

TH55 Transit Study – Policy Advisory Committee Meeting #2

Date: 05/22/2025

Time: 11:30-1:00

Location: Golden Valley City Hall Council Conference Room

Purpose of meeting: To review and endorse alternatives to be evaluated

Welcome and Introductions

Committee Chair and Metropolitan Councilmember Judy Johnson opened the meeting at 11:40 AM. She began with a round of introductions. Participants included:

- Policy Advisory Committee (PAC)
 - Councilmember Judy Johnson (Metropolitan Council)
 - Commissioners Irene Fernando and Kevin Anderson (Hennepin County)
 - Councilmember Gillian Rosenquist (City of Golden Valley)
 - Bethany Turnwall (City of Minneapolis, representing Councilmember Jeremiah Ellison)
 - Mayor Todd Albers (City of Medina)
 - Ryan Wilson (West Area Manager, MnDOT)
 - Mayor Jeffry Wosje (City of Plymouth)
- Agency Staff
 - Ketki Varsha (Hennepin County; representing Kevin Anderson until his arrival)
 - Elias Montesa, Cole Hiniker, Michael Sund (Metropolitan Council)
 - Menno Schukking (City of Minneapolis)
 - Dusty Finke (City of Medina)
 - Jacquelyn Kramer (City of Golden Valley)
 - Daniel Soler (Hennepin County)
- Project Management Team (PMT)
 - Adam Harrington, Jonathan Ahn (Metro Transit)
 - Adele Hall, Eavan Moore, Matt Stegeman (SRF Consulting Group)
 - Ray Hayhurst (Kimley-Horn)
 - Max Wilson (Hennepin County)

Councilmember Johnson reminded the group of the PAC's roles and responsibilities. The last PAC meeting approved study goals and evaluation criteria. The purpose of today's meeting is to comment on and

approve alternatives recommended by the TAC for evaluation. The group will reconvene in the fall to review evaluation results and consider next steps.

Councilmember Johnson also reminded the PAC of the study goals. These include:

- Improve transit access to activity centers and destinations
- Improve transit access to jobs and residences between downtown Minneapolis and suburban communities
- Improve suburb to suburb transit access
- Identify improvements that benefit people who rely on transit
- Improve access to the regional transit network
- Reverse commute service from downtown Minneapolis to suburbs and jobs
- Leverage existing/planned economic development and areas of opportunity for transit-oriented development

She remarked that she is starting to think that the “reverse” commute is the other way around, based on how travel patterns have changed.

Network Now Framework

Adam Harrington, Director of Service Development at Metro Transit, presented an update on Network Now. A desire to understand more had been expressed at the last meeting.

- Network Now was motivated by significant changes in the transportation market. The availability of a new sales tax was another reason to evaluate service changes.
- Metro Transit brought out a concept plan for review last fall. In all, the public submitted 8,000 comments.
- Notably, commute patterns have changed. People commuted into downtown Minneapolis four or five days a week pre-pandemic, and now they are commuting two or three days a week. The question will be, how does that develop in the future?
- The overall framework is how Metro Transit will guide service improvements through 2027. It sets out improvements in the form of new or redesigned routes, frequency or span improvements, investments in METRO lines, and Metro micro investments. It also resolves the status of currently suspended routes.
- Many of these improvements recognize that people are taking transit more throughout the day rather than a morning and evening peak-hour commute.
- The plan includes the opening of the Gold Line in March 2025, B Line in June 2025, and E Line in December 2025.

- The commuter-oriented service network is shifting away from serving many neighborhoods. Instead, the focus will be on primary highway corridors accessible from park & rides. In most cases there are already transit advantages on those highways, such as E-ZPass lanes, slip ramps, and bus-only shoulders. Another change to the commuter routes will be the addition of midday service to respond to new schedule flexibility among riders.
- Within Metro Transit's park & ride system, the scale of the available parking spaces stands out. Even with planned closures, there will be almost 20,000 parking spaces available in 2028.
- Most of the routes and facilities slated to be discontinued are associated with commuter express service. Metro Transit is guiding people to drive to more attractive park & ride facilities.
- The final outcome of Network Now shows good coverage across the region. Route 757 on TH 55 is a part of that.
- The draft Network Now plan envisioned a significant increase in the number of service hours, and in response to feedback that increase has been boosted by another five percent. In total, a 40 percent increase from 2023 is planned.
- Between the pre-pandemic era and the end of 2023, commuter express service hours dropped from 12 percent of the total to three percent. In the Network Now Framework, it will remain at three percent while light rail and Metro micro grow both in absolute terms and as a percentage of total service hours. So far Metro Transit has seen success in its microtransit services.
- Between December 2023 and March 2025, there have been improvements to 25 routes. That includes the opening of the Gold Line.
- Councilmember Johnson asked to be sure that Network Now and its metrics do not include suburban transit providers. Adam Harrington confirmed this.

