



**Blue Line Extension Corridor Management Committee
Hennepin County Rockford Road Library
6401 42nd Avenue North
Crystal, MN 55427
Minutes of the April 14, 2016 Meeting**

Present: Chris Berne, Denise Butler, Gary Cunningham, Adam Duinick, Meg Forney, Rich Gates, Linda Higgins, Barb Johnson, Scott McBride, Mike Opat, Marika Pfefferkorn, Lona Schreiber, George Selman, Andy Snope, Peter Wagenius, Denny Walsh, Tim Willson

Not in Attendance: Jim Adams, Adam Arvidson, Pat Bursaw, Kate Catron, Gail Dorfman, Myron Frans, Shep Harris, Betsy Hodges, Jeff Kolb, Brian Lamb, Jeffrey Lunde, Peter McLaughlin, Regan Murphy, Jon Olson, Olga Parsons, Shaun Pearce, Denetrick Power, Scott Schulte, Aasim Shabazz, Liz Wielinski

1. Call to Order-Chair Duinick welcomed everyone and convened the meeting at 1:00 PM.

2. Approval of Meeting Minutes from January 14, 2016

Chair Duinick asked the committee to review the meeting minutes from the February 11, 2016 meeting and asked if there were any edits. Council Member Andy Snope made the motion to approve the minutes; BAC Chair Denny Walsh seconded the motion. Meeting minutes were approved.

3. Chair's Update

Chair Duinick thanked the city councils, Hennepin County Board and staff for their support in moving the municipal consent to conclusion on March 4, 2016. Chair Duinick stated that there is still a lot of work to be done. It was also reiterated there is urgency in anything the committee members can do to help move the needle at the legislature forward relating to light rail in the next couple weeks is appreciated.

4. Corridor-wide Safety/Security

Mr. Landwer reviewed the safety and security goals for the project stating that safety and security plans begin in Project Development (PD) and continue throughout the project. Mr. Landwer highlighted some of the safety and security elements such as signals, lights, signage, cameras, emergency phones, fencing, bicycle access, as well as Metro Transit Police and public safety outreach campaigns. All work leads to a Final Safety Certification Report.

Chair Duinick asked at locations where there are signs marking crosswalk, will there also be an ability to call for a light. How will that work on Olson Memorial Highway?

Mr. Landwer responded that on Olson Memorial Highway for all pedestrian crossings due to the length of the crosswalk, at mid-block we are looking at another signal system. A pedestrian would push a button and would trigger a stop light for traffic to stop.

Council member Selman asked for more information on how the Metro Transit Police Department



interacts with local police?

Mr. Landwer announced that it has been discussed to invite the Metro Transit Police to this committee to provide a presentation.

CAC Chair Berne stated that at the CAC meeting on Monday night there was quite a bit of discussion about some of the safety, in particular about interaction with the visually impaired.

Mr. Landwer responded that would be a future topic for presentation at CMC.

5. Golden Valley Road Park & Ride, Trails and Intersections

Ms. Vap stated that we have been working with city staff regarding the Golden Valley Road Station Park & Ride design and are advancing designs reflected in the renderings. Ms. Vap shared the difficulty of this site due to the drastic elevations. There is a 40' grade change from the top down to the rail corridor.

Council member Cunningham asked what the grade was.

Ms. Vap responded 5% at steepest and the designs are within ADA requirements.

Council member Cunningham also stated that the people wouldn't be able to walk from the park to the station – they will have to go around.

Ms. Vap replied they could use the bikeway/walkway along Theodore Wirth Parkway and then enter using switchback or use the sidewalk/stairs.

Mr. Wagenius questioned if access could be added at the top of the switchback at Theodore Wirth Parkway.

Ms. Vap responded that this has been looked at but there is a pretty substantial grade change there; she'll confirm.

Mr. Wagenius asked about the dash line showing existing grade. Can we use that existing grade? It looks a lot more gradual.

Mr. Landwer responded that the parking lot design is at maximum grade that we are comfortable with within the parking lot. Parking lot is set probably as low as it can be. Although the grade does look gradual, if you go out there and look at the existing conditions, it is fairly steep and certainly not within ADA guidelines.

Mr. Wagenius stated maybe we aren't expecting pedestrians to use this station, except as people walking from their cars. It appears that because we are trying to accommodate as many parking spots as possible, which makes it less inviting to pedestrians. Maybe that's an accurate reflection of how people are going to use this station. If they are driving, it is great, but if they are walking, that's unfortunate.

Ms. Vap clarified that while we as a transit agency like to maximize the amount of parking that we



provide to this, project office staff has done a lot of work to try to figure out how to increase the accessibility to the station, both from Theodore Wirth and from Golden Valley Road. We will continue to try to make some improvements to the design working with our partners at the park board, city and county.

Commissioner Forney thanked staff for working so hard on the connections. Commissioner Forney asked about the intersection and what type of control is there and asked Ms. Vap to show circulation of the parking lot and exits.

Ms. Vap advised that the driveway access is on Golden Valley Road.

Commissioner Higgins questioned if the parking lot is a switchback situation.

Ms. Vap stated vehicles can enter any aisles. Not certain yet if there will be any one-ways, etc. She also stated we aren't that far into the design.

