

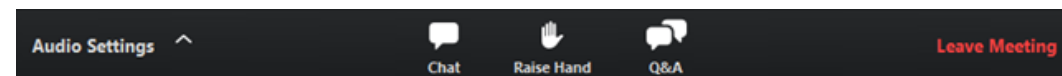
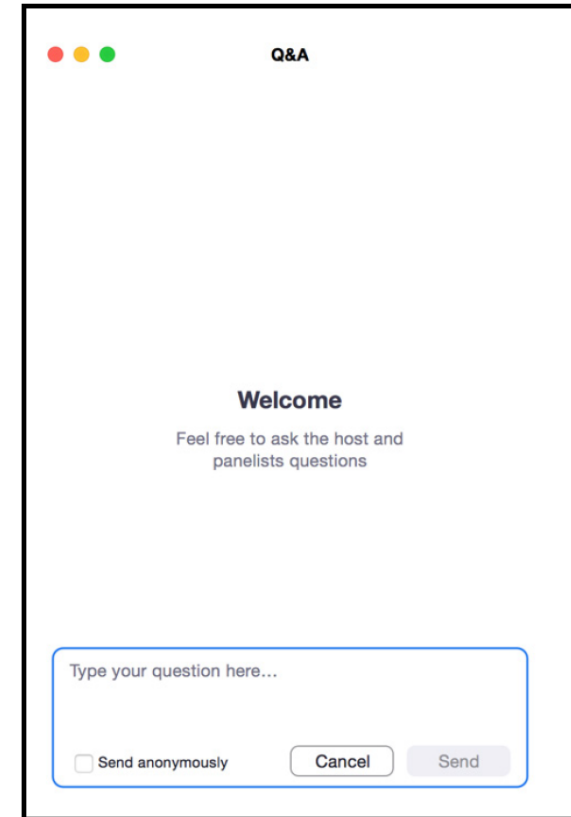
# Highway 252/I-94 Environmental Impact Statement (EIS)

SP 2748-65 MnDOT Metro District

**PAC Meeting**  
August 20, 2021

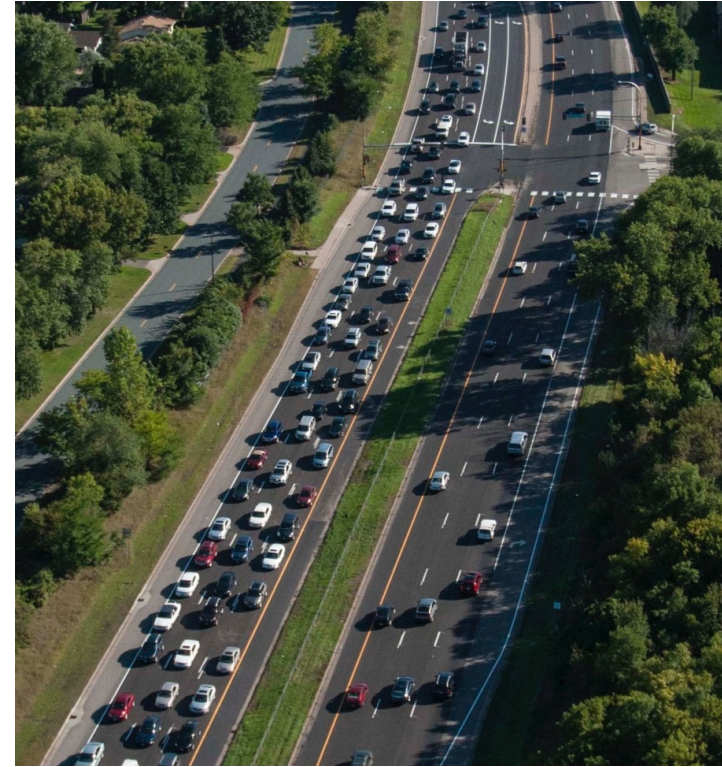
# Zoom Meeting Tips

- Audio issues: Select the audio settings in the left-hand corner.
  - Additional assistance needed, call:
    - Jono Cowgill 763.251.4027
  - If connected by phone:
    - \*6 to mute/unmute
    - \*9 to raise/unraise your hand
- » FOR PAC MEMBERS
- Please mute your microphone and turn off your video when not speaking.
- » OPEN COMMENT PERIOD WITH GUESTS
- Guests will be muted during the meeting
  - Two options to provide comment:
    - Raise your hand to be called on and unmuted
    - Type your comment in the Q&A panel for the host to read



# Agenda

- » Transit Feasibility Study Process and Results
- » PAC Reflection and Conversation
- » Equity and Health Assessment Update
- » Open Comment Period
- » Next PAC Meeting
  - Quarterly PAC - October 7, 2021 2:30 – 4:00 PM





# Transit Feasibility Study Process and Results

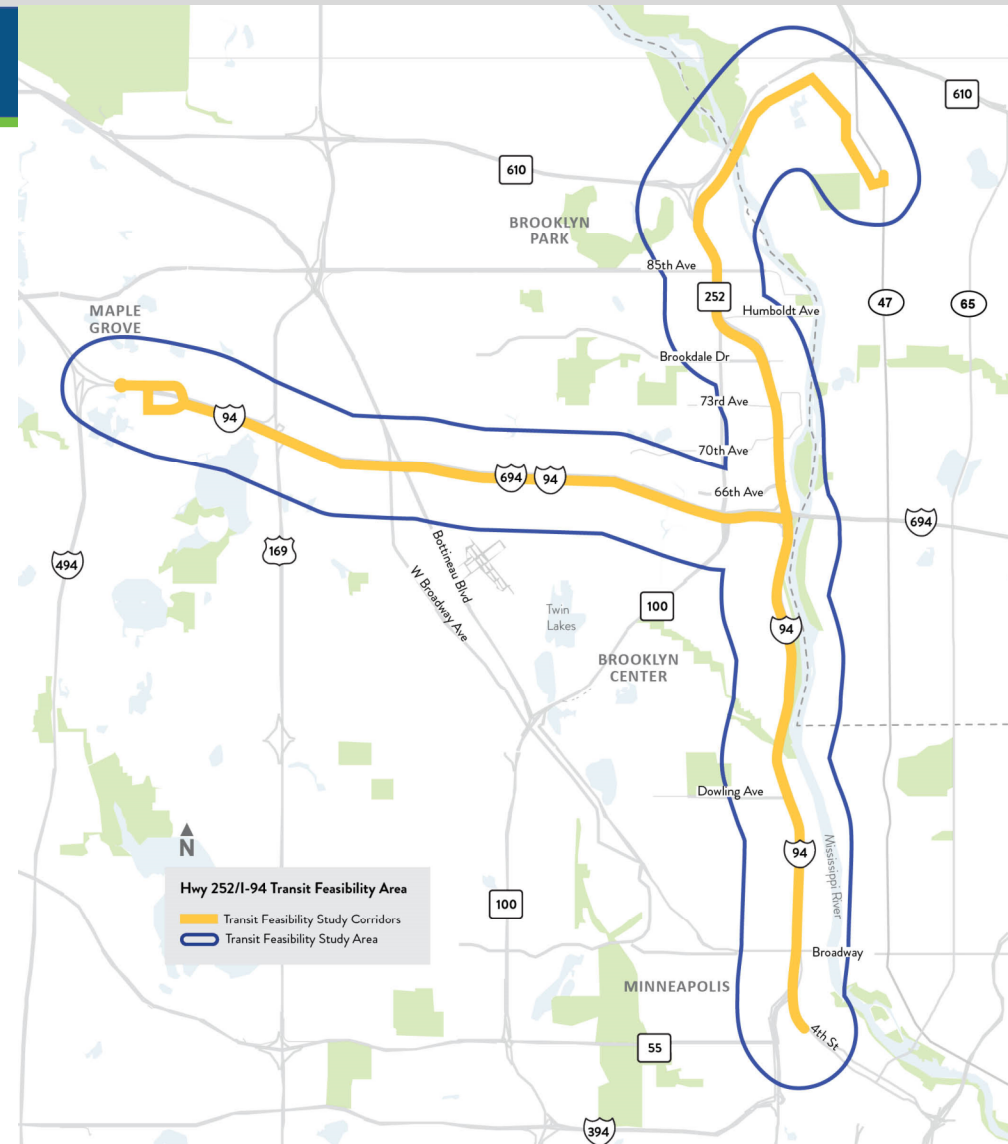
# Transit Feasibility Study

## » Planning process

- Existing conditions
- Develop future concepts
- High level evaluation of options
- Refine in EIS as appropriate