Alternatives to be Evaluated

Ray Hayhurst, consultant team, presented an update on the alternatives recommended for evaluation.

- They now include:
 - Alternative 1: No build. Retain existing transit service in the corridor.
 - Alternative 2: Bus rapid transit (BRT) between downtown Minneapolis and Medina.
 - Alternative 3: BRT between downtown Minneapolis and Plymouth.
 - Alternative 4: Limited stop bus route 757 between downtown Minneapolis and Plymouth.
 - Alternative 5: Possible out-of-scope work evaluating extension of BRT to University of Minnesota.
- The presentation included an explanation of three different varieties of BRT used in Metro Transit's system. Arterial BRT operates primarily in mixed traffic, Highway BRT operates in high-occupancy vehicle lanes or shoulders, and Guideway BRT operates in exclusive guideways. The best way to think about this is the operating environment of the vehicle as well as the level of

investment. Highway BRT is chosen for a higher-speed environment than Arterial BRT. Guideway BRT represents a maximum level of investment in bus lanes and other transit advantages.

- The study team has defined Alternatives 2 and 3 and seek PAC confirmation of those definitions. Preferred station locations have been identified west of Penn Avenue in Minneapolis, while the stations east of Penn Avenue are assumed to use C Line stations.
- In evaluating station locations, the study team used spacing and siting guidance from the Metropolitan Council. Two key inputs were involved: market analysis factors such as travel patterns, zoning and land use, and socioeconomic factors; and site location considerations such as transitway operations, pedestrian and bicycle considerations, transit connections, and other entities' planned projects. The study team has received great feedback from municipalities about where growth is planned along the corridor. There are a lot of different studies happening right now and there are several projects to incorporate into the study. Another key thing to note is that Highway 55 is a barrier for people walking and biking. When siting stations, the study team wanted to be thoughtful about safe access and focused on safe crossing infrastructure.
- Councilmember Johnson mentioned the existing underpass at Douglas Drive and the planned underpass at Station 73. She asked if he meant that there could potentially be more. He confirmed that to be the case.
- Ryan Wilson, West Area Manager at MnDOT, asked for more detail on "transitway operations." Ray Hayhurst explained that there are considerations like bus turning radius, lane width, layover facilities needed at route termini, and so on.
- The complete list of stations recommended for evaluation includes several that were adjustments made after feedback from the TAC. These include Revere Lane, Fernbrook Lane, Plymouth Boulevard & 35th Avenue, Hamel Road & Sioux Drive, and the Alternative 2 terminus at Hamel Road & Pinto Drive. The study team had a great conversation with Dusty Finke about future growth plans in Medina.
- Commissioners Irene Fernando and Kevin Anderson arrived.
- After hearing that Commissioner Anderson had been at a memorial service, Councilmember Johnson took a moment to note the loss of Mike Goldstein, who passed tragically on Tuesday while vacationing with his family in Italy. He retired from the Plymouth Police Department after a long career and had many leadership roles beyond that. He touched many lives. Commissioner Fernando said he was a wonderful man. Councilmember Johnson said he cared deeply about this corridor and advocated for pedestrians.

Alternative 2: Downtown Minneapolis to Medina

- The recommended station locations in Alternative 2, from west to east, include Hamel Rd & Pinto Dr and Hamel Rd & Sioux Dr in Medina; Plymouth Blvd & 35th Ave, Fernbrook Ln, Xenium Ln, Station 73, Revere Ln, and Boone Ave in Plymouth; Golden Valley Rd and Douglas Dr in Golden Valley; and Theodore Wirth Ave in Minneapolis. On average, stations are spaced out 1.2 miles apart and have fewer deviations compared to Alternative 3.

