, HOUSING, and PLANNING. The main content area features a large photograph of a blue and yellow METRO bus with 'MINNEAPOLIS' and 'METRO' branding, with several people standing in front of it. Below the photo is a section titled 'METRO BLUE LINE EXTENSION' with a dropdown arrow. To the right of this section is a detailed description of the project, titled 'METRO BLUE LINE EXTENSION Bottineau Transitway – Minneapolis & Northwestern Communities'. The text describes the route from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, mentioning 11 new stations and 1.3 miles of double track. Below the description is a 'Latest News' section with a link to 'Feds: Met Council can begin designing METRO Blue Line Extension' and a 'Route' section with a link to 'Click on the map below for more information'. A sidebar on the left of the project section lists links for Route, Stations, Environmental, Timeline, and Project Partners.

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

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 1.3 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)

