

Corridors of Commerce Project Limit
Study Area

miles 0 .5



MnDOT Metro District
35W Solutions Alliance
January 14, 2021

PAC Agenda

1. Introductions/Welcome (Mike Barnes)
2. Recap 6-22-20 Meeting (Mike Barnes and Amber Blanchard)
 - a. Comments/Concerns
 - b. Direction
3. What has been happening since June? (Amber Blanchard and Andrew Lutaya)
 - a. Equity
 - b. Portland Ave Interchange
 - c. Connectivity
4. What are your reactions? (all)
5. Next Steps - (Mike Barnes)
- d. Implementation Plan Evaluation Criteria

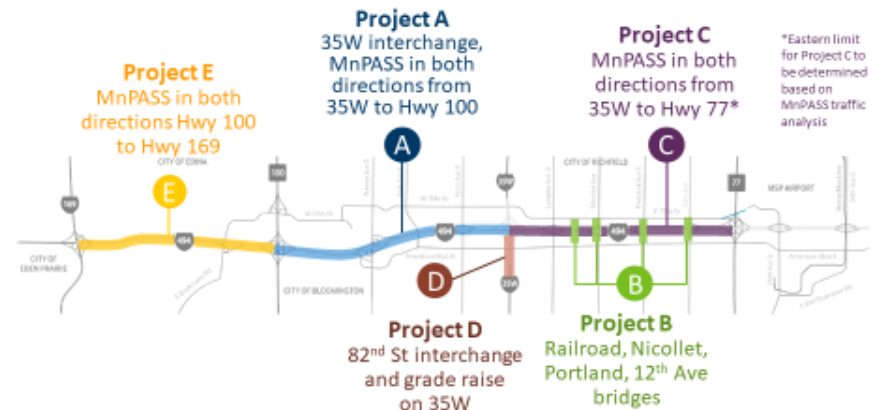
Recap June Meeting

Implementation of Corridor Vision

- Project A
- RR, Nicollet, Portland, 12th
- 494 35W to TH 77
- 82nd interchange with bridge and raise 35W
- MnPASS TH 169 to TH 100

11/3/2020

Implementation Plan



11/3/2020

7

Concerns:

- Issues with Project A (funding scope vs CoC award; how was equity included in project selection;)
- Costs of individual segments and equity impacts
- Concerns with safety and improvements on east side (especially around areas of concentrated poverty)
- Concern with 494 eastbound operations (especially during PM peak)

PAC direction:

- Discuss how to define equity
- Consider a proposal that includes parts of Project A and B
- Re-evaluate implementation plan
- Need to make sure the [first] project serves everyone

What has been happening since June?

