



Corridor Management Committee

September 10, 2015



Today's Topics

- Outreach Update
- TI #6: Robbinsdale Station
- TI #7: West Broadway Crossing
- TI #11: Oak Grove Parkway
- TI #12: OMF
- Freight Update
- Environmental Update



Outreach Update



July/Aug Community Open Houses

- Estimated attendees: 260
- Number of comments received: 125
- Key themes:
 - Supportive of project
 - Concerned about
 - Traffic impacts
 - Parking
 - Safety/security
 - Property impacts
- Meeting materials and comment summaries available on project website



Upcoming Community Open Houses

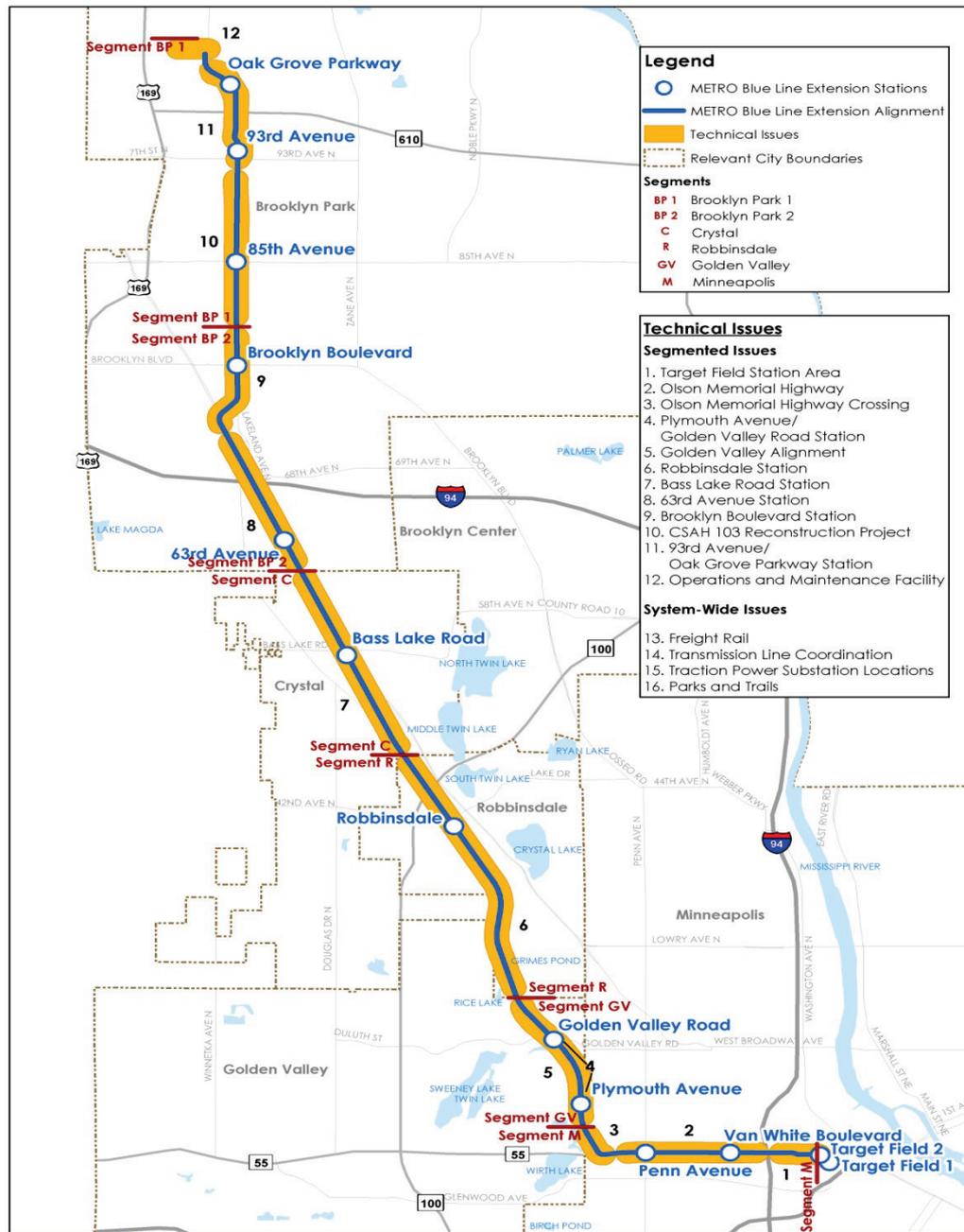
- Targeting Oct 15 – 28
- Environmentally focused:
 - Noise/vibration
 - Water resources
 - Stormwater
 - Cultural resources
 - Wildlife
- Updated roll-plots



Technical Issues Update



Technical Issues



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METRO Blue Line LRT Extension Technical Issues

