



Blue Line Extension Corridor Management Committee

Minutes of the December 14, 2017 Meeting

Present: Peter Wagenius, Olga Parsons, Marica Glick, Alene Tchourumoff, Rich Gates, Marika Pfefferkorn, Lona Schreiber, Mike Opat, Tim Willson, Chris Berne

Not in attendance: George Selman, Denise Butler, Barbara Johnson, Aasim Shabazz, Andy Snope, Betsy Hodges, Brian Lamb, Denny Walsh, Gary Cunningham, Jeff Kolb, Jeffrey Lunde, Jim Adams, Jon Olson, Linda Higgins, Meg Forney, Peter McLaughlin, Scott McBride, Scott Schulte, Shauen Pearce, Shep Harris

1. Call to Order

Chair Tchourumoff convened the meeting at 1:35 pm.

2. Approval of September 14, 2017 Minutes

Chair Tchourumoff asked the committee to review the meeting minutes from the September 14, 2017 meeting. Lona Schreiber motioned approval of the minutes; Mike Opat seconded. Minutes were approved.

3. Chair's Update

Chair Tchourumoff thanked the committee members for working with the Met Council to move the Blue Line Extension Project forward. She also highlighted a few accomplishments from this year, including completing 60% design for civil, the operations and maintenance facility (OMF), and systems this past spring; completing 90% civil design plans last month; completing first construction activity this fall for the Bassett Creek storm sewer; and advanced design for all stations with input from the public. Chair Tchourumoff also thanked CMC members who will be leaving this year for their commitment to the project and their role in championing the project.

4. Bassett Creek Storm Sewer Construction Update

Nick Landwer presented. Over a year of coordination with project partners took place for this work, including MnDOT, Hennepin County, the City of Minneapolis, and Met Council Environmental Services. There was also a public outreach and media campaign, including:

- Mobile friendly web mapping tool
- Construction video
- Community radio/newspapers
- Door-knocking
- Neighborhood meetings
- Twitter
- Press release
- Email blasts
- Variable message signs
- Project newsletter



The contractor began mobilization the week of October 23rd. A 12-day closure of Olson Memorial Highway began October 30th after the morning rush hour, and the contractor worked 24-hour days during the closure. Olson Memorial Highway was back open to traffic on November 11th. The connection to the south end of the tunnel will take place over the winter, and restoration will occur in spring 2018.

The condition of the tunnel was in better shape than anticipated, which eliminated some work that was planned to connect to the north end of the tunnel. A temporary connection was made between the old pipe and new pipe to maintain drainage from Olson Memorial Highway; this will be removed when the LRT is constructed. Pedestrian access was maintained between Van White and Bryant during the construction.

Currently, work is being done to connect the tunnel on the south side of Olson Memorial Highway. As part of this process, a 66-inch sanitary sewer that is located under the storm sewer will be lined.

This construction project has been very successful so far and has been a great partnership with the City and MnDOT.

5. 90% Design Plans and Next Steps

Nick Landwer presented. There are two civil construction packages divided by geography: Civil 1 and Civil 2. Civil 1 includes Target Field Station, Olson Memorial Highway, and the freight corridor to the CSAH 81 flyover bridge. Civil 2 includes Jolly Lane to the OMF. The packages include:

- Roadway, bridges, retaining walls
- Utilities
- LRT guideway
- Freight rail
- Stations
- Park-and-rides

The 90% design plans for the Civil 1 and 2 packages were delivered on November 17, 2017 and have been shared with project partners for review and comment. Comments will be addressed and changes included in the final plans. A set of the civil plans is 10,000 sheets.

The 90% specifications for the Civil packages and the Systems package are due December 15th. The OMF plans have been delivered and will be distributed to the project partners. The Systems and OMF 90% specifications are then due in mid-January.

Design activities that will occur in the first quarter of 2018 include:

- Olson Memorial Highway design advancement
 - Median landscaping and signage design
 - Detailed stormwater design
 - Private utility coordination
 - TPSS screening (e.g., fencing, landscaping)
- West Broadway design advancement
 - Landscape and signage design
 - Detailed stormwater design



- Private utility coordination
- Oak Grove Parkway parking structure
 - The project has been working with the City of Brooklyn Park to site the parking structure and can now finalize the structural plans
- Advanced design packages (critical path items)
 - Floodplain mitigation and MCES forcemain along Bassett Creek and the freight rail corridor just north of Olson Memorial Highway
 - Theodore Wirth Parkway Bridge – this bridge will then be open when work on the Golden Valley and Plymouth Avenue bridges are under construction
- Freight rail corridor
 - Document current design assumptions for negotiations team
 - Document BNSF impact mitigation
 - Design support during negotiations

Marika Pfefferkorn asked if Nick Landwer could explain what is included in the median landscaping on Olson Memorial Highway and if it will incorporate trees like some of the public requested. Nick said there will be greenspace, but it will not include trees because they can conflict with the overhead wires. Marika asked if it would be an equal match to the greenery that will be lost. Nick said it is not a one for one replacement, but they are putting greenspace where they can.

6. Station Design Advancement: 63rd Avenue and Bass Lake Road

Shelley Miller presented. The 63rd Avenue and Bass Lake Road Stations are sister stations located on the west side of County Road 81.