## » Considerations

- 2019 Highway 252 concepts
- E-Zpass (formerly MNPASS)
- Highway Transitway Corridor Study (HTCS)

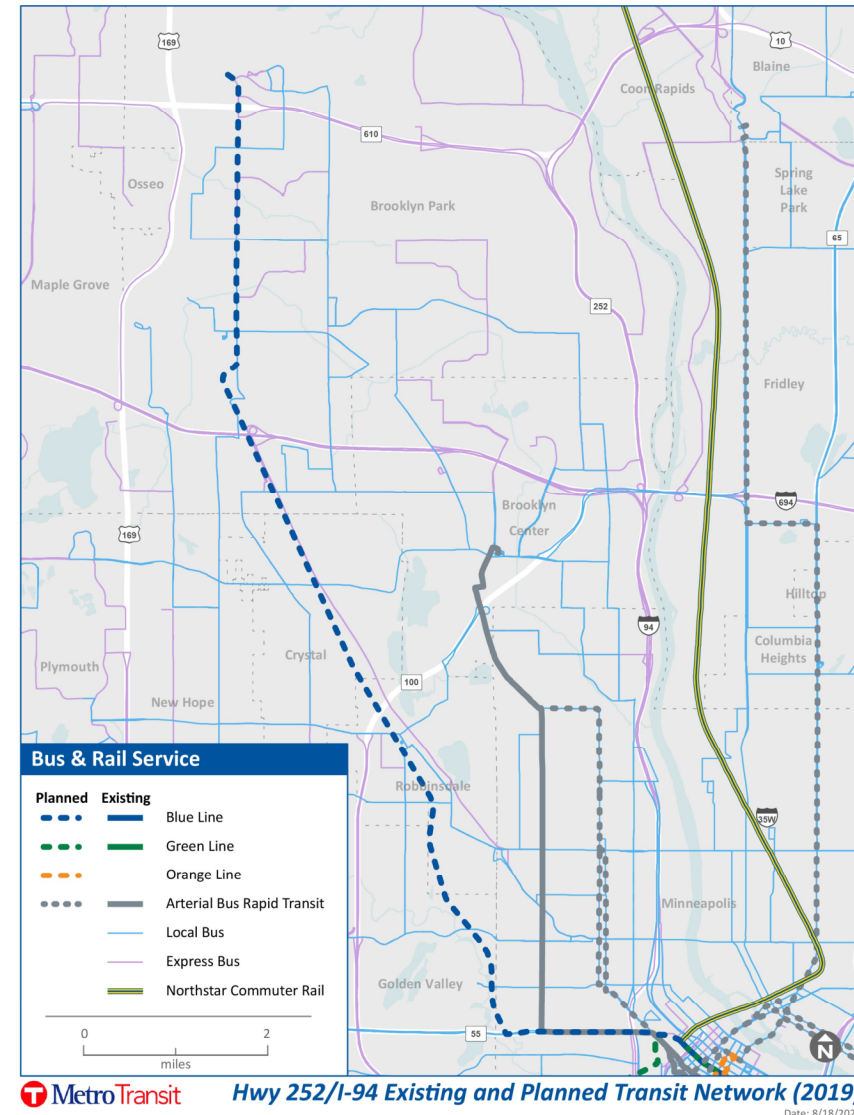


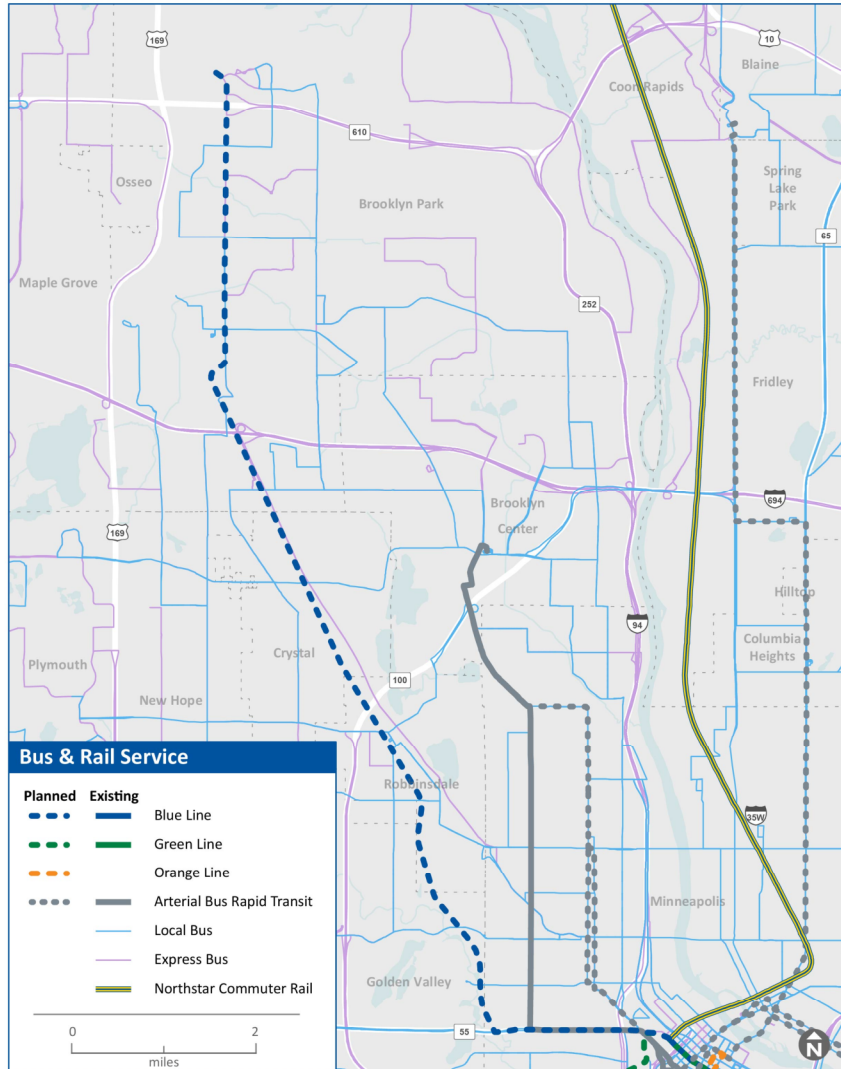
# Transit Feasibility Study Area

» Builds on existing and planned transitways in the Hwy 252/I-94 project area:

- **Blue Line Extension LRT:** part of the baseline no-build scenario on previously adopted alignment.
- **METRO C Line BRT:** Existing arterial BRT service between downtown Minneapolis and Brooklyn Center via Penn Avenue.
- **METRO D Line BRT:** Arterial BRT under construction between Brooklyn Center and Mall of America via Emerson/Fremont and Chicago Avenues.