- Adam Harrington clarified that these locations are recommended for *evaluation*; they are not a final recommendation.
- Councilmember Johnson asked to confirm that the study is using 2050 comprehensive plans as inputs. Development does become less dense as the corridor progresses west; however, Plymouth is in redevelopment mode and there are other locations with increasing density.
- Commissioner Fernando asked if there was a desired range for the number of stations in this corridor or number of stations per mile. Adam Harrington answered that the starting point is where stations are desired rather than a set number. Commissioner Fernando answered that that was great, because the more the merrier, in her view.
- Councilmember Johnson said that was one reason she had asked about using 2050 comprehensive plans. The next Plymouth comprehensive plan will reflect a recent purchase of land for development at a potential station location.
- Adele Hall said that from a big picture perspective the study team is defining ideas for projects called “alternatives” and then seeing how well they perform.
- Commissioner Anderson said he had read in the pre-meeting materials that the extension to the Hennepin County Public Works facility in Medina was removed from consideration. He understands there are reasons for this; however, if development changes out there, or if something were to shift in the next comprehensive plan, would that be reevaluated?
- Adam Harrington replied that the first step is to see the results of siting stations on Hamel. It is a long distance from Hamel to the public works facility. If the other Medina stations do well, then maybe the route could be extended to the County building. But it is not a natural sequence from a transit planning perspective.

Alternative 3: Downtown Minneapolis to Plymouth

- Alternative 3 terminates at Plymouth Blvd & 35th Ave. It has closer station spacing and more deviations compared to Alternative 2. Notably, it deviates to Shelard Parkway and Betty Crocker Drive to serve the General Mills campus.
- Councilmember Johnson commented that what Medina wants is very important. She wants to make sure that everyone undertaking activities on each side of the corridor understands that it is all still one corridor. The people using the corridor don't care about jurisdictions. She also noted that in Medina, politics and projects become bipartisan. It is important for everyone involved in this study to know that it goes beyond the communities being looked at here.

Alternative 4: Route 757

- Route 757 is already planned in Network Now; the only difference in this study is the change in terminus to Plymouth Blvd & 35th Ave. The previously planned terminus was at a park & ride that no longer exists, on property that is under new ownership.

- A notable difference between Alternatives 3 and 4 is that Route 757 does not deviate to serve Shelard Parkway and General Mills. There is also a different stop location at Winnetka Ave.
- Councilmember Johnson noted that the Highway 169 Corridor Coalition put money into this study because they know it's important for people to be able to transfer from the 169 corridor to the 55 corridor. She hopes that the study is keeping them in mind. Adam Harrington agreed and said that now this study is gaining traction, the Highway 169 BRT study is being scoped.
- Councilmember Johnson said that the Hwy 169 Corridor Coalition it is another partnership that started 15-20 years ago in Mankato. There is a lot of history there, and for us to be this far in the corridor and for them to be supportive of Highway 55 work is pretty great.
- Commissioner Anderson asked a question about process. As the transit network develops further outside the core metro, especially as it connects into communities that have their own transit providers, what does that last mile look like from any station to where people live or might need to get to? Plymouth is building out microtransit; is the Met Council doing a similar thing?
- Councilmember Johnson said that is a great question. In fact, they're working together to fill out the map. She is thrilled that Metro Transit is meeting regularly with suburban providers. Plymouth and Maple Grove are working together on some things. Commissioner Anderson said yes, the report from Plymouth and Maple Grove's joint study should be out soon.
- Adam Harrington said it was a great question. Metro Transit will be coordinating with the City of Plymouth. It's a matter of how service is programmed so that stations are identifiable as a location that riders can get to.
- Commissioner Anderson asked about capacity. He said he had heard Maple Grove's microtransit service is at capacity already.
- Adam Harrington said that yes, Metro Transit is learning the capacity limits now. The goal is that Metro micro service will be able to pick you up in 20 minutes, and the way that goal is achieved is by constraining the service area. Metro Transit will be learning from suburban providers how that works for them and what their capacity limits are. Part of their limits might be people wanting to go an extra mile into a different, unserved community.
- Councilmember Gillian Rosenquist said that in Golden Valley, Courage Kenny has needed transit connections for a long time. Right now it is served exclusively by private cabs, some Metro Mobility, and private autos. This is not the way to serve people. She wonders how Metro Mobility is being brought into this conversation. She would love to see the addition of a regular route. It would be a helpful link to these least-served populations.
- Addressing Commissioner Anderson's question, Dan Soler commented that the first/last mile connection is one of the things the County's Transit Mobility office is working on. It is a very large county, much bigger than these municipalities in the conversation today.
- Councilmember Johnson agreed and added that the far west wants transit, too.