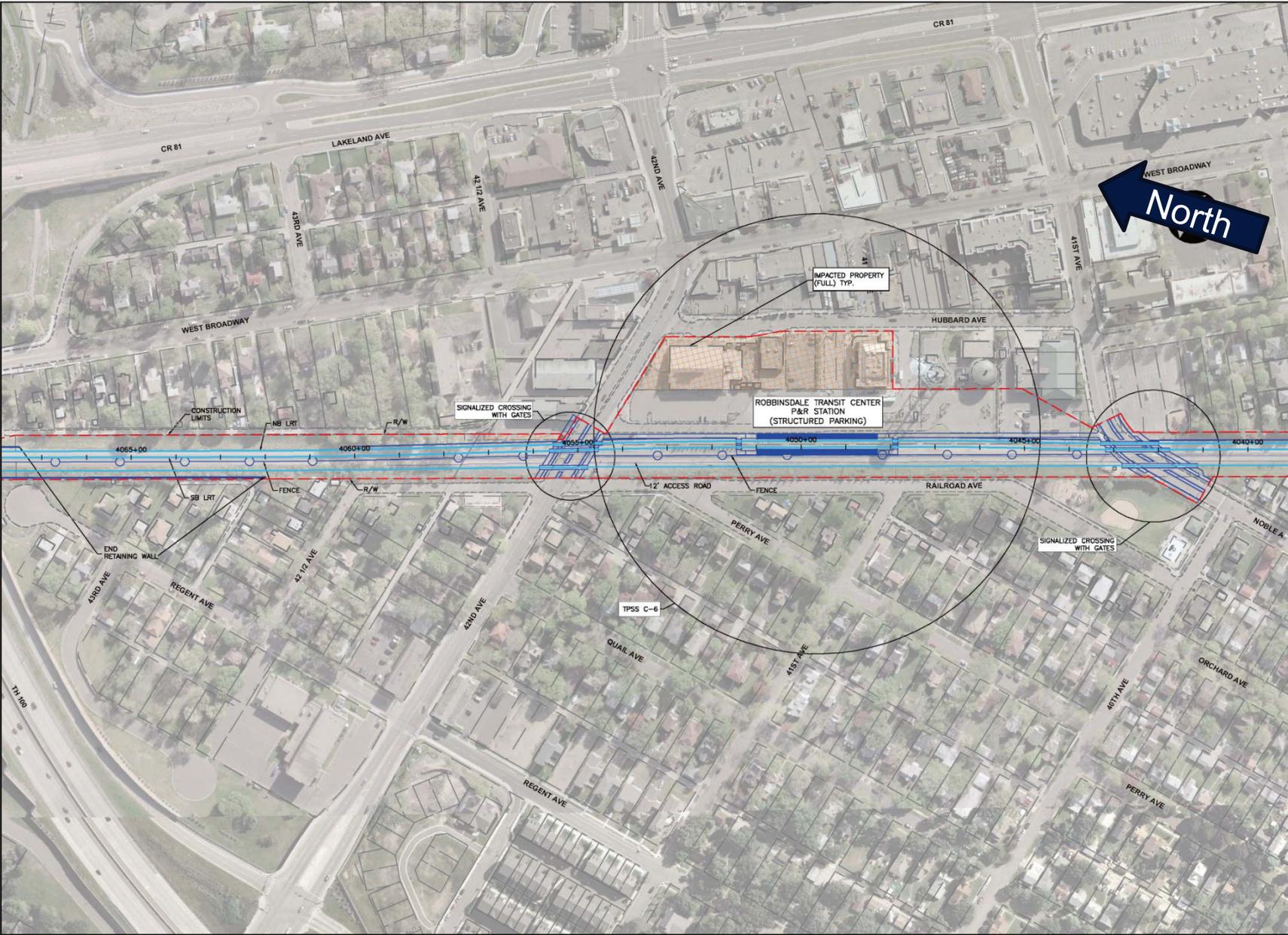
Rev. 4
May 2015



Technical Issue #6: Robbinsdale Station



Robbinsdale Station: DEIS



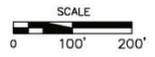
Bottineau Transitway
Metropolitan Area Transitway



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DRAWING NAME
 LRTP08.dwg
 DESIGNED BY:
 DRAWN BY:
 CHECKED BY:
 DATE: 9/5/2012
 PROJECT NO. 160528003.4.100



BOTTINEAU TRANSITWAY
 DRAFT EIS
 CONCEPTUAL DESIGN

LRT ALIGNMENT C
 SHEET 9 OF 30

ALIGNMENT PLAN
 STA 4039+00 - 4067+00

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Robbinsdale Station: Issues to be Resolved

- Pedestrian movements at 41st Ave N
 - Study grade separation of pedestrian crossing
- Grade separation of LRT at 42nd Ave N
- Station location, parking ramp and future development
 - Location of station and parking ramp, size of ramp with room for development
- Traffic improvements
 - Analyze traffic with addition of LRT and parking ramp

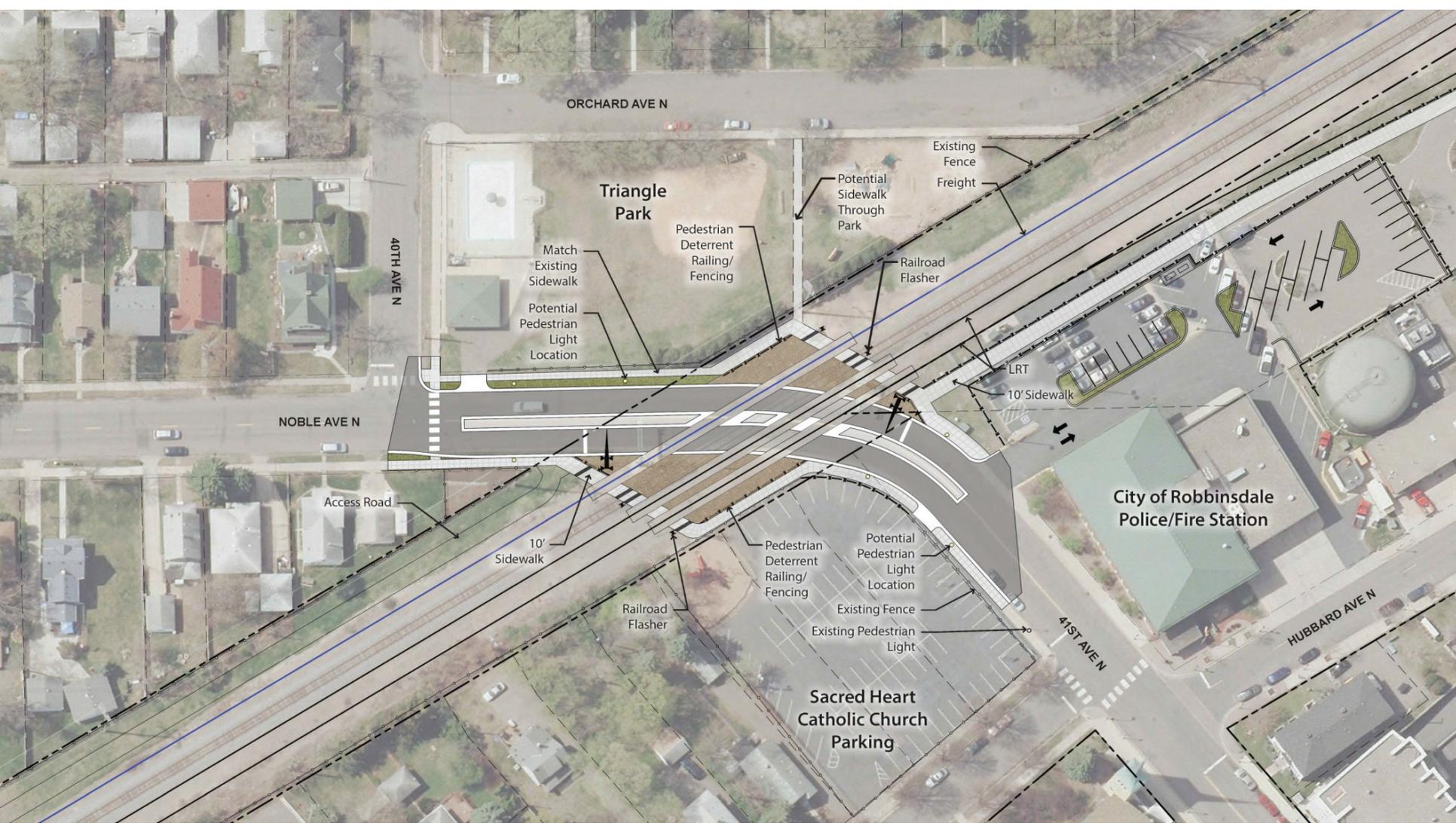


Robbinsdale Station: Pedestrian Movements at 41st Ave N

- Analyzed potential to grade separate pedestrian crossing at 41st Ave N
- Grade separation on north side impacts park land and public safety complex
- Grade separation on south side impacts residential and institutional (Sacred Heart Church parking lot)
- Advance design and safety measures for at-grade design