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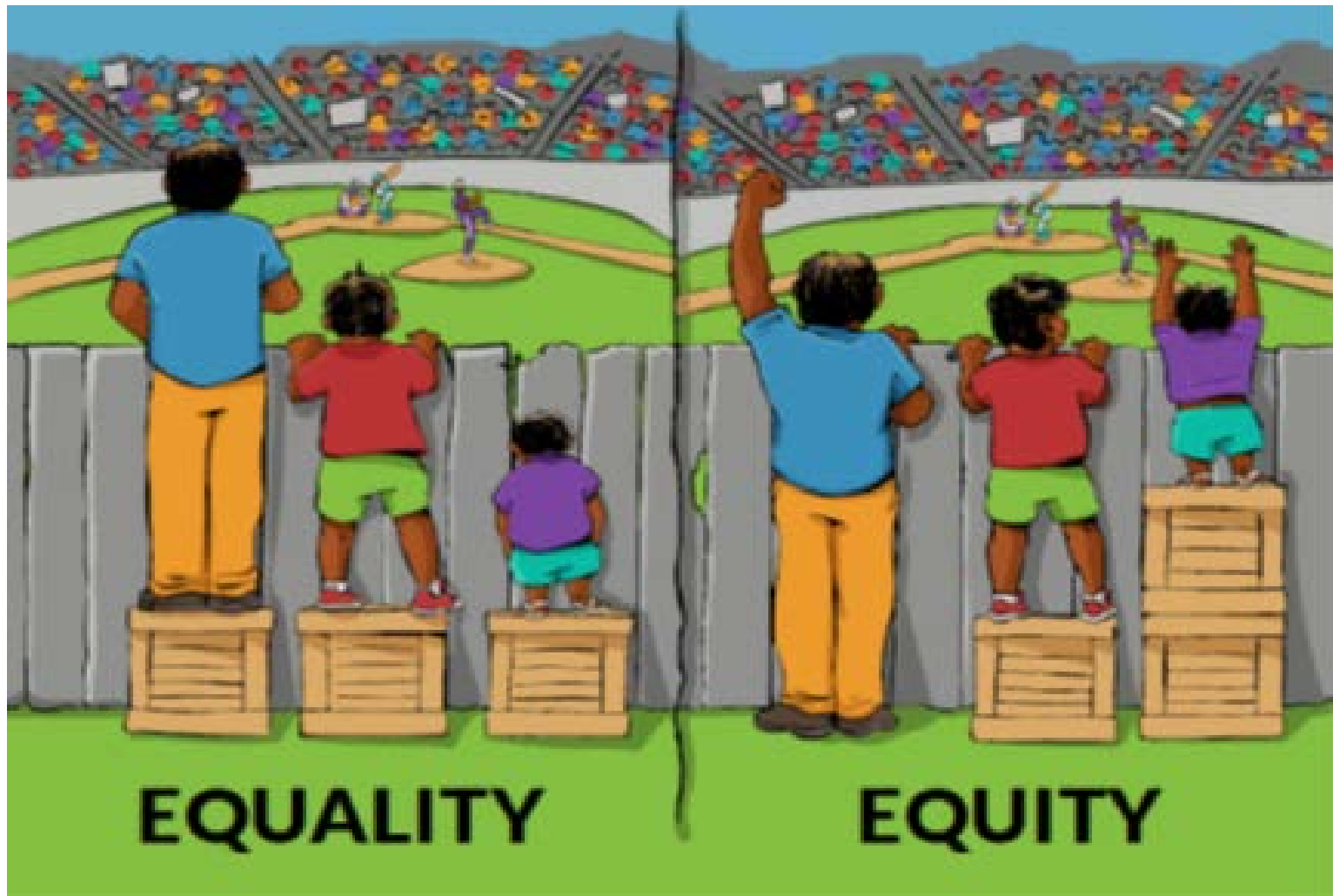
- Every other week TAC meetings since 8-5-20
- Meetings with cities/Hennepin County in the off weeks since 7-30-20
- No engagement since May (will re-engage after implementation plan decision)
- Stopped referring to Project A

What has been happening since June?

- Equity
- Portland Ave Interchange Type
- Connectivity
- Implementation Plan Evaluation Criteria

Equity

Equality vs Equity



A Working Definition

Transportation equity ensures fair distribution of mobility options and transportation investments that connect people with opportunities and resources necessary to support their well-being.



Adapted from: TRB Subcommittee on Transportation Equity (Draft Definition)

Group Discussion from 7-15-20 TAC

How should equity be measured for the I-494 project into the future?

USERS

- Local users
- Commuters
- Statewide users



Make sure minority populations and low income individuals are part of the definition and their needs are served