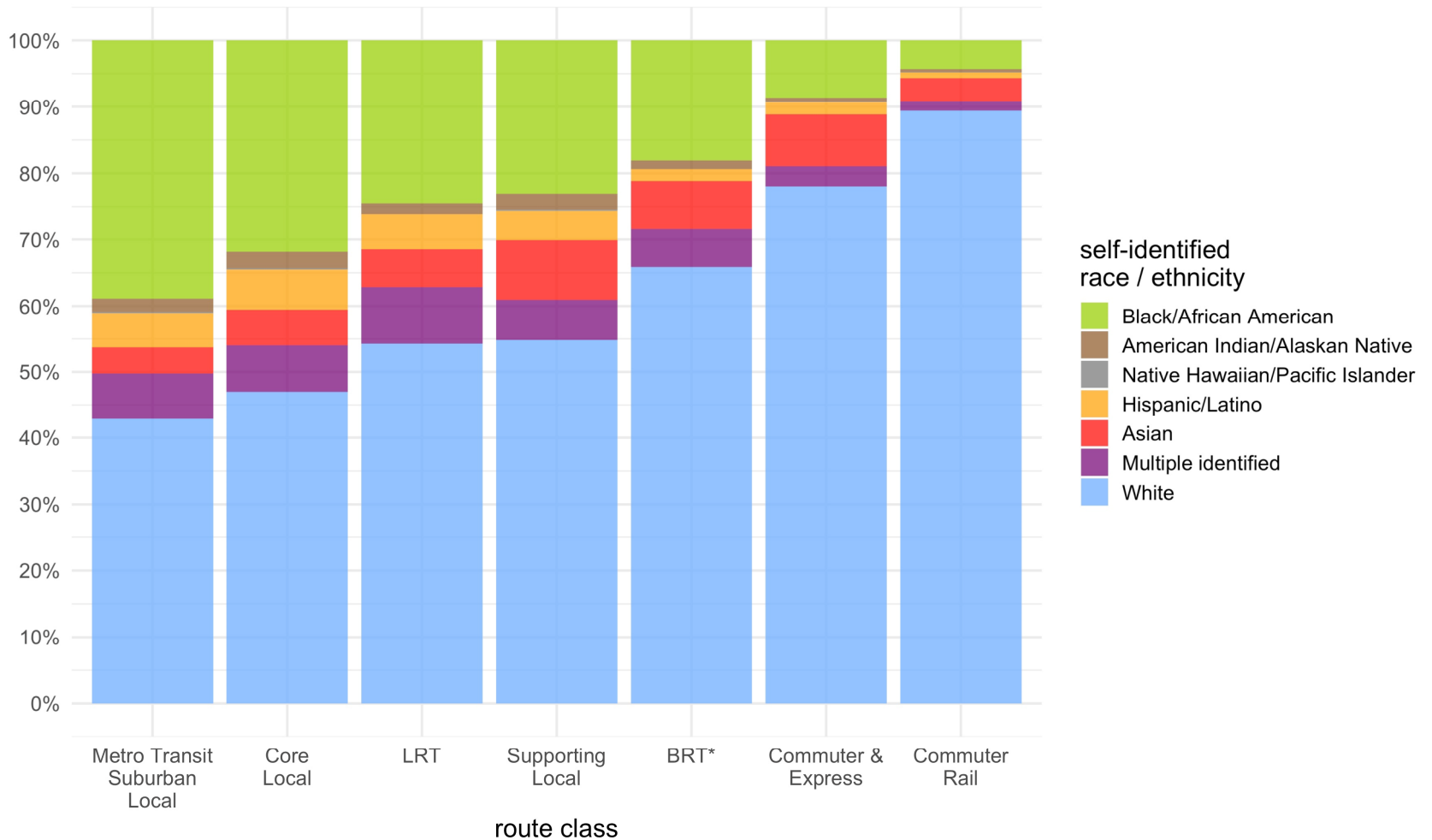
» Existing local and express bus network included





**MetroTransit** Hwy 252/I-94 Existing and Planned Transit Network (2019) Date: 8/18/2021

# Equity Considerations in Transit

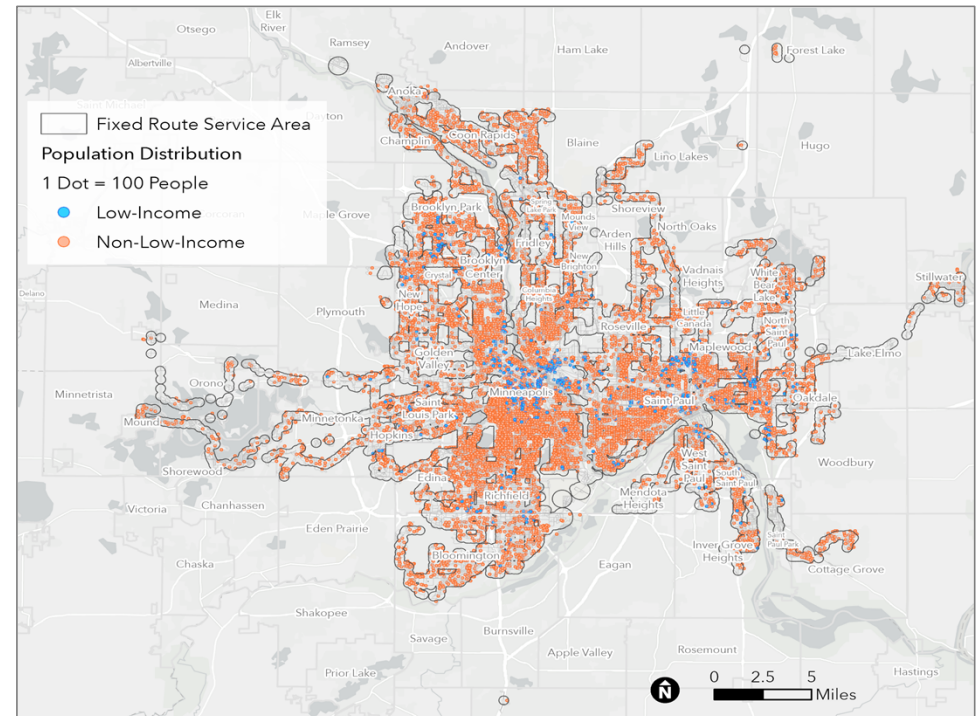
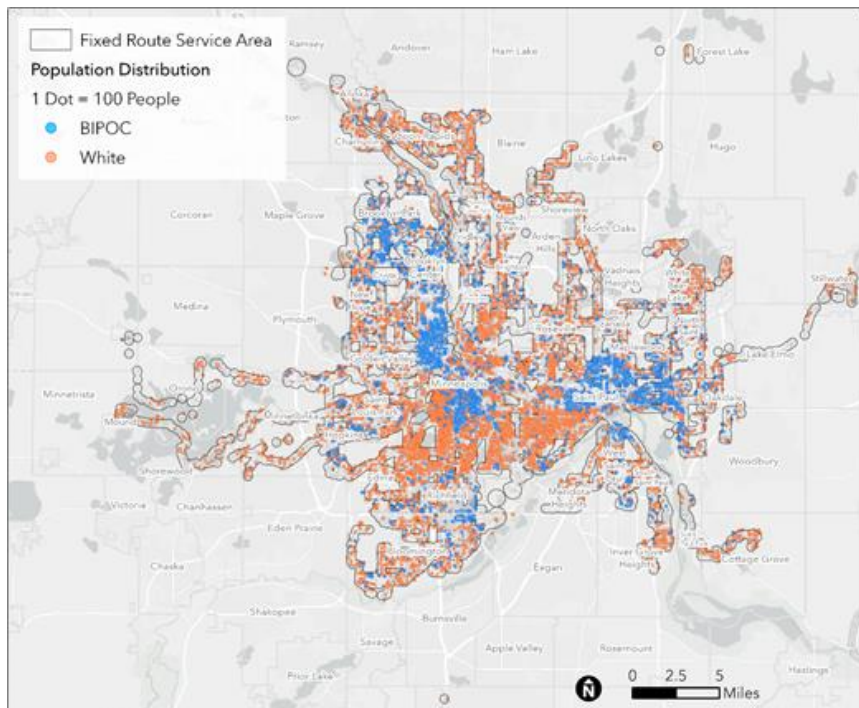