Robbinsdale Station: Pedestrian Movements at 41st Ave N



Robbinsdale Station: Pedestrian Movements at 41st Ave N



View from 41st Avenue North Towards Police Station



Robbinsdale Station: Grade Separation of LRT at 42nd Ave N

- Concerns about traffic impacts with at grade crossing
- Analyzed grade separation
 - LRT over and LRT under at 42nd Ave N
- LRT over 42nd Ave N
 - More right of way impacts and visual impacts to downtown
- LRT under 42nd Ave N
 - Below grade station with high retaining walls and limited visibility to and from downtown



Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities

- Station
 - DEIS side platform between 42nd and 41st
 - Desire to improve visibility to and from platform to downtown: explore shifting platform to improve visibility
 - Passenger drop off on south side of parking ramp
- Parking ramp
 - DEIS proposed 500 capacity parking ramp
 - Analyzed other sites for parking ramp, but parking ramp adjacent to station provides best access to/from station

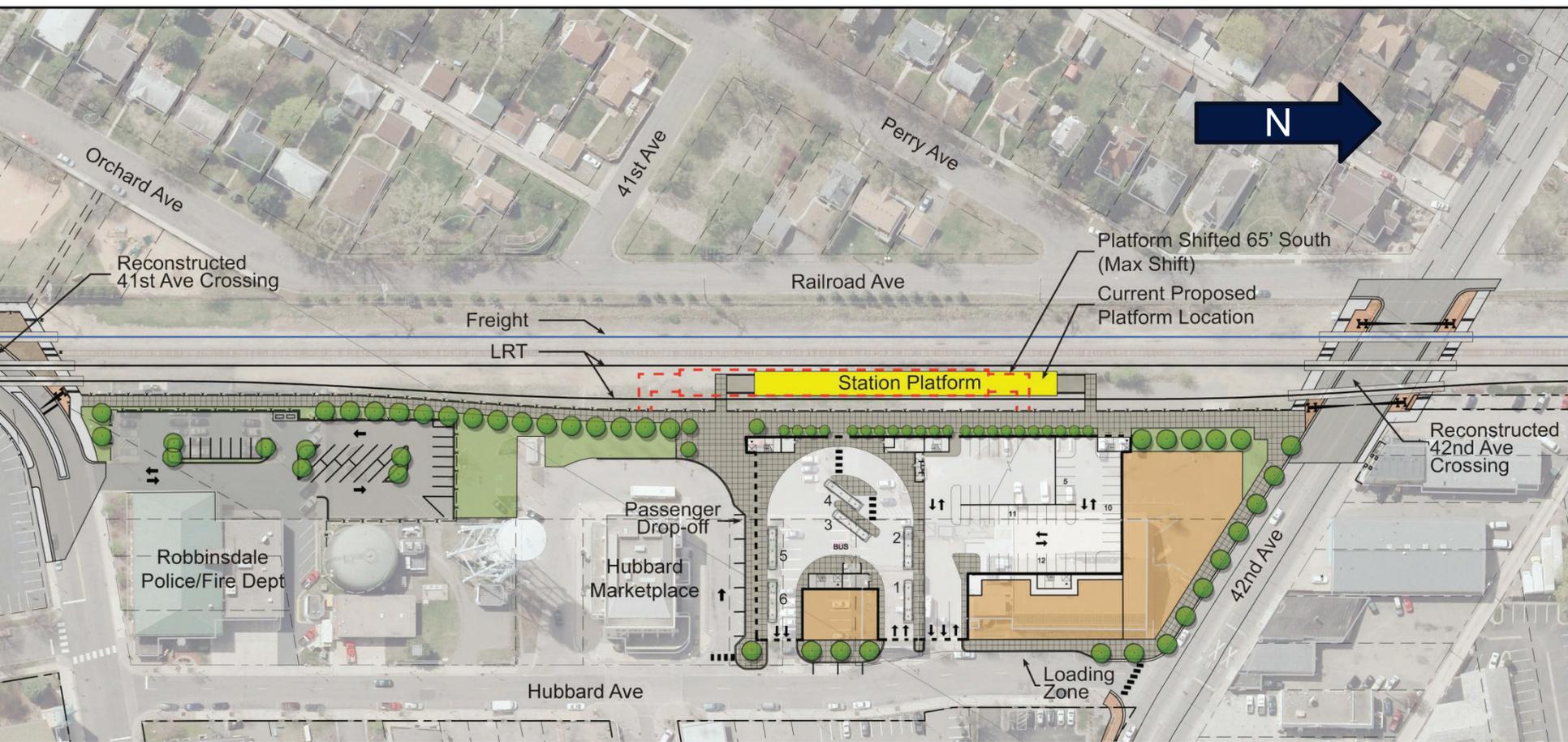


Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities Cont.