Crossing of I-494 for ped/bike – future condition and during construction

Not precluding transit options in the future

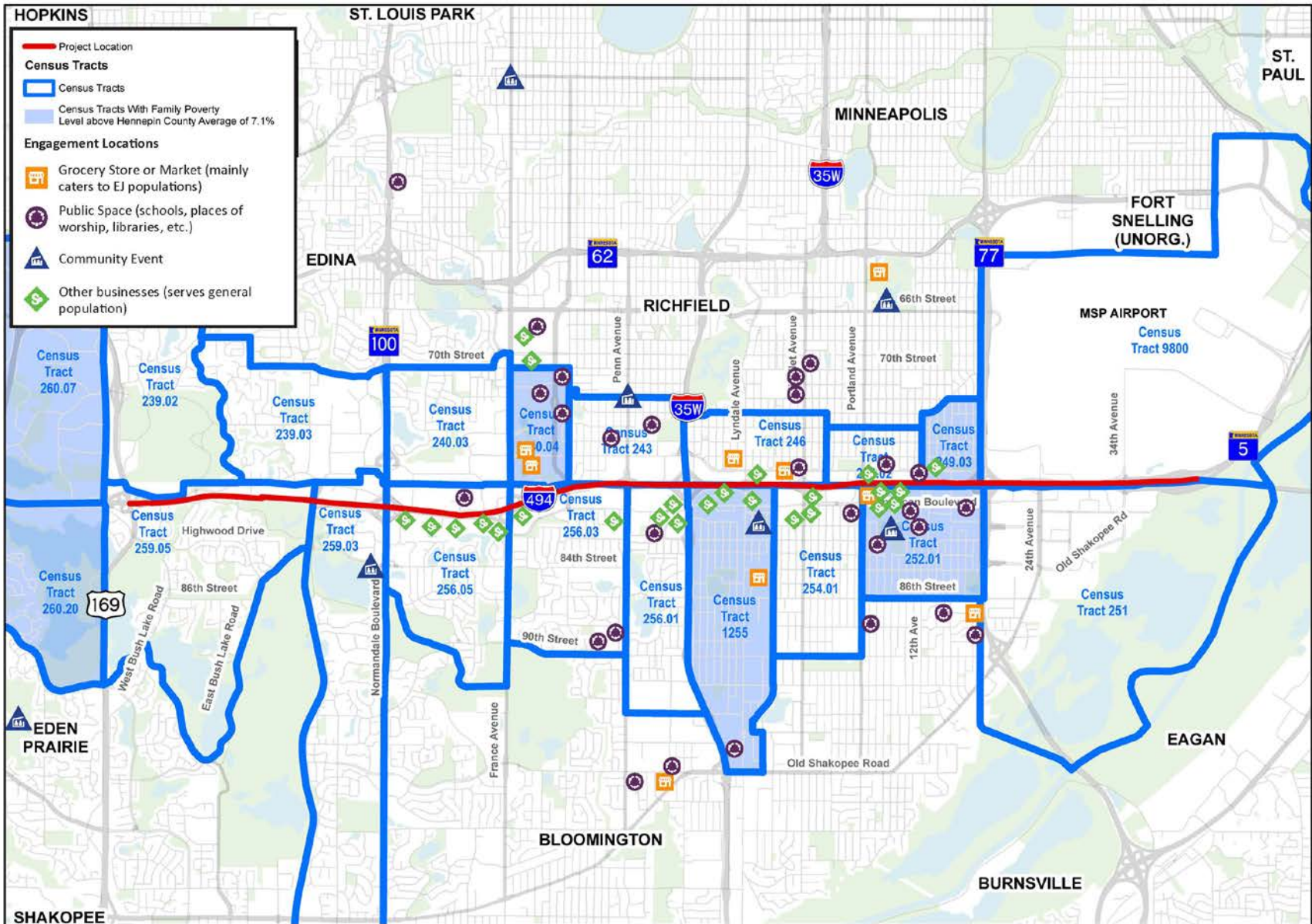
Map benefits and impacts to the various project elements

Air quality considerations for those living adjacent to the corridor – likely benefits and impacts