- Mayor Jeffry Wosje arrived at this point. Ray Hayhurst quickly recapped the list of alternatives and siting considerations for Mayor Wosje's benefit. He mentioned the market and demographic factors as well as site level considerations they're looking at. Councilmember Johnson added that the study will take into account Plymouth's 2050 planning and property purchases.
- Councilmember Johnson asked if there was a way to serve General Mills via Highway 169 in the Route 757 alternative.
- Adele Hall answered that in her capacity as a consultant, she worked with the Met Council, MnDOT, and Scott County on a Highway 169 mobility study that finished in 2018. BRT alternatives were developed for that study that are very similar to those shown today. One alternative left 169 at Betty Crocker Drive and had a stop at General Mills, then continued to downtown Minneapolis. If you connected those two corridors, it is possible you could serve General Mills that way as well.
- Councilmember Johnson mentioned that Councilmember Deb Barber, chair of the Metropolitan Council Transportation Committee, is a major supporter of BRT on Hwy 169 and has been involved in the Corridor Coalition.

Alternative 5: Extend BRT to University of Minnesota

Ray Hayhurst introduced a new potential alternative brought up at the last TAC meeting. This would extend BRT to the University of Minnesota campus.

- Ray Hayhurst noted that Plymouth's current service has 19 trips serving 3 campus stops. To develop this alternative, the study team would not include station design but would create a service plan.
- Councilmember Rosenquist asked how this would relate to the existing service to the U of M.
- Matt Stegeman said that the consultant team will review existing service. For Alternative 5, the study is not at the point of identifying modifications to existing service. The team is confirming at today's PAC that Alternative 5 should be included in the study. However, he added that part of the value of looking at it is the potential for a one-seat ride to the university. There are existing and planned connections; the intent of studying this is to determine what the value of a one-seat ride might be versus transfer opportunities already available.
- Councilmember Rosenquist said that is exciting. She has college-age kids who have been commuting from Golden Valley, and there are professors here as well. So it's an exciting thing to imagine, and she thinks there is a market in Golden Valley.
- Commissioner Fernando said she is also into this and thanked whoever had the idea. There are areas near the U of M that might seem very well-served by transit, but there are others that aren't. Como, Marcy-Holmes, and Larpenteur do not have great transit service, and there are rising numbers of people commuting from there to the university.
- Commissioner Fernando also shared that she would prefer that Medina be included off the jump.

- Commissioner Anderson echoed her points. He said having Medina included is really important, and he is really interested in this connection into the U. It makes sense to connect people in the suburbs to the U because that's the time of their life that they're living here.
- Councilmember Johnson asked about the current run from Plymouth to the U. Mayor Wosje confirmed that Plymouth does offer that service today.
- Councilmember Johnson asked: So this would be a BRT run with improved timing, correct?
- Mayor Wosje agreed with that assessment. He asked the study team to work with the U to find out how many students have addresses in this area. He also added that in his own first year of school at the U, he took the bus from Plymouth and had to transfer.
- Councilmember Johnson commented that the university draws not just students but all the people who work and visit there.
- Adam Harrington remarked that these studies always uncover where people want to go. He suggested that the next meeting talk about what services go there today and where the missing links are. What we do not want to do is duplicate trips.
- Commissioner Fernando commented that the definition of the university has changed. Prospect Park is well-served, but there are students living all the way over to the Minneapolis-Saint Paul border now.
- Adam Harrington said that yes, bringing those pieces in helps cultivate transit use as we develop the project.
- Councilmember Rosenquist added that people also want to go to campus for events like stadium concerts.
- Commissioner Anderson said that his high school-aged daughter is at the U today and tomorrow for synchronized swimming. So it's not just college students. He added that he is curious about the current timing of the Plymouth routes and how BRT would impact timing.
- Adele Hall said the next step of the study is thinking about how buses move through the corridor and how we make them faster and more efficient. The study team is working on where transit advantages could land on the Highway 55 corridor. Queue jumps, bus-only lanes, and transit signal priority are all considerations. All of that adds up to being able to calculate a travel time for these hypothetical projects. The study team does not know that today, but will report back to the PAC on it. This will be an important input into forecasting ridership.
- Adele Hall added that the service plan leaves Plymouth's express services in place. There are different markets – some people want the fastest possible service from a park & ride, while others would get on a station like Boone Avenue and represent a potential market of new riders.
- Mayor Wosje commented that there are people who could take express down there in the morning and then take BRT back earlier in the afternoon than the return express bus.