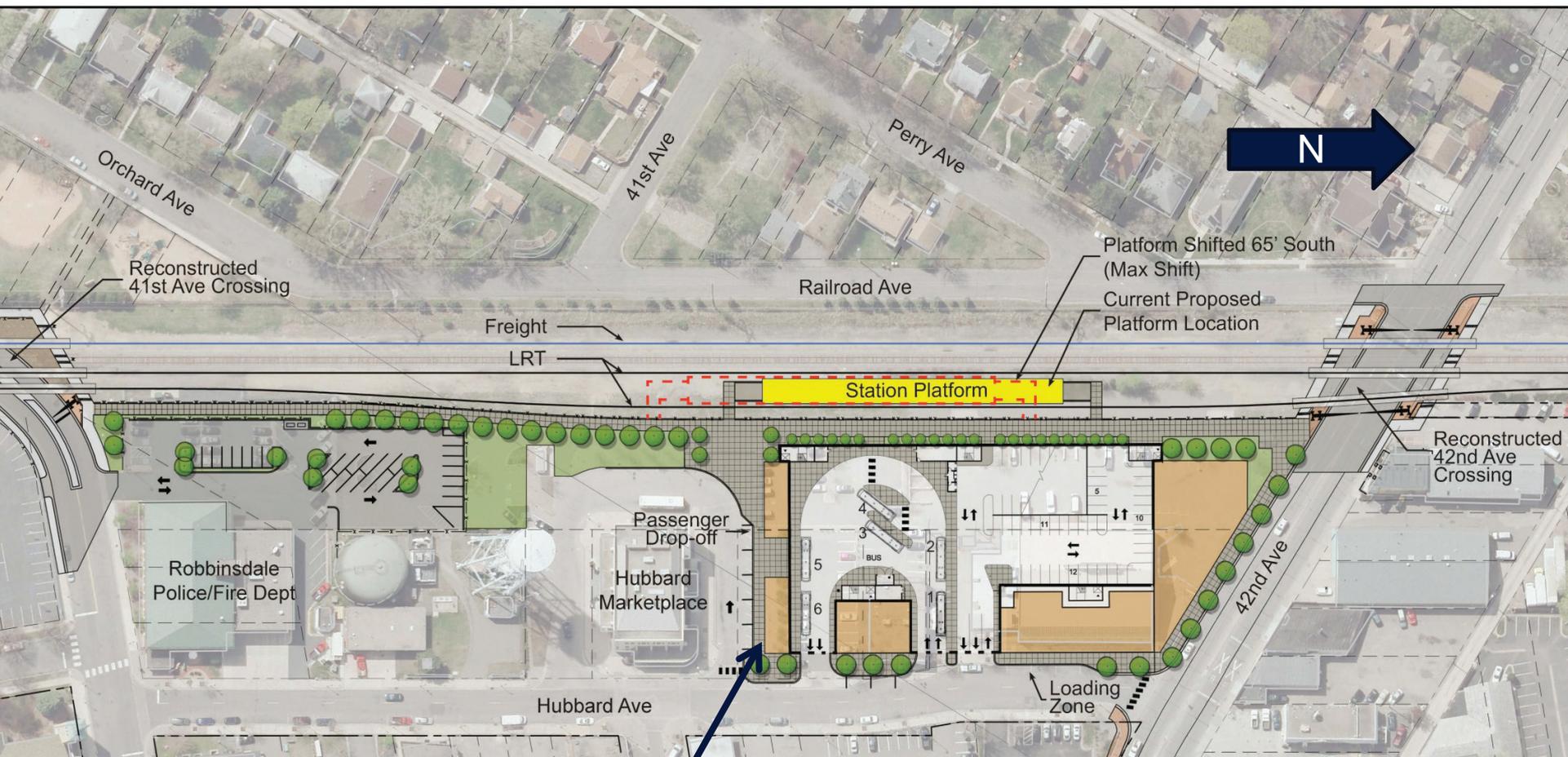
- Parking ramp (continued)
 - Relocate transit center function currently at Hubbard Marketplace into parking ramp
 - 550 space park and ride structure
- Development opportunities
 - Room for development on north and east sides of ramp



Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities



Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities



Alternative Development Opportunity

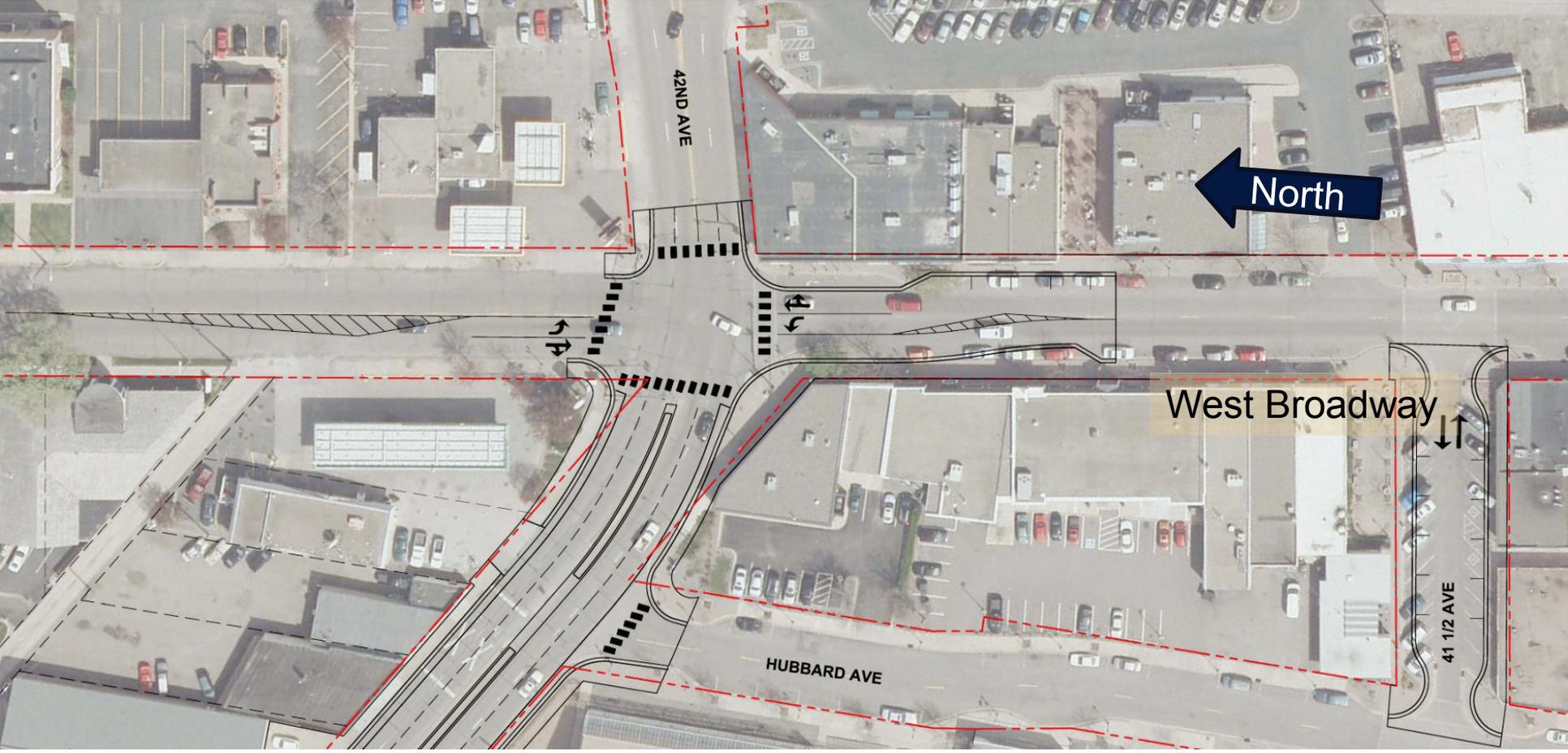


Robbinsdale Station: Traffic Improvements

- Existing and future traffic analyzed
- Improvements to be made:
 - Left-turn lanes on West Broadway to 42nd Ave
 - Left-turn phasing on West Broadway and westbound on 42nd
 - Retiming the West Broadway and 42nd traffic signal to optimize operations
- With improvements, West Broadway and 42nd will operate with acceptable levels



Robbinsdale Station: Traffic Improvements



Robbinsdale Station: Recommendations

- Pedestrian movements at 41st Ave N
 - Maintain at grade
 - Continue to explore design and safety aspects of crossing
- LRT crossing at 42nd Ave N
 - Maintain at grade crossing with gates at 42nd Ave N