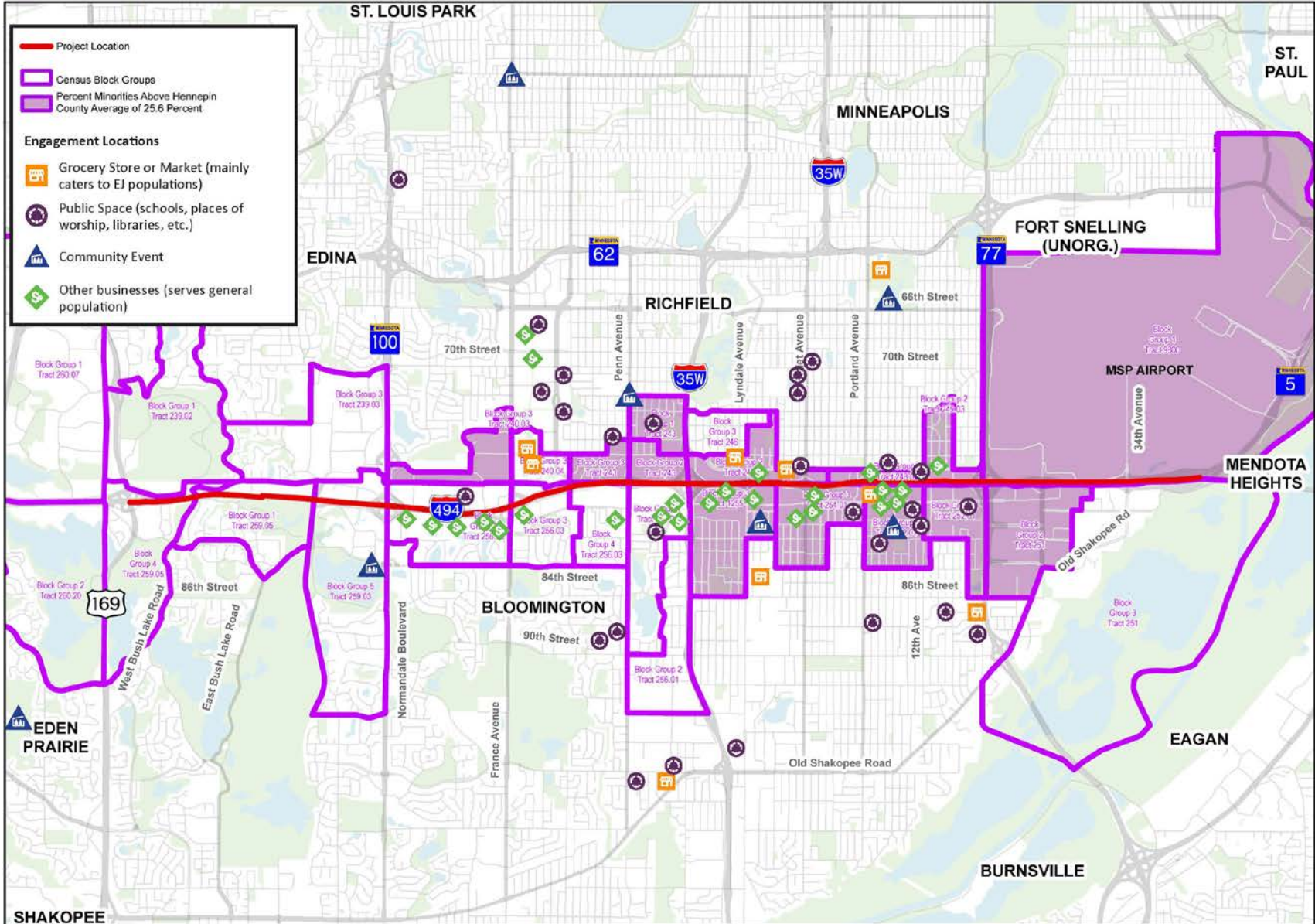
Households without personal vehicles

Access to the system and adjacent services/needs

Key Community Services

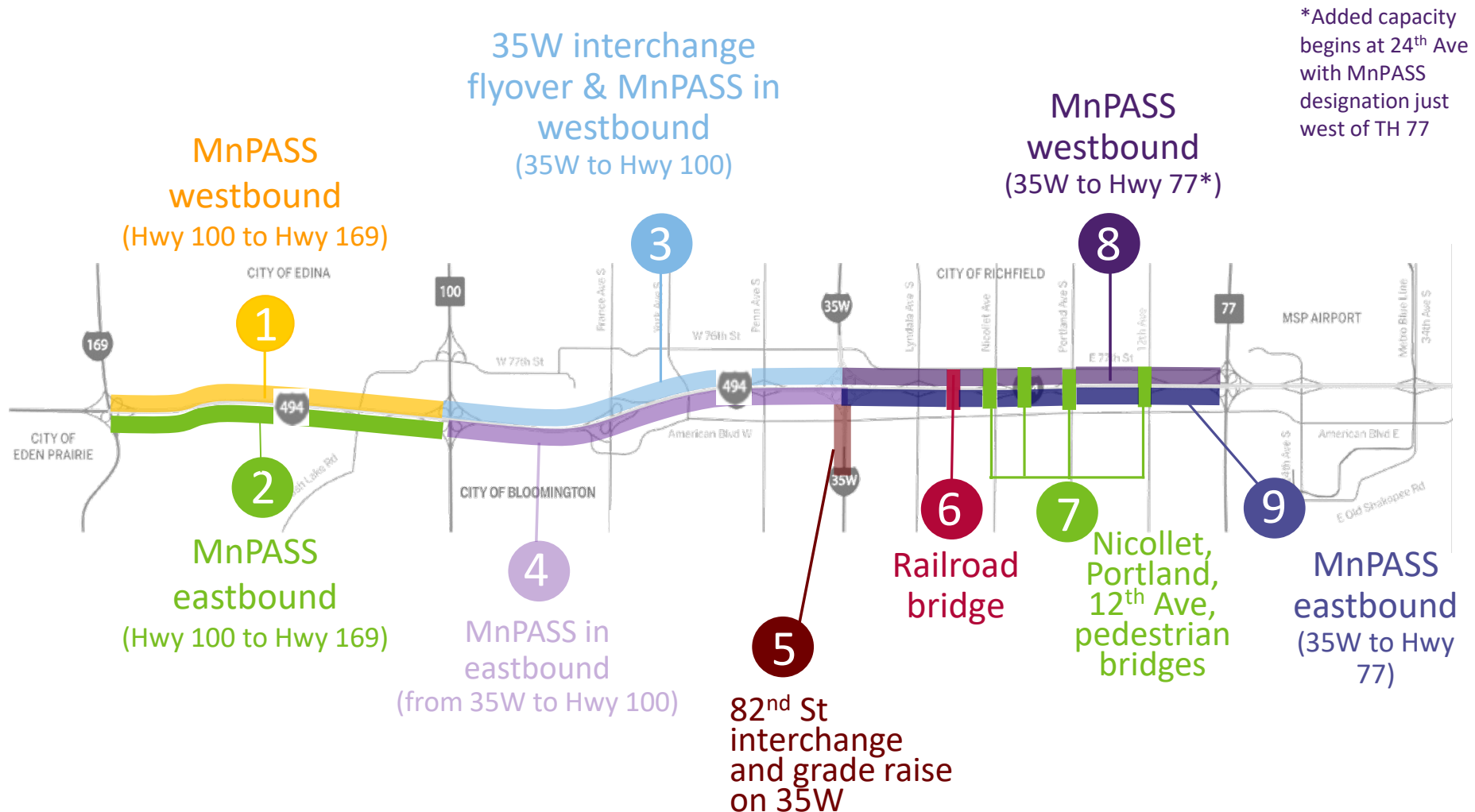


Key Community Services



- Part of the decision that we need to make is who will benefit and who will bear brunt of impacts.
- Who are we serving with the corridor vision? With Project A?
- Who, how and when does an entity bear the burden before, during and after the work on I-494? Not just looking at the benefits, but the impacts also.
- TAC determined the vision solution is equitable, implementation plan needs to be also

Corridor Elements



User Benefits/Impacts Map

- Mapped according to Elements 1-9
- Documents 4 user groups:
 - Statewide
 - Commuters
 - Local
 - Local minority or low income
- Documents partial benefits/impacts (full benefit/impact with full vision implementation) and who benefits or bears the burden