# Equity considerations in transit

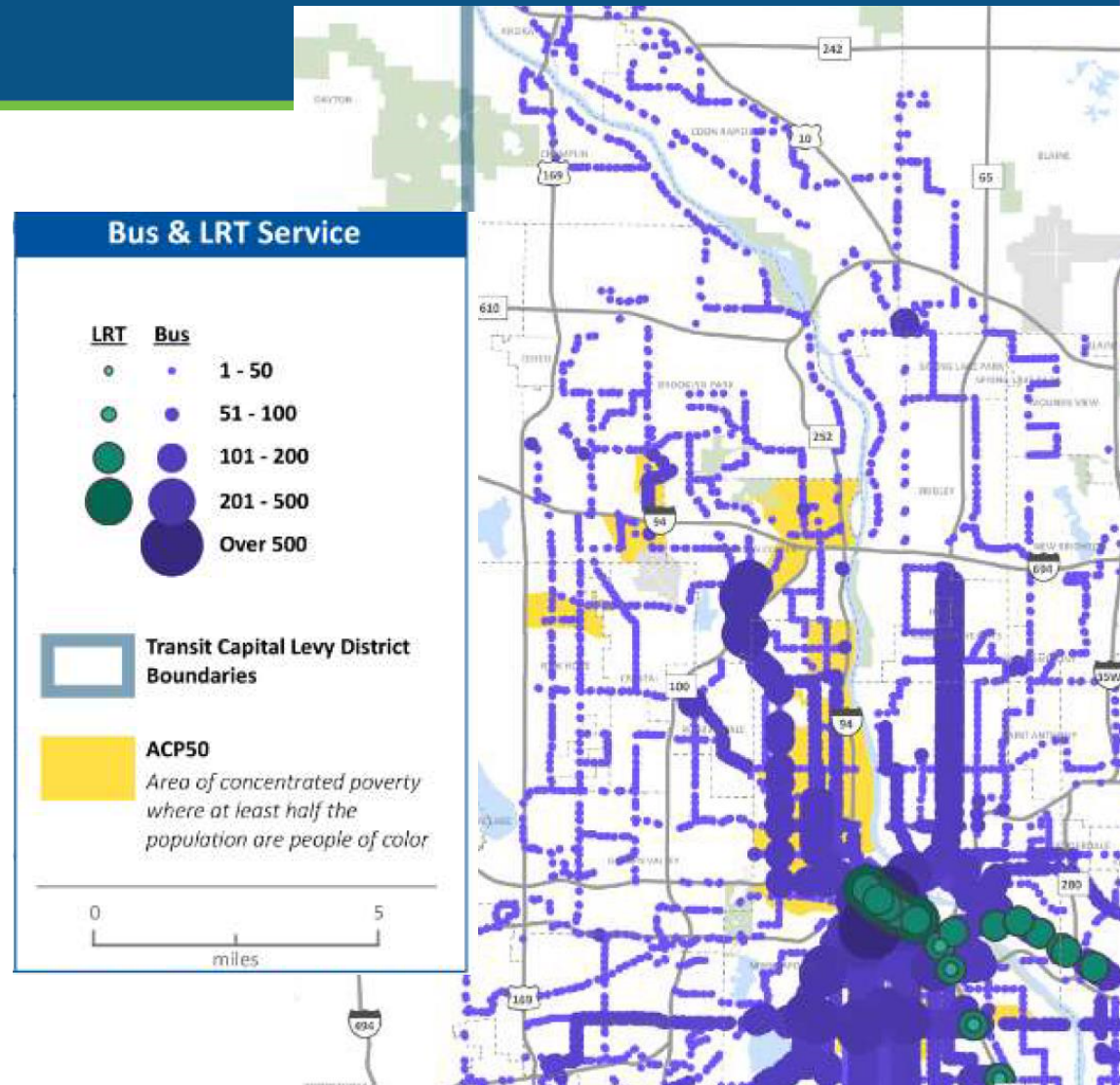
» Home locations

» Access outside home area



## Existing Local Transit

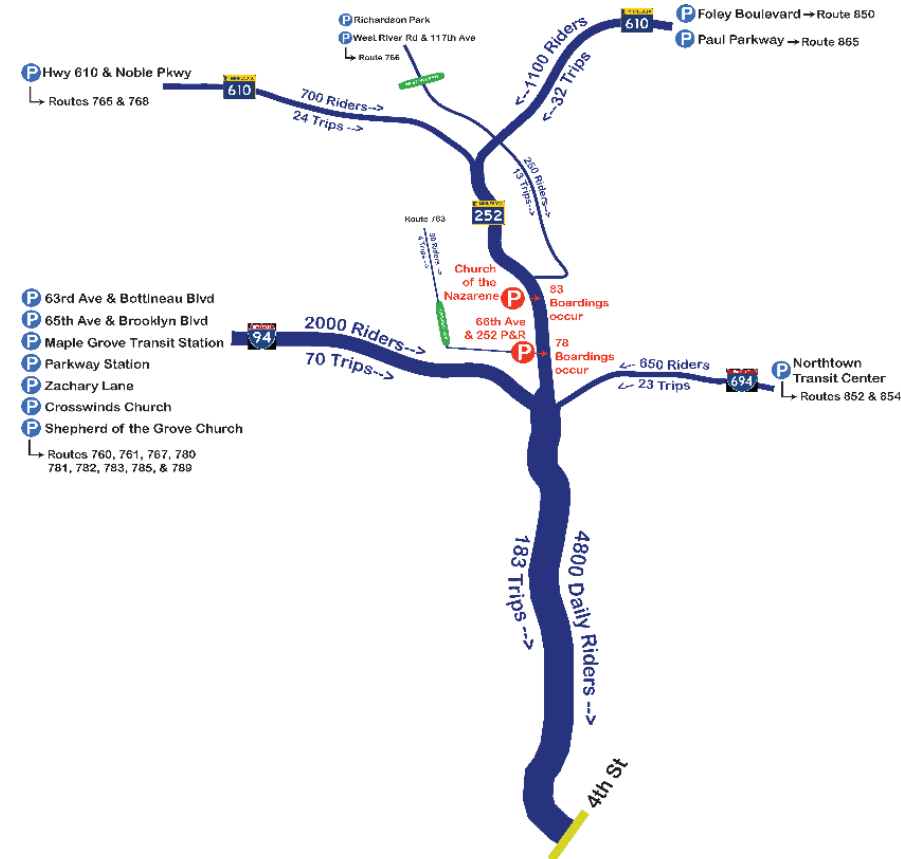
- » Strong local bus service, Brooklyn Park, Brooklyn Center, Minneapolis
- » C Line since 2019
- » D Line opening 2022
- » Brooklyn Center Transit Center
  - Connecting 9 routes
  - C Line
  - High frequency
  - Suburban network
  - 2<sup>nd</sup> busiest in region



# Existing Commuter Express Transit

- » Highway 252 commuter growth with suburban development
- » Primary commuter corridor
- » Connecting major park and ride lots, neighborhood lots
- » First bus only-shoulder lane
- » Ridership and trip patterns inform BRT concepts

**TH 252 / I-94 Corridor**  
 Visualizing Where Southbound Transit Users Access and Move Through Corridor



\*Ridership numbers represents AM trips from origins to downtown Minneapolis.  
 \*\*Ridership figures come from the 2018 annual ridership averages