Robbinsdale Station: Recommendations

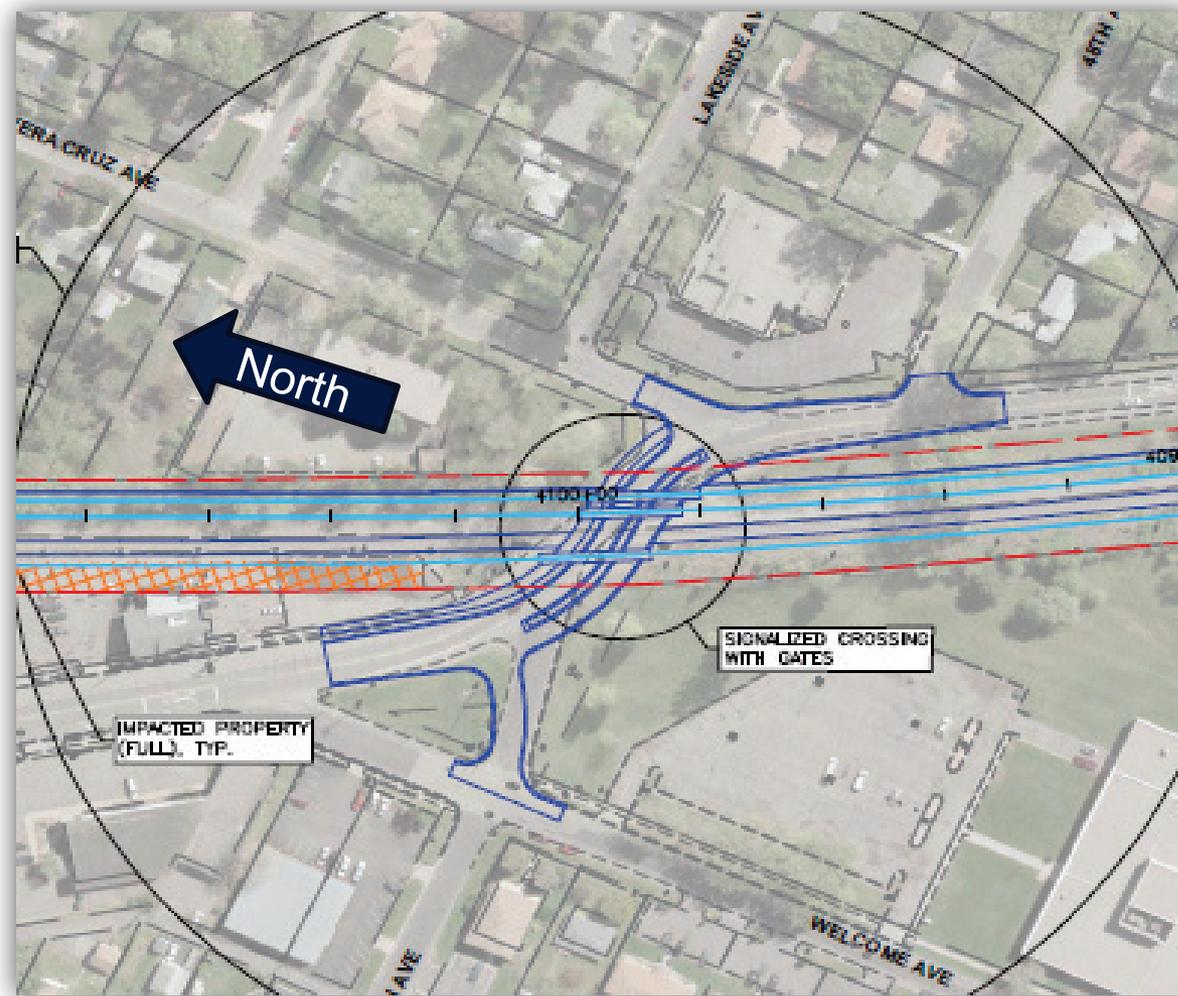
- Station, parking ramp location and development opportunities
 - Center platform with opportunity to shift south for better connections and visibility into downtown
 - 550 space park and ride adjacent to station with incorporated transit center function
 - Opportunity for development
- Associated traffic improvements
 - Acceptable traffic operations in 2040 with LRT and ramp with modifications to West Broadway and 42nd Ave



Technical Issue #7: West Broadway Crossing



West Broadway Crossing: DEIS Configuration



Issues To Be Resolved:

- Rail crossing of West Broadway in Crystal
 - Provide quiet zone ready crossing
 - Provide for safe pedestrian, bicycle and vehicle crossing
 - Maintain access to neighborhoods on east and west sides
 - Maintain continuity of the County Road
 - Limit property impacts



West Broadway Crossing: Proposed Crossing



West Broadway Crossing Recommendation

- Proceed with design
 - Quiet zone ready design
 - Roundabout on east side
 - Maintain full access to 48th Ave/Welcome Ave
- Continue coordination with City of Crystal and Hennepin County



Technical Issue #11: Oak Grove Parkway



Oak Grove Parkway: DEIS Station Location



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CONSULTANTS: Kimley-Horn and Associates, Inc. <small>200 UNIVERSITY AVE. SUITE 2000 ST. PAUL, MN 55102-4214 TEL: (612) 645-4374 FAX: (612) 948-5816</small>	
 LTK Engineering Services	
DRAWING NAME LRTBP02.dwg	
DESIGNED BY: DRAWN BY: CHECKED BY: DATE: 3/10/2014 PROJECT NO. 160528003.4.100	
SCALE 	
BOTTINEAU TRANSITWAY DRAFT EIS CONCEPTUAL DESIGN	
LRT SEGMENT B SHEET 2 OF 24	
ALIGNMENT PLAN STA 5184+00 - 5198+00	
SHEET NUMBER 23 OF 122	



Issues To Be Resolved:

- Location of LRT station and park and ride facility
 - Determine location of LRT station north of TH 610
 - Determine location of park and ride facility
 - Determine roadway and utility network necessary for BLRT opening day
 - Analyze how BLRT improvement fits within future development scenarios
 - Continue collaboration with City of Brooklyn Park, Hennepin County, Target and MnDOT