- Commissioner Fernando said it would be interesting to see transit times with the existing transit advantages. Transit-only lanes have been really fascinating as a transit rider. They are such an effective medium for speeding up trips. She takes the bus to Lynx games now because transit lanes have made it faster. Seeing the bus going faster than your car is something that motivates behavior change.
- Commissioner Fernando said that she really appreciates the emphasis on students, of course, and workplaces. But she wants to uplift what Councilmember Rosenquist was speaking to with vulnerable populations. The Hamilton Manor bus stop was proposed for removal, and her argument was that high density of senior housing means lots of potential users. Just as 500 workers or students going somewhere is meaningful, some large number of residents at a center like the Courage Center, marginalized people, are meaningful as well. Their transit needs are meaningful.
- Matt Stegeman said he appreciated the reference to the importance of looking at populations who may be likely to rely on transit. The ridership forecast model (industry standard) will give us not just ridership overall but the ridership by people who don't own cars.
- Councilmember Johnson said that it will be super-interesting with tariffs and where all that ends. If people can't afford to buy a car, people are going to be evaluating how many cars are in their household and the cost of insurance. It is hard to predict the future; we wouldn't have been able to say what happens in a pandemic back in 2019. But people's purchasing decisions will be affected.
- Commissioner Anderson said that one thing we know is coming is the aging population. As more senior living facilities are built, current and future facilities will need transit operations, whether it is microtransit or something else. Getting workforce to facilities will be a need.
- Councilmember Johnson added that housing is an opportunity on this corridor. Boomers are not leaving their large homes because it costs more to downsize; if people were able to find affordable places on this corridor, that could free up other housing and improve overall affordability. Plymouth is potentially partnering with the Met Council on an upcoming housing study. This corridor has a lot of potential for redevelopment. She commends the City of Plymouth for its leadership.
- Mayor Wosje commented that it goes to the fact that transit drives land use decisions. Where light rail and BRT are built, there you see development taking place. Developers see this will happen, and they see the capital invested into projects like Station 73, and it attracts interest. Developers are planning for where they want to be in the future. The City of Plymouth bought the Red Roof Inn just to spur development in that area.
- Cole Hiniker said he had one question and one comment. The question is more for the project team. He has worked on every corridor in the Twin Cities metro and a lot of corridors get stuck on trying to do everything at once. Is there any idea of phasing? And is there an optimized corridor step later in this process?

- In response, Adam Harrington said that Metro Transit is planning on doing Route 757, so it is interested in what can be learned before demonstrating this limited stop route. That counts as phasing. We can leave station areas alone if they're not right at this time and then build when the development takes place.
- Cole's comment is that he thinks everyone in the PAC members' communities should go out and wait at some of these proposed station locations to see what it feels like. MnDOT needs more feedback about what would make these transit corridors feasible. Go out and wait for 10 minutes and then ask, "What did I not like about this experience?" He said that frankly, it's pedestrian-hostile right now at some locations.
- Commissioner Fernando said she appreciates that comment and suggested the group go on a tour. As somebody who was at a bus stop in the rain yesterday, she agreed that riders will seek out the nicer stops to wait at. And it is scary; there is no sidewalk. The stops have to be where cities have determined that they are seeking pedestrian traffic and making improvements.
- Councilmember Rosenquist said that she must give MnDOT props for building infrastructure. It is getting nicer to be on Highway 55. And as Councilmember Johnson mentioned, the tunnel at the Perpich Center is making things better.
- Councilmember Johnson said that at the Station 73 underpass, it is exciting because that trail goes all the way out west. She added that she knows Metro Transit is working on rethinking stations.
- Adam Harrington said that, circling back to an early point Ray made, the study will be looking at what stations could be and what we want to have that isn't there now.
- Mayor Wosje said that once a BRT is established, Plymouth would support it with Plymouth's own buses for the first/last mile. If stations are designed in, say, the industrial park, the designers should keep in mind that people are going to be waiting there for the next bus to pick them up.

Service Plan for Each Alternative

Matt Stegeman presented the service plan for Alternatives 2 and 3.

- Different types of BRT have different minimum service levels and this study assumes a Highway BRT station-to-station service. This means that buses operate frequent service all day and serve each station (if a stop request is made or someone is waiting at the station).
- Sources of service planning guidance include the Met Council Regional Transitway Guidelines, Met Council Regional Transit Design and Performance Guidelines from the 2050 Transportation Policy Plan, and BRT projects already in operation.
- Generally speaking, the guidelines point toward frequent service all day, every day of the week. BRT service has an extended span encompassing early morning, midday frequency (e.g. for a university student getting back to Plymouth or Medina), and late evening for, e.g., service industry jobs.