Portland Ave Interchange

Portland Ave Interchange

- Revisited all interchange types and TAC agreed to TDI as preferred (TAC 9-23-20)
- Looking at pedestrian and bicycle needs along Portland
- Still concern with ROW impacts and capacity requirements – working through
- Received alternative concept – working through

Connectivity

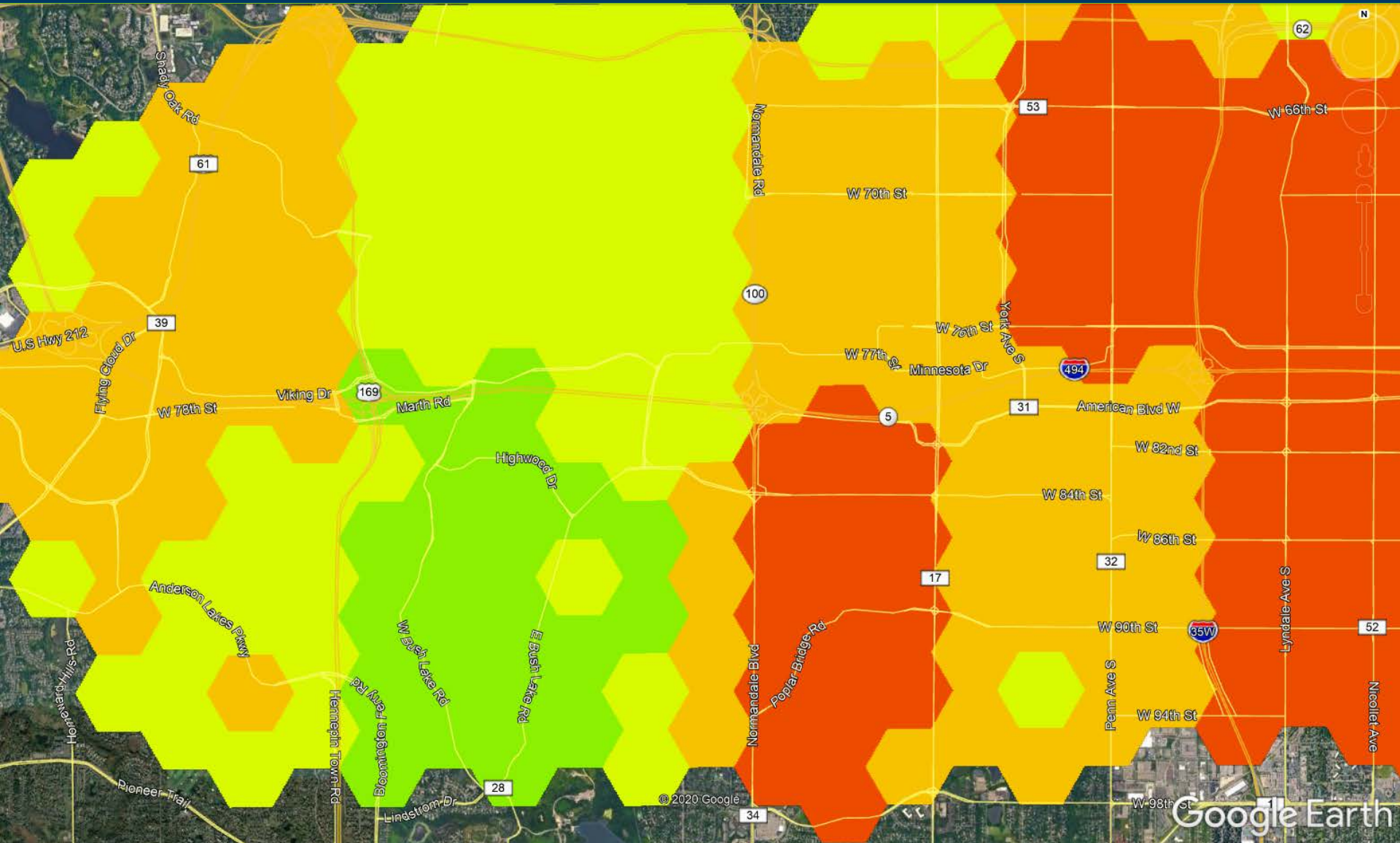
- Suitability of Pedestrian And Cyclist Environment (SPACE) score
- Spatial data
- Scaled out of 100 – what percent has characteristics for further consideration?
- Doesn't use roads as they tend to be boundaries
- Uses standardized grid of hexagons (0.25 mile edges)