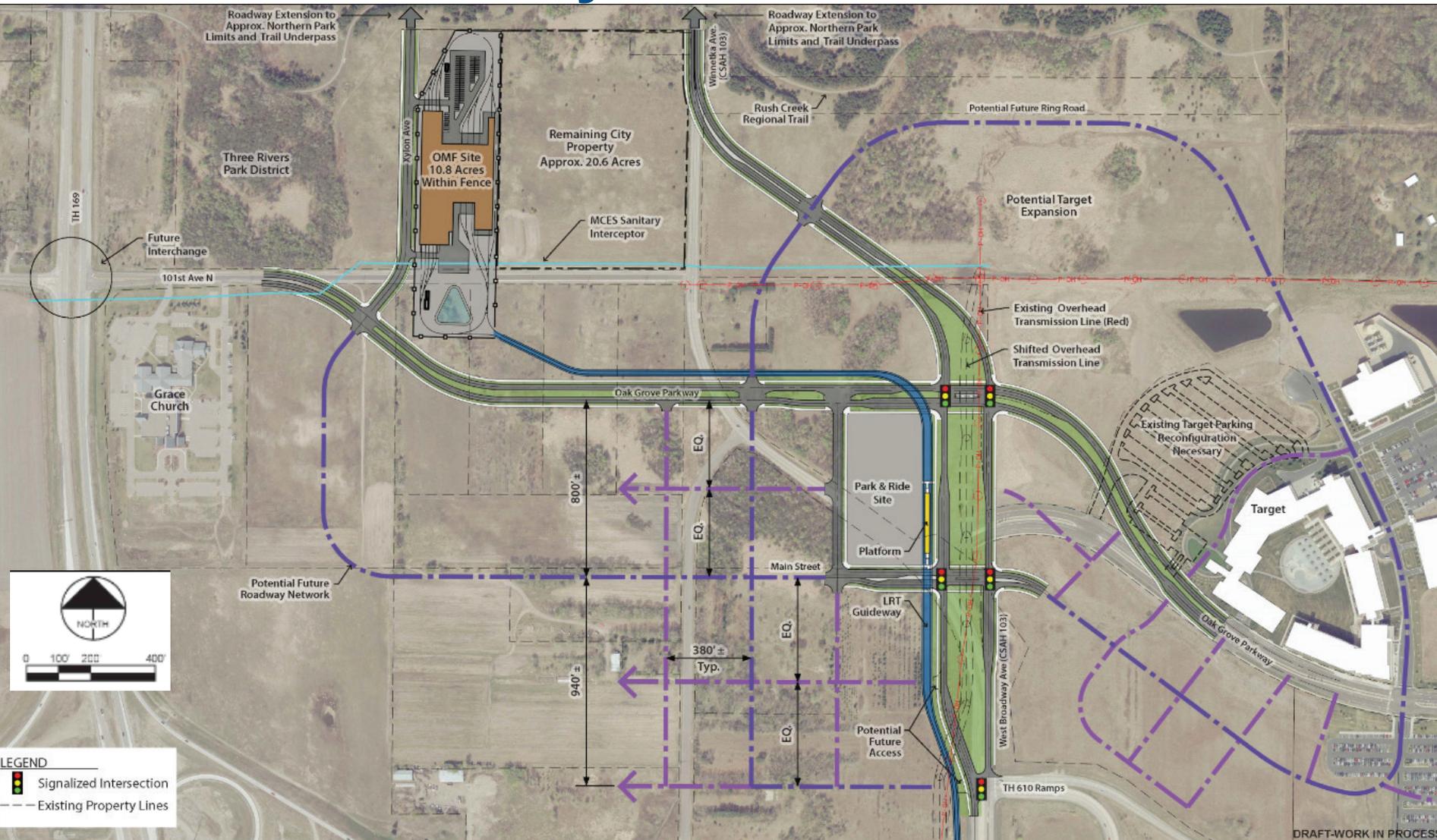


Oak Grove Parkway: Station, Parking Ramp Location & Future Development

- Station
 - DEIS located station west side of existing West Broadway south of Oak Grove Parkway
 - Desire to improve visibility to and from platform to downtown: explore shifting platform to improve visibility
 - Provide pedestrian and bicycle friendly environment
 - Provide center platform
- Parking ramp
 - DEIS proposed 900 capacity parking ramp adjacent to station
 - Analysis Indicates required parking capacity of 750
 - Support development opportunities



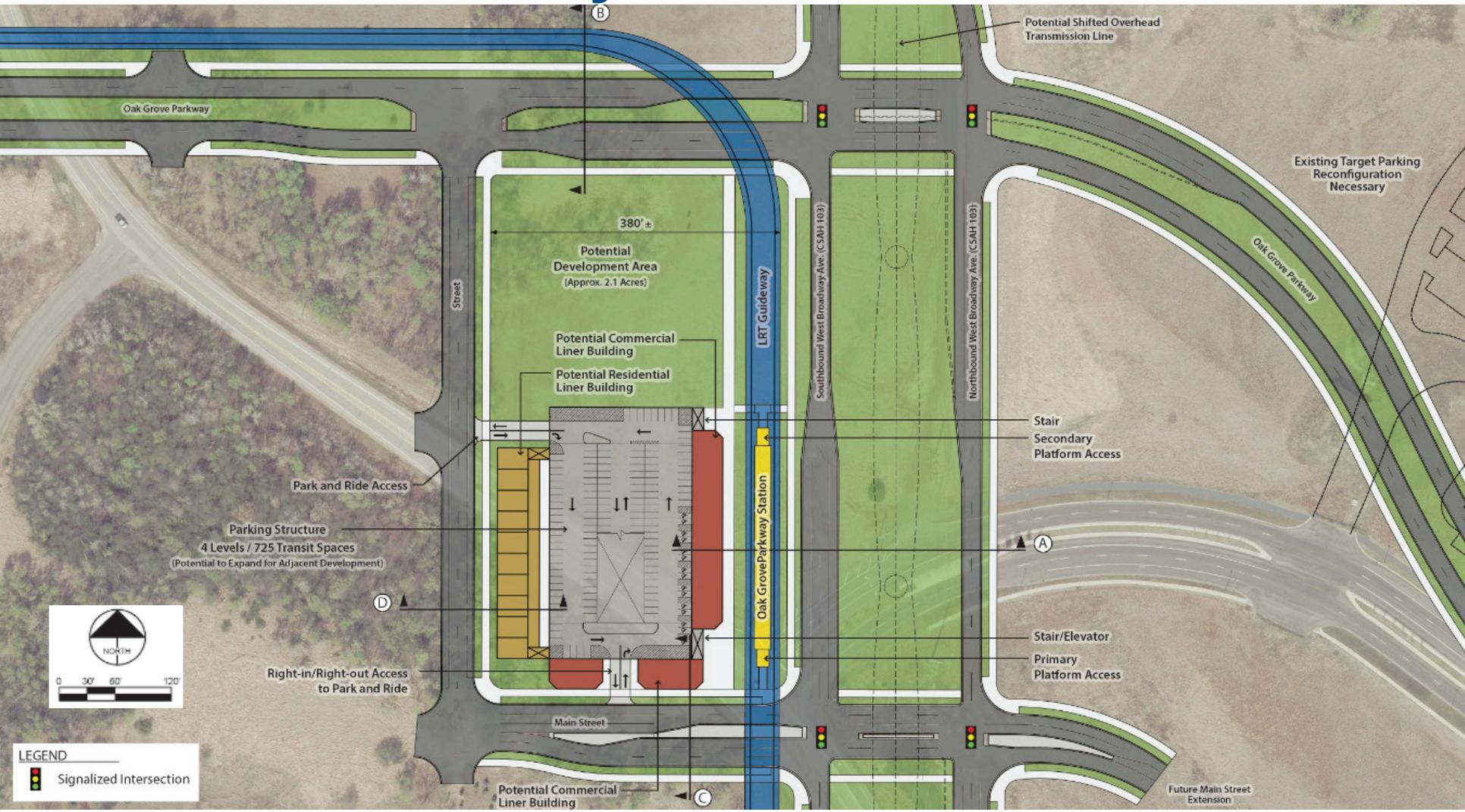
Oak Grove Parkway: Station Location



DRAFT WORK IN PROCESS



Oak Grove Parkway: Park & Ride Location



Oak Grove Parkway: Recommendation

- Station
 - Center platform station west of West Broadway between Oak Grove Parkway and Main Street
- Parking ramp
 - Approximately 750 space park and ride west of West Broadway between Oak Grove Parkway and Main Street
 - Ramp designed to support development opportunities



Oak Grove Parkway: Recommendation (Cont.)