# Park and Ride patterns

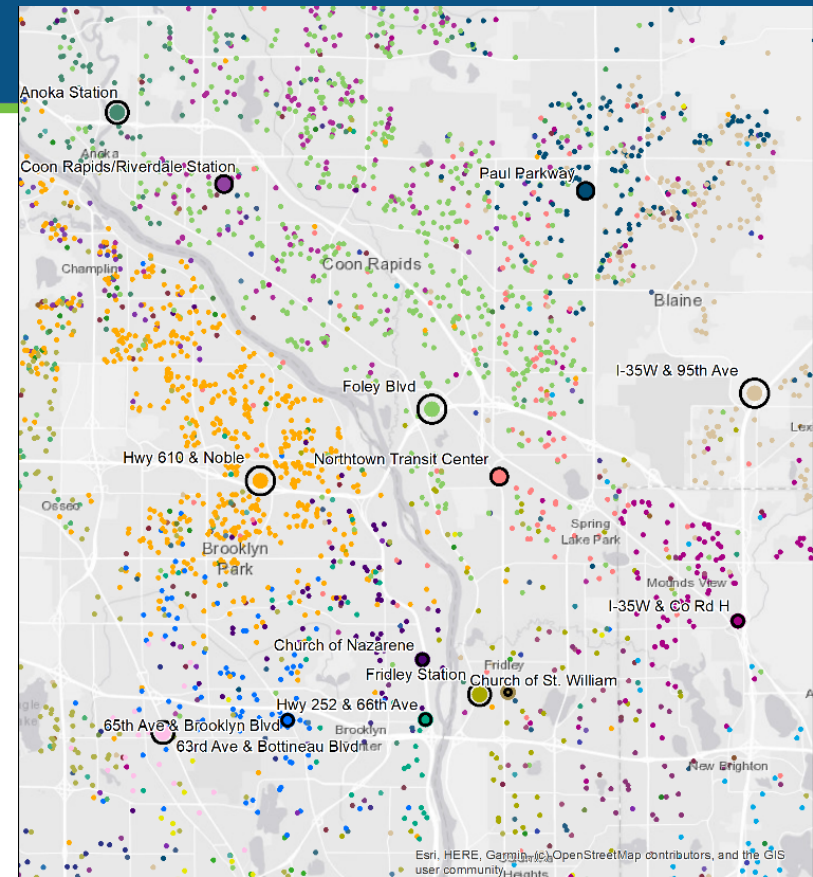
» Understanding commuter market – trip origins

» Large park and ride, larger market area

- Noble/Hwy 610
- Foley Blvd

» Smaller Park and rides, smaller market area

- 66th Avenue
- Church of the Nazarene



PNR Facility by Capacity		PNR Facility by Capacity	
● 0 - 70	● 73rd & Hwy 252	● 65th Ave & Brooklyn Blvd	● Hwy 169 & 85th Ave
○ 70 - 242	● Anoka Station	● 63rd Ave & Bottineau Blvd	● Hwy 252 & 66th Ave
○ 242 - 460	● Church of Nazarene	● 65th Ave & Brooklyn Blvd	● Hwy 610 & Noble
○ 460 - 924	● Church of St. William	● 63rd Ave & Bottineau Blvd	● I-35W & 95th Ave
○ 924 - 1585	● Coon Rapids/Riverdale Station	● 63rd Ave & Bottineau Blvd	● I-35W & Co Rd C
	● Foley Blvd	● 63rd Ave & Bottineau Blvd	● I-35W & Co Rd H
	● Fridley Station	● 63rd Ave & Bottineau Blvd	● I-35W & Industrial Blvd
	● Hwy 100 & Duluth	● 63rd Ave & Bottineau Blvd	● Northtown Transit Center
		● 63rd Ave & Bottineau Blvd	● Paul Parkway

# Transit Feasibility Study

## » Evaluate

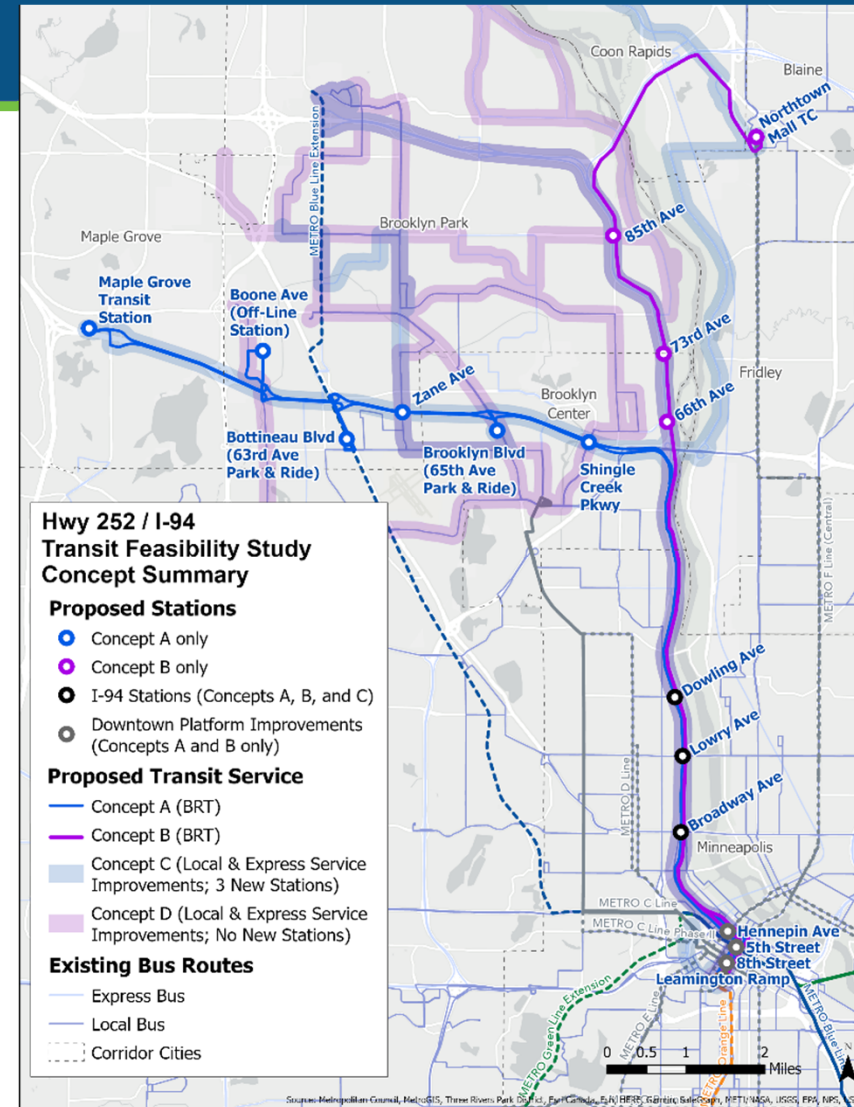
- 15 min frequency all day Highway BRT
- Express service frequency improvements
- Station location/design concepts

## » Multiple highway configurations considered

- Hwy 252 as an expressway
- 4-lane freeway
- 6-lane freeway with/without E-ZPass (formerly MnPASS)