63rd Avenue

There is currently a 565-stall, two-story parking ramp at this location, which will remain. Intersection enhancements will include boulevard treatment, median refuge, and countdown timers on both sides of County Road 81. There are bus stops on 63rd Avenue that are served by Routes 716 and 719. The north side of the platform will be accessed through a vertical circulation building, and the south side will be accessed with an at-grade crossing.

The station platform will include standard features (heat, lights, message signs, etc.). The plaza on south side of the park-and-ride will include covered stairs to the parking ramp and bike parking, including a bike-and-ride caged area that can be accessed with your Go-To card.

Peter Wagenius noted that there are big developments happening with the bike share systems in Minneapolis and Saint Paul, and he anticipates they will be transitioning from a docked system to a dockless system. Other cities that have moved to dockless systems have seen five- to ten-fold increases in usage, so he's happy to see they are planning for bike parking.

Bass Lake Road

At the Bass Lake Road Station, access is at-grade for the north end of the platform, and if you park in the park-and-ride would use the southern at-grade access. The park-and-ride will have space for 150 cars. Bike parking will be provided in in the park-and-ride and at the northern access. The canopies on the platform resemble the wing of a plane as nod to the Crystal airport. The platforms include



standard features, including the new between-car barriers that are being added to all LRT platforms in the system.

7. 2018 Meeting Schedule

Dan Soler presented. Dan noted that he hopes to continue the momentum of the project in 2018. The current schedule includes CMC meetings on the following dates from 1:30 to 3:00 pm at the Rockford Road Library in Crystal unless otherwise noted:

- January 11
- February 8
- March 8
- April 12 (Brooklyn Park Library)
- May 10
- June 14
- July 12
- August 9
- September 13
- October 11
- November 8
- December 13

We may not have all 12 meetings but want to keep bringing the group together to provide updates and receive input.

Mike Opat asked what the political to-do list is for 2018. He sees key activities including activity at the state legislature, negotiations with the railroad, federal appropriations, and presenting the full funding grant agreement to FTA. Collectively, we have work to do at the capital and in support of each other with the railroad.

Chair Tchourumoff noted that she recently traveled to Washington, DC with Mayor Lunde from Brooklyn Park, Hennepin and Ramsey County Commissioners, members of the Minneapolis and Saint Paul chambers, and members of the business community to meet with the Minnesota delegation and FTA. They received very positive feedback both from FTA and members of our delegation. With this administration, showing private sector support for the project has been really positive. They spoke about the entire system, including the Blue Line Extension, Green Line Extension, Orange Line, Gateway, Rush Line, and Riverview, and the importance of coming together as a region invest in our regional transit system. They really liked the multimodal elements of our system, including both rail and bus rapid transit, to deliver high quality transit.

Tim Willson asked what the timeline is for completing the Blue Line and connecting service from Brooklyn Center. Chair Tchourumoff said they will be looking at a feeder system to get riders to LRT. She noted everyone also needs to be cognizant of the fact that Metro Transit is looking at a significant budget deficit, which plays into their overall ability to provide high quality transit service, including the bus system. Support and advocacy at both the local and federal levels will be needed. Tim Willson added that he is concerned about how we get transportation to folks in the northwest



corner of the region given how much poverty is there. They have struggled for many years to get projects off the ground in that area, but we need to increase the quality of life through transportation and better wages. He would welcome a conversation with Chair Tchourumoff to discuss these issues. Chair Tchourumoff said she would be happy to meet with him.

Peter Wagenius added that in the near term the City of Minneapolis is anxious to see the D Line proceed and connect Brooklyn Center and Minneapolis south to Richfield. The City will be passing a resolution regarding the D Line tomorrow, and he would be happy to share it with Tim Willson. Chair Tchourumoff noted that the six transitways that were discussed with the FTA did not include the arterial BRTs that Metro Transit is building out, which is a great reminder of the capital funding Metro Transit will be seeking in the next bonding session to support development of the D Line.

Rich Gates noted that Brooklyn Park is hosting Congressman Paulsen tomorrow with local business leaders to talk about 610 and the Bottineau Line. He invited Brooklyn Park's city manager, Jay Stroebel, to provide some information on the Connect the Blue Line Now Coalition. Jay shared that a number of cities along the Bottineau line as well as neighboring communities are meeting on a regular basis to identify opportunities for advocacy and education on the benefit of the line. He thanked the cities that have been participating and noted they have found it helpful in educating decision-makers.

Lona Schreiber stated that she appreciates that there is no drama on this project. The communities and cities get along and cooperate. She hopes that continues into the future.

Peter Wagenius wanted to thank the CMC as this is his last meeting as a member. On behalf of Mayor Hodges and Council President Johnson, he also wanted to thank the project office staff as they are the reason we are in the good position we are in now. Dan Soler and his team communicate proactively and deal with problems collaboratively and actively. Dan and his team are a huge reason why there is no drama and needless controversy. He expressed his thanks for being a good partner to the City. Chair Tchourumoff thanked the City for their tremendous support throughout this process.

Marika Pfefferkorn noted that this is the first time the community has been at this table in the planning process, with Chris Berne as the CAC chair and two seats for the Blue Line Coalition. This sets a new model for operating with public, private, and community representation. The Blue Line Coalition is very pleased to be part of this process.

8. Adjournment

Chair Tchourumoff asked if there were any further questions or comments and thanked everyone for a great year.

The meeting was adjourned at 2:30 pm.

Next CMC Meeting: Thursday, January 11, 2018
Hennepin County Rockford Road Library
6401 42nd Avenue North
Crystal, MN 55427