SPACE Score Definition

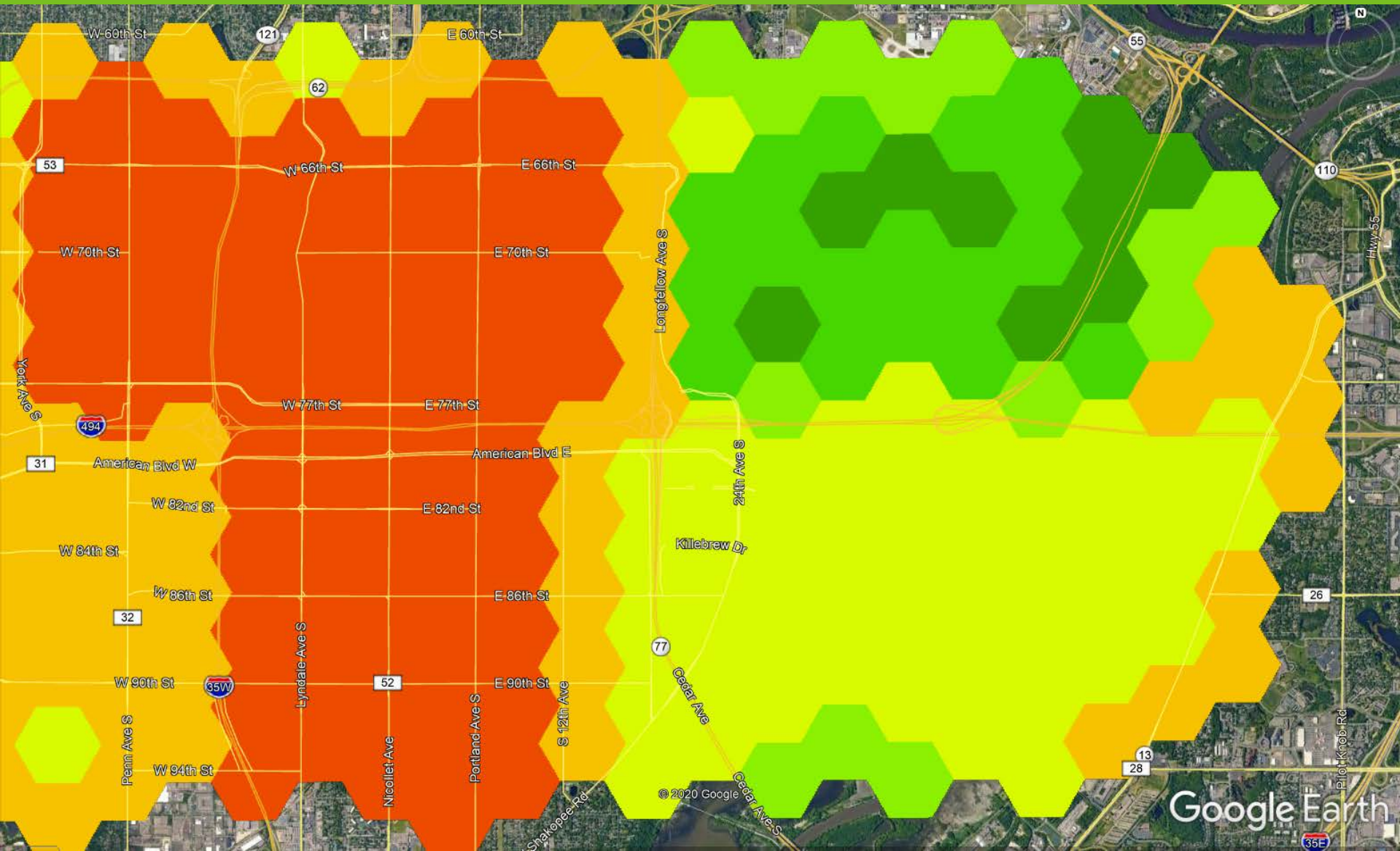
Percent of population AGE 5-17 > average	"Area of concern" by MPCA ENVIRONMENTAL JUSTICE
Percent of population AGE 65+ > average	≥ 25% population within half-mile of SUPERMARKET
Percent of population FOREIGN BORN > average	Within 1-mile of K-12 SCHOOL
Percent of population NATIVE AMERICAN > average	Within 500 feet of BUS STOP
Percent of population with DISABILITY > average	Within an URBAN area
Percent of workers COMMUTING 15 MIN or less > average	UNEMPLOYMENT rate ≥ average
Percent of workers COMMUTING BY TRANSIT > 0%	Percent of population in POVERTY IN URBAN area ≥ 25%
Percent of workers COMMUTING BY WALKING > 0%	Contains a state BICYCLE TRAIL
Percent of workers COMMUTING BY BICYCLE > 0%	HIGH RISK trunk highway intersection for non-motorists
Percent of workers with NO ACCESS TO A VEHICLE > 0%	