- For TH 55 BRT, the recommended service levels are 30-minute frequency from 5:00 to 6:00 AM, 15-minute frequency for most of the day (6:00 AM to 8:00 PM), and then 30-minute frequency in the late evening (8:00 PM to 12:00 AM).
- Service plans are key inputs to both ridership forecasts and cost estimates.

Supporting Bus Service

Matt Stegeman presented on proposed changes to existing bus service in the event that BRT is implemented.

- Matt Stegeman explained that this type of study typically looks at transfer opportunities and duplication of service that would occur if an alternative were implemented.
- The study team has identified several routes that either intersect with or overlap with this corridor. They include three Metro Transit routes, two of which exist today (Routes 705 and 755) and one of which is planned in Network Now (Route 8).
 - Route 705 would be a great connection to this corridor. The study team recommends adding service to strengthen the north-south transfer and extending Route 705 further south to connect to SWLRT.
 - Route 755 is a rush hour-only service that duplicates much of the BRT route and Route 705. In conjunction with a service increase on Route 705, the study team suggests eliminating Route 755.
 - Route 8 is a new service that would connect to the corridor in Minneapolis.
- Mayor Todd Albers asked what the ridership numbers on the slide mean. Matt clarified that these are daily averages for the route.
- Matt noted that Plymouth Metrolink offers a number of express routes and microtransit and is actively planning the system's future consistent with Metro Transit's efforts through Network Now. This study is not independently assuming any changes. Alternative 5, the extension to the University of Minnesota, would potentially entail some changes.
- Councilmember Johnson asked whether the study will help Plymouth understand how many cars could drive to Station 73. There is potential capacity there. Matt said yes, the ridership forecast outputs include predicted ridership at every location, including how many people are walking up, being dropped off, and how many people will use a park & ride. The team has the list of capacities for every P&R in the region and can compare existing capacity with projected usage.
- Matt noted that there are no additional park & rides included in this study. The intention is to put stations where there is walk-up access.
- Mayor Albers said that from a Medina standpoint, the County building would be a great location for a park & ride. He thinks that would draw more people there. But when the City of Medina met with the project team they were told "no park & rides."

- Adele Hall answered that a couple of things went into this conversation. One is that the team looked carefully at that site as a station location, and there were some almost-fatal flaws. While the public works site is compelling, there are very few active uses around it. The facility is not enough on its own to warrant a station. Another thing that made it difficult was routing the bus over train tracks, which are a risk to operations. And finally, the last station is shown now at Hamel and Sioux Drive. The distance from there to the public works facility is another few miles. Operationally, you add a lot of distance without gaining many new riders.
- Mayor Albers said that if you did put a park & ride there, you would be drawing from cities further west such as Independence and Rockford. Councilmember Johnson suggested that those who really care about this topic reconvene on a virtual meeting to dig into it.
- Commissioner Fernando commented that there is a lot of space there for the County-owned portion, so she looks forward to the creativity that this subgroup might consider. From a County point of view, they see opportunity for solutions.
- Adam Harrington said that he is happy to be part of a subgroup to talk about those things. Metro Transit could bring its expertise on park & rides and its license plate data on the origins of people who drive to existing park & rides.
- Councilmember Johnson remarked that it would be cool to hold a meeting out there as well – or virtually if that's easier.
- Mayor Wosje advised taking into consideration that Plymouth may decide to build a park & ride. The City has its own transit funding and can put a lot or a ramp and a pedestrian bridge at the Red Roof Inn site if it wants to.

Next PAC Meeting

- Councilmember Johnson said the next steps in the study are to confirm the service plan and supporting route changes and to develop detailed travel time estimates, operations and maintenance costs, and ridership forecasting inputs.
- The PMT will come back to this group with a recommendation in the September/October timeframe.
- In the meantime, she thinks it is worthwhile to get a subgroup together to talk about the Hennepin County building's park & ride potential.
- Commissioner Fernando suggested that the autumn PAC meetings be scheduled by putting multiple meeting times on a calendar hold early on, to reserve PAC members' time while it is still available.

Action Items

Task	Responsible Party	Date Due (Status)
Begin scheduling autumn PAC meetings	PMT	5/29/2025 (first round of date selection)
Send out PAC #2 slides and meeting summary	SRF staff	5/30/2025
Continue scoping discussions on Alternative 5	Adele Hall and Ryan Heath, with assistance from PMT	5/28/2025
Discuss additional corridor tour and subgroup meeting proposed by PAC members	PMT	5/29/2025
Further discuss possibilities for Hennepin County Public Works facility	Hennepin County	TBD