- Roadway
 - Construct West Broadway with wide center median
 - Account for Xcel transmission lines
 - Construct Oak Grove Parkway from Target Campus to 101st west of OMF
 - Construct Main Street and intersection to ramp
 - Construct road west of Park and Ride from Oak Grove Parkway to Main Street
 - Develop cost participation scenario for roadway improvements



Technical Issue #12: Operations and Maintenance Facility (OMF)



OMF DEIS Locations



DEIS Assumptions

- Location
 - Included two OMF locations:
 - 1: 93rd Ave N/West Broadway
 - 2: 101st Ave N/Winnetka Ave N
 - Private development on 93rd site eliminated this location
- Size
 - Up to 15 acre site

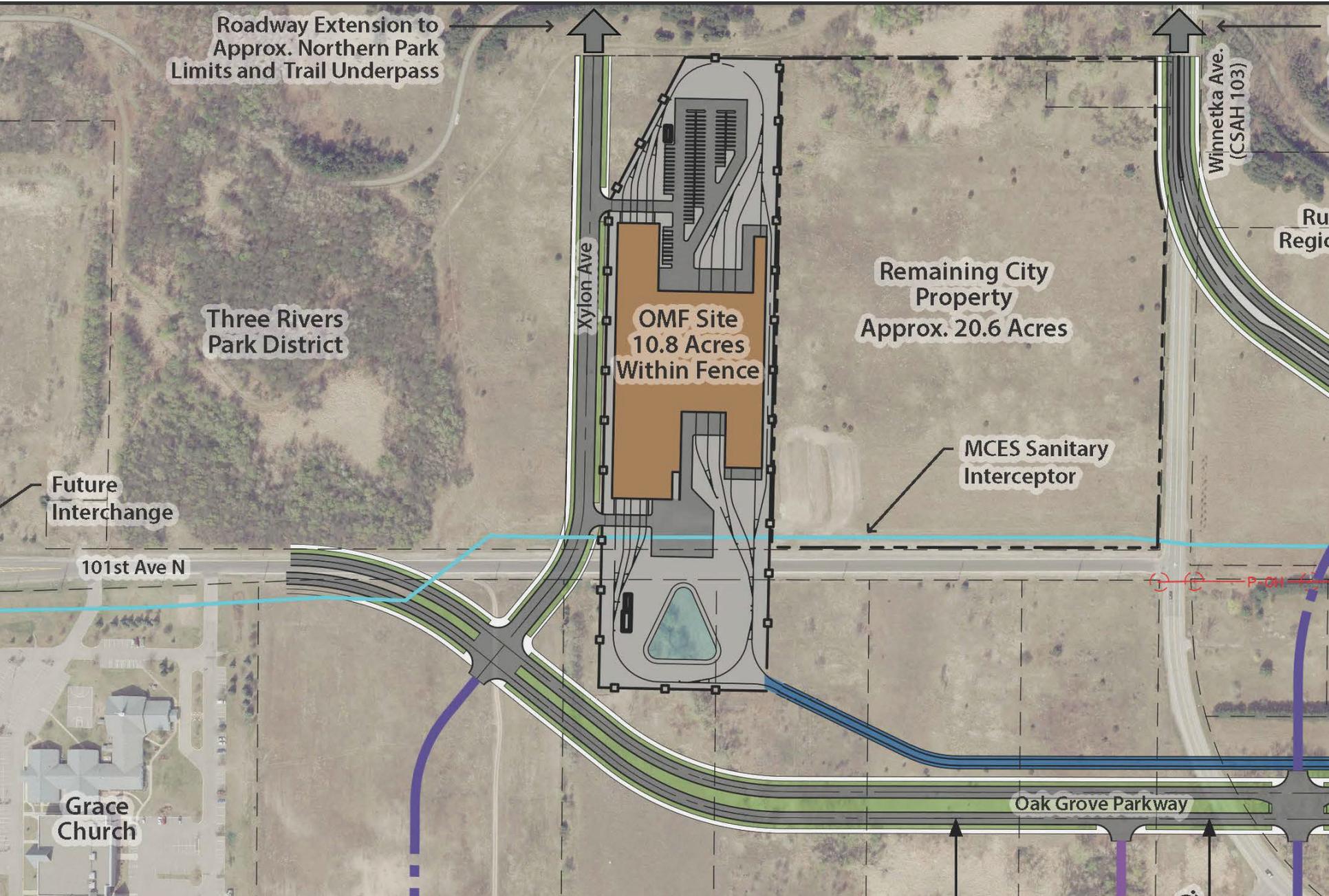


Operations and Maintenance Facility: Location & Size

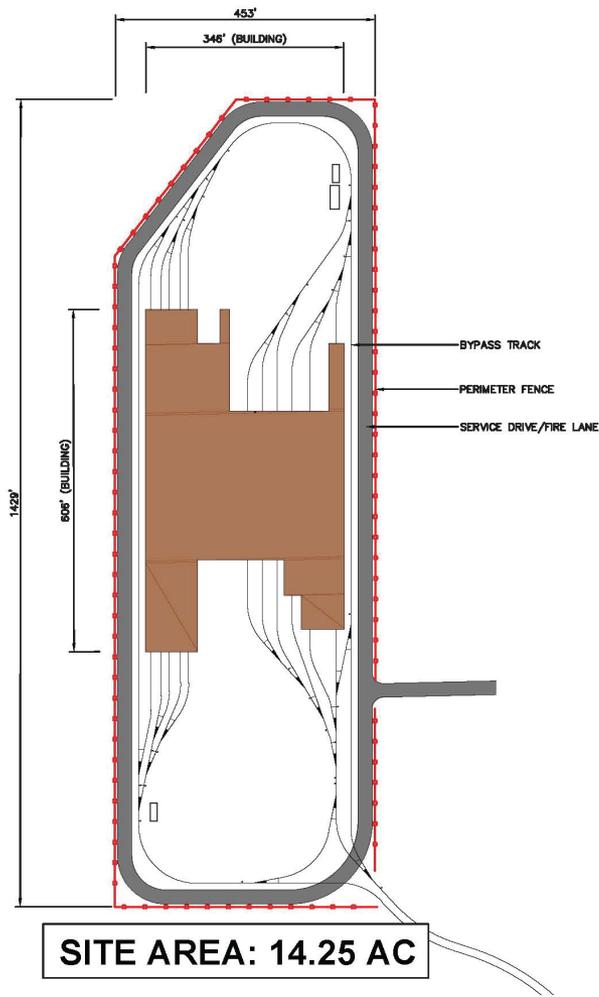
- Location
 - Property at 101st Ave N/Winnetka analyzed
 - Recommended location considered preserving property for future development, avoiding wetlands, and avoiding park and trail impacts
- Size
 - Initially proposed 14.25 acre site
 - Reduced footprint by tightening track radius, realigning internal functions, and eliminating ring road