Ms. Vap continued her presentation stating the need to get support from the Minneapolis Park and Recreation Board for advancement by either a land swap or purchase.

Ms. Vap also spoke on the existing trail connections in the station area. Plans are to extend Bassett Creek Trail further to the west and the existing Sochacki Park Trail to the south.

Mr. Wagenius asked if someone could calculate the total walking distance from corner of parking lot to station using switchback and send to him via e-mail.

Ms. Vap then reported on the intersection of Golden Valley Road and Theodore Wirth Parkway. Renderings showing signalized and a roundabout for the intersection were discussed. It was noted that the signals do a nice job with level of service and provides a safe environment for pedestrians. Roundabouts work well but the pedestrian walking distance is further.

BAC Chair Walsh asks that about access from Sochacki Park trail to the station.

Ms. Vap responded that if you are on that trail you will need to go under the bridge. Otherwise you could use Bonnie Lane.

Ms. Butler inquired about entering the park and ride as a driver entering from the road.

Ms. Vap responded the roadway is a two lane roadway, the turn lane doesn't happen until you get closer to intersection, so it doesn't interfere with the exit. There would be a stop sign and drivers will have to wait for a break in traffic. The traffic analysis indicates no problems with backups.

Mayor Willson Stated there isn't that much traffic that it will be an issue. He asked what will happen when a train pulls into the platform there and hundreds leaving at the same time, with only one way out and in.

Ms. Vap responded that with trains every 10 minutes it is unlikely that will happen and the park and ride doesn't have the number of spaces you are speaking of. The traffic modeling doesn't foresee



any issues.

Mayor Willson asked if an access point could be opened on the Theodore Wirth Parkway side so people could take a right in.

Ms. Vap responded it would be difficult because of the grade drop and safety.

CAC Chair Berne stated they had a fair amount of discussion about this at the CAC meeting. A Golden Valley member was concerned that we were moving the pinch point back a couple hundred feet from the main intersection. It came up that we probably weren't going to be looking at a serious problem here.

Commissioner Higgins spoke to the intersection versus a roundabout.

Chair Duinick asked if the project office looked at doing a woonerf (more people/pedestrian friendly than automobile oriented). One is being built in Uptown and one on the Riverfront.

Ms. Vap stated that the roundabout is easier for the pedestrian than the three right-turns situation. The down side being a very long crossing compared to the signal. Significant downfall we've heard is for visually impaired people. There is no visual cues and would be hard for them to tell a break in traffic, which way the traffic is coming from.

CAC Chair Berne stated visually impaired people have a hard time detecting where that traffic is coming from, going to, and whether it is safe or not to cross.

Ms. Pfefferkorn asked what the pedestrian crossing time would be with the roundabout.

Ms. Vap stated she didn't have that figure calculated but it would be a much longer distance.

Commissioner Forney stated that she loves roundabouts, but they are not pedestrian/bike friendly and strongly discourages it for Grand Rounds.

Mayor Willson asked if it would be all asphalt in the center.

Ms. Vap answered that they weren't that far in the design, but most roundabouts are landscaped.

Ms. Vap concluded her presentation by stating the next steps. Updates have been provided to the Golden Valley City Council to MPRB as well. Next the project office will receive comments from public, BAC, CAC. The agencies involved in this intersection (MPRB, Golden Valley, and Hennepin County) will be meeting to determine the next step in providing the project office with a recommended design. The project office will then share with the community and receive additional input on the design.

6. Section 106 (Historic Properties) Update

Ms. O'Brien went over the requirements and process of the Preservation Act of 1966 as it pertains to this project. This process began back in 2011. Ms. O'Brien briefly touched on the 17 Section 106 properties and what the impact (if any) there would be.



Chair Duinick asked if this all gets wrapped up in the Final DEIS.

Ms. O'Brien confirmed it does in the Memorandum of Agreement.

7. Design Topics

Mr. Toulouse reported on the TH 610 interchange design that has been shifted slightly due to consultation with MnDOT to square up the intersection. Propose to close 39 ½ Avenue to decrease rail crossing and noise associated with that.

Chair Duinick asked if there were any questions. No questions.

8. Schedule Update

Mr. Soler presented the upcoming schedule for May, June and August. He stated there are two critical paths to complete, publish the FEIS/NEPA and have FTA sign the Record of Decision prior to August 22.

Ms. Pfefferkorn asked if the CMC will need to meet more than once per month as mentioned earlier.

Mr. Soler reported that May will be the regular meeting but may need two meetings in June. A schedule will be shared when we lock down the dates.

9. Advisory Committee Reports

CAC Chair Berne didn't have anything to report.

BAC Chair Walsh stated they were working on pedestrian bridge to make sure it is as safe as possible.

Commissioner Opat announced that the CMC has really made great progress and he would like to mark that progress with a celebration; invites will be sent through e-mail.

10. Adjournment

The CMC committee meeting was adjourned at 2:41 pm. **The next scheduled meeting:**

Thursday, May 12, 2016

Hennepin County Brookdale Library

6125 Shingle Creek Parkway, Room ABC

Brooklyn Center, MN 55430