## » Capital cost ranges

## » 2040 transit ridership forecast

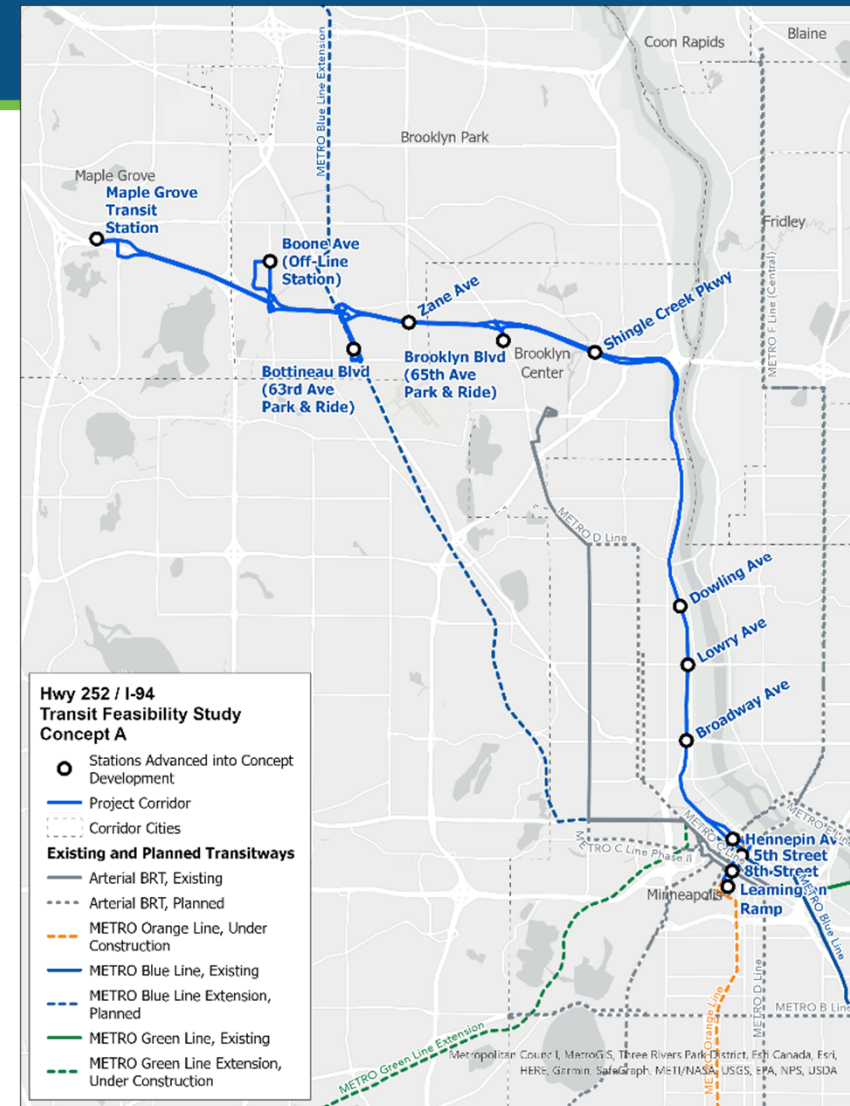




# Results

## » **Concept A:** Station-to-Station BRT I-94 and I-694 to Maple Grove Transit Station

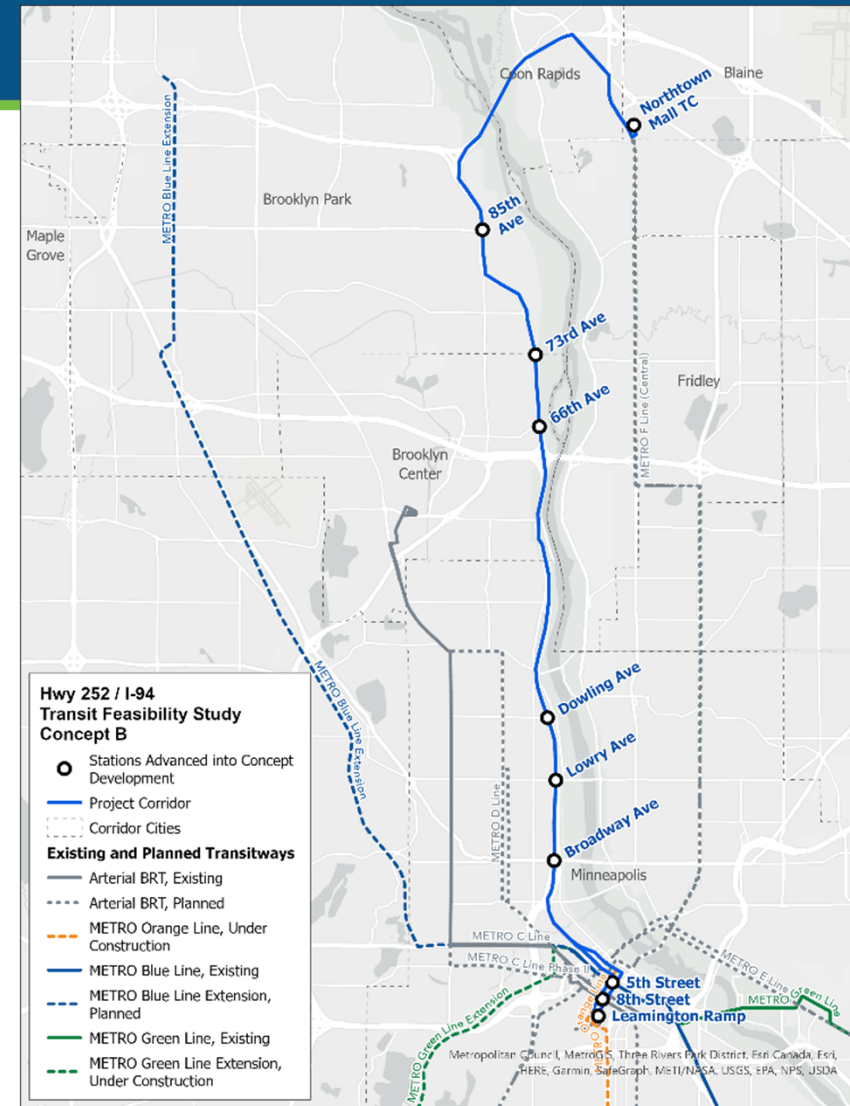
- Decrease of ~1,000 trips on the regional transit network.
- Capital Cost range \$300-430 million
- Competes with METRO Blue Line Extension and METRO D Line
- I-694 outside of MnDOT study
- No further evaluation in Scoping Decision Document.



# Results

## » **Concept B:** Station-to-Station BRT I-94 and Hwy 252 to Northtown Transit Center in Blaine

- Increase of ~1,000 transit rides in 2040 regional transit network.
- Further evaluation in Scoping Decision Document.
- Capital costs range \$250-\$450 million (depending on highway configuration)
- Further evaluate station locations/design, alignment.