Operations and Maintenance Facility

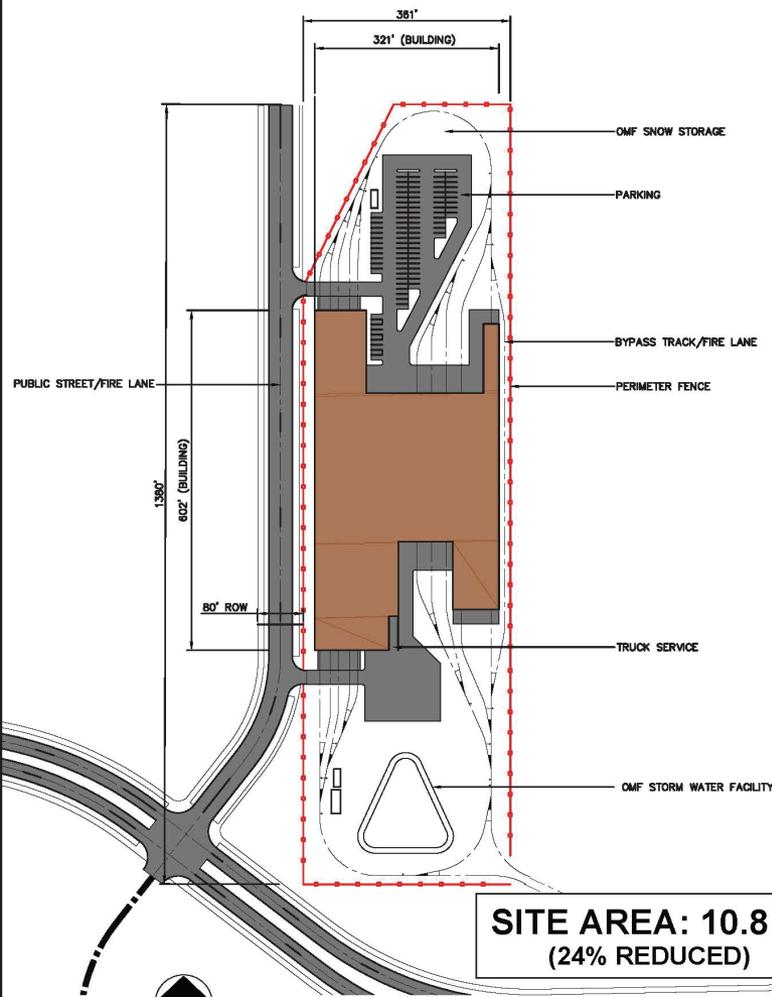


Operations and Maintenance Facility



SITE AREA: 14.25 AC

PROPOSED OMF FACILITIES



**SITE AREA: 10.8 AC
(24% REDUCED)**

PROPOSED OMF FACILITIES- DOWNSIZED

DRAFT-WORK IN PROCESS

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OMF Recommendation

- Location near 101st Ave N and new Xylon Ave N in north/south orientation
- Continued design coordination with City



Technical Issue #13: Freight Rail Update



BNSF Coordination Update

- Dialogue continues regarding use of BNSF corridor
- BPO must propose improvements consistent with BNSF Commuter Principles
 - “Any commuter operation cannot degrade BNSF’s freight service, negatively affect BNSF’s freight customers or BNSF’s ability to provide them with service”
 - “BNSF will not incur any liability for commuter operations that it would not have but for those operations”

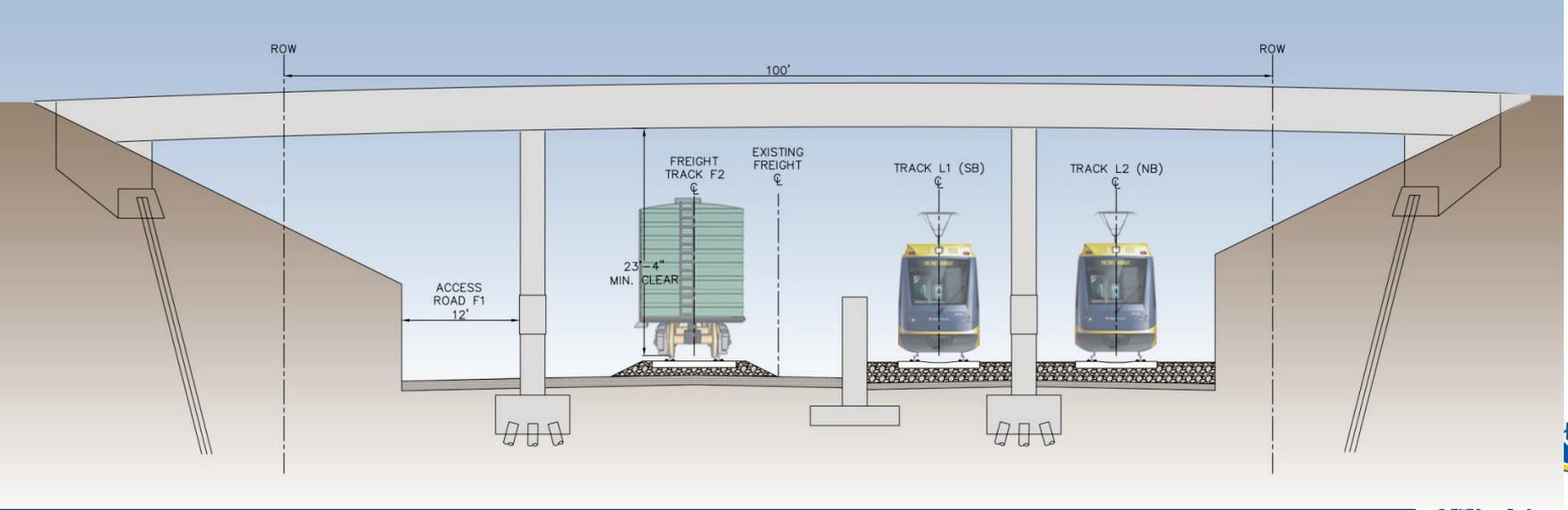