19 factors

SPACE Data - Elements 1 - 5



SPACE Data - Elements 6 - 9



Summary Bike/Ped Working Group

- Working through typical sections of:
 - Nicollet Ave
 - 12th Ave
 - 82nd Ave
 - Portland Ave
- Also worked through pedestrian bridge concepts at Chicago
- West of I35W:
 - ADA Improvements
 - Fill in facility gaps

Implementation Plan Evaluation Criteria

Implementation Plan Evaluation Criteria



Constructability – How the corridor elements are either independent or interdependent to each other for construction. Will include considerations of traffic management and throwaway/re-do work.



Community Support - Considers the support from both corridor advocacy groups and the local government agencies. Will look to TAC and PAC representatives to provide input.



Equity – Ensures fair distribution of mobility options and transportation investments. Will analyze based on review of the Benefit-Impact mapping to determine specific benefits and impacts to underrepresented communities.



Asset Management – Will consider life cycle management of the assets, including new construction, maintenance, minor preservation repairs, major rehabilitation, and reconstruction.



Cost/Budget/Funding - This criteria is defined as the construction cost for separate elements along the corridor vision which leads to the development and setting of the budgets for each independent project to build the vision. Includes consideration of current and future funding sources.



Operations/Safety – Will look at the expected operations based on implementation of the different corridor segments.

Next Steps

Next Steps

- Estimate cost of elements
- Develop options for implementation plan
- Vet options with MnDOT and TAC
- Choose recommended implementation plan option
- Seek concurrence on implementation plan with PAC
- Proceed with funding and delivery of first project

TAC/PAC Look Ahead Schedule

December

- TAC 12-2-20: Preview PAC slides, Recap all information for implementation plan
- PAC 12-8-20: Recap work done June to November
- TAC 12-16-20: Cost estimates for segments, Recap all information for implementation plan
- TAC 12-30-20: No meeting

January

- TAC 1-13-21: Present options for implementation plan and discussion
- TAC 1-27-21: Implementation Plan decision

February

- TAC 2-10-21: Implementation Plan decision (if needed)
- PAC week of 2-22-21: Quick summary of work to date and implementation plan concurrence
- TAC 2-24-20: TBD

FOR MORE PROJECT INFORMATION

Visit the online open house

<https://www.494openhouse.com/>

Visit the project website

<http://www.dot.state.mn.us/metro/projects/i494-airport-hwy169/>

Thank you again!