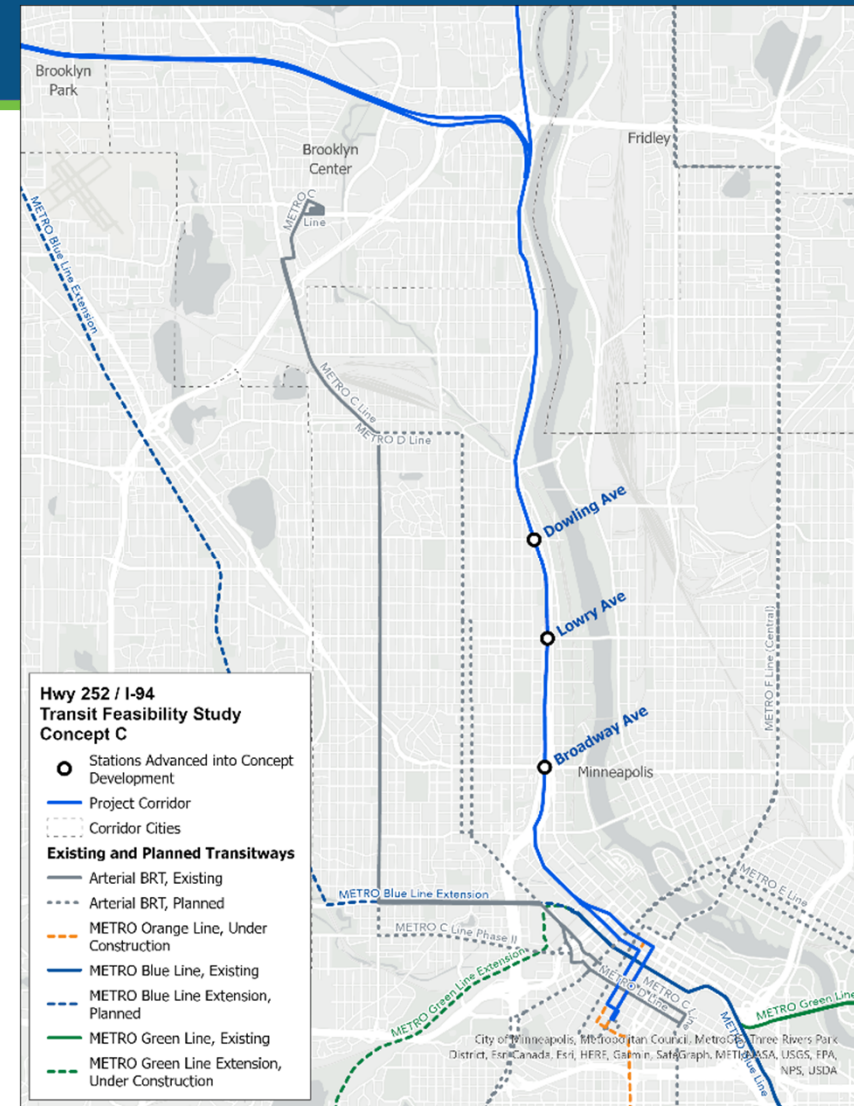




# Results

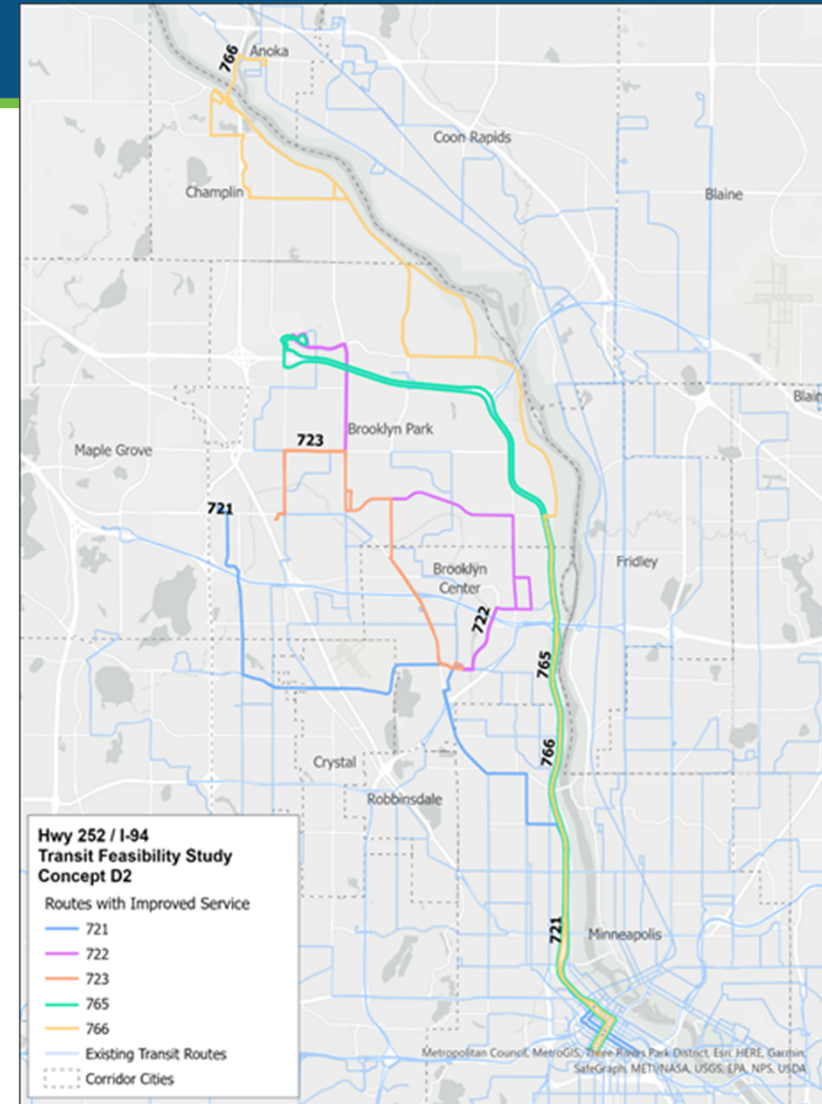
## » Concept C: 3 New Stations on I-94 in Minneapolis

- Modest increase ~200 trips in 2040 regional transit network
  - only with E-ZPass design (formerly MnPASS)
- Capital Cost range \$100-237 million
- Further evaluation in Scoping Decision Document.
- Evaluate with Concept B: station locations/design, alignment.
  - Advance only in combination with E-ZPass alternatives (formerly MnPASS).



# Results

- » **Concept D:** Express service improvements; no stations/capital improvements
  - Increase of ~1,000 transit rides in 2040 regional transit network.
  - Ridership similar to BRT but requires no capital investment.
  - Further evaluation in Scoping Decision Document.



# Transit Feasibility Study Results

Concept	Change in 2040 Regional Ridership (vs. No Build)	Capital cost range	Annual operations & maintenance cost estimate	Conclusion
Concept A: BRT I-94 and I-694 to Maple Grove Transit Station	-1,000	\$300-430 million	\$14.4 million	Do not advance to the Scoping Decision Document.
Concept B: BRT I-94 and Hwy 252 to Northtown Transit Center in Blaine	+1,000	\$250-450 million	\$13.6 million	Advance to Scoping Decision Document.
Concept C: Three stations along I-94; express service improvements	+200	\$100-237 million	\$1.0 - \$2.1 million	Advance to Scoping Decision Document.
Concept D: Express service improvements; no stations/capital improvements	+1,000	\$0	\$0 - \$6.6 million	Advance to Scoping Decision Document.

## Next Steps

- » Further explore BRT/stations, and express bus concepts into highway alternatives for evaluation in the **Scoping Decision Document**.
- » Evaluate alternatives according to the three-step process.
  - Step 2: transit ridership, transit advantages, along with design highway criteria.
  - Step 3: cost evaluation and alternative refinement.
- » Results inform development of Hwy 252/I-94 Draft EIS.
- » Future evaluation of ridership market post-pandemic.

# Project Engagement Overview

- » Transit 101 video and listening sessions.
- » Summer 2021 community conversations.
- » Fall 2021 virtual and in-person open houses.
- » EIS engagement

# Current Overall Project Schedule including EIS Detail

## OVERALL PROJECT SCHEDULE



## ENVIRONMENTAL IMPACT STATEMENT PHASES



# PAC Reflection and Conversation



# Equity and Health Assessment Update



# EHNA Selection Update

## » EHNA Selection Process:

- 5-6 Evaluators
- Racial & Gender Demographics Removed
- 4 step process

## » EHNA Selection Goals:

- 12-15 members
- Minneapolis: Min 5 members
- Brooklyn Center: Min 3 members
- Brooklyn Park: Min 2 members
- At large: 2-5 members

Applicant Pool		
Gender	Count	Group Percentage
Female	17	53.1%
Male	14	43.8%
Did not Answer	1	3.1%
Total	32	100.0%

Race	Count	Group Percentage
White	10	31.3%
Black or African American	16	50.0%
African American	1	3.1%
Irish Black Native	1	3.1%
Native American/African-Black	1	3.1%
Asian	2	6.3%
Prefer not to Answer	1	3.1%
Total	32	100.0%

Age	Count	Group Percentage
18-24	1	3.1%
25-34	4	12.5%
35-44	6	18.8%
45-54	3	9.4%
55-64	10	31.3%
65-74	7	21.9%
Prefer not to answer	1	3.1%
Total	32	100.0%

City	Count	Group Percentage
Minneapolis	11	34.4%
Brooklyn Center	5	15.6%
Brooklyn Park	14	43.8%
Coon Rapids	1	3.1%
Plymouth	1	3.1%
Total	32	100.0%

Mode	Count	Percentage of Respondants
Walk	26	81.3%
Bike	16	50.0%
Transit	9	28.1%
Auto Only	6	18.8%

\*Respondants can select more than one mode

Selection		
Gender	Count	Group Percentage
Female	5	38.5%
Male	8	61.5%
Prefer not to Answer	0	0.0%
Total	13	100.0%

Race	Count	Group Percentage
White	5	38.5%
Black or African American	3	23.1%
African American	1	7.7%
Irish Black Native	1	7.7%
Native American/African-Black	0	0.0%
Asian	2	15.4%
Prefer not to Answer	1	7.7%
Total	13	100.0%

Age	Count	Group Percentage
18-24	1	7.7%
25-34	2	15.4%
35-44	0	0.0%
45-54	1	7.7%
55-64	4	30.8%
65-74	4	30.8%
Prefer not to answer	1	7.7%
Total	13	100.0%

City	Count	Group Percentage
Minneapolis	5	15.6%
Brooklyn Center	4	12.5%
Brooklyn Park	4	12.5%
Coon Rapids	0	0.0%
Plymouth	0	0.0%
Total	13	40.6%

Mode	Count	Percentage of Respondants
Walk	12	92.3%
Bike	8	61.5%
Transit	5	38.5%
Auto Only	1	7.7%

\*Respondants can select more than one mode

# EHNA Selection Update

## » EHNA Recommendation:

	<u>Name</u>
1	Mpls1 Sharon Peterson
2	Mpls3 Sherri Orr
3	Mpls4 Akia Vang
4	BC1 Tara McCarthy
5	BC2 Nahid Khan
6	BC3 Jim Wynne
7	BP6 Shanna Woods
8	BC4 Darryl G. Sannes
9	BP2 John Wexler
10	BP7 Michael Svard
11	BP14 Stephen W. Cole
12	Mpls10 Alvin Killion
13	Mpls9 Rev. Jeremiah Fuller

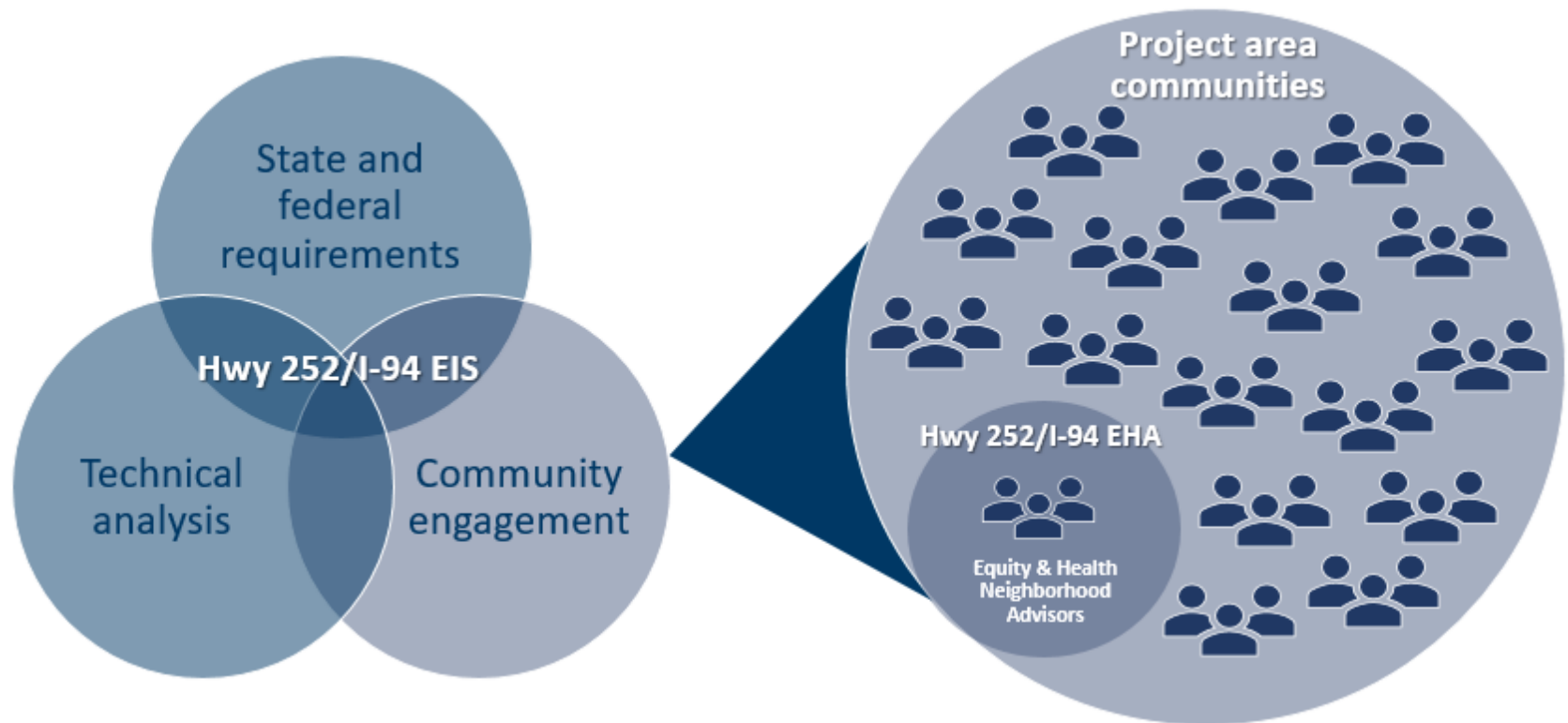
### Legend

	Selection Step 1
	Selection Step 2
	Selection Step 3
	Selection Step 4

## » EHNA Additional Members

- 2 additional, if needed

# EHA & Hwy 252/I-94 community engagement



# EHA Next Steps

» EHNA Group Invites sent out 8/11/21

» First EHNA Meeting 8/24/21

» Draft EHA Existing Conditions Report

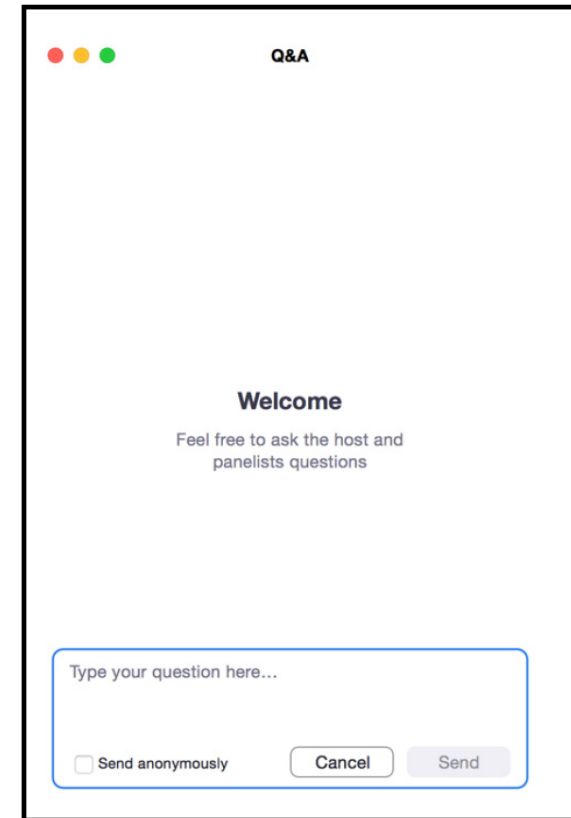
- History of Transportation Inequality
- Determinants of Health
- Health Indicators
- Health Disparities
- Transportation Systems and Mobility
- Safety



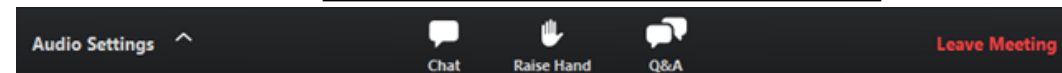
# Open Comment Period

# Open Comments from Guests

- » Fifteen (15) minutes is allotted for open comments from guests
  - Guests will be randomly selected and limited to 2 minutes/speaker with a 30 second warning
  - How to participate:
    - If connected by phone:
      - \*6 to mute/unmute
      - \*9 to raise/unraise your hand
    - Two options to provide comment:
      - Raise your hand to be called on and unmuted
      - Type your comment in the Q&A panel for the host to read



The screenshot shows a window titled "Q&A" with a white background and a black border. At the top left are three colored window control buttons (red, yellow, green). The title "Q&A" is centered at the top. Below the title, the word "Welcome" is centered in bold. Underneath "Welcome" is the text "Feel free to ask the host and panelists questions". At the bottom of the window is a text input field with the placeholder text "Type your question here...". Below the input field are three buttons: a checkbox labeled "Send anonymously", a "Cancel" button, and a "Send" button.



## Next PAC Meeting

» Quarterly PAC – October 7, 2021 at 2:30 – 4:00 PM



# How the Community can Stay Involved

## Project Website

- » Visit the project website to review background information and find out what's happening next

[tiny.cc/252Project](http://tiny.cc/252Project)



## Share Comments

- » Submit comments by visiting the project website contacts tab



## Stay Connected

- » Sign-up for project updates by submitting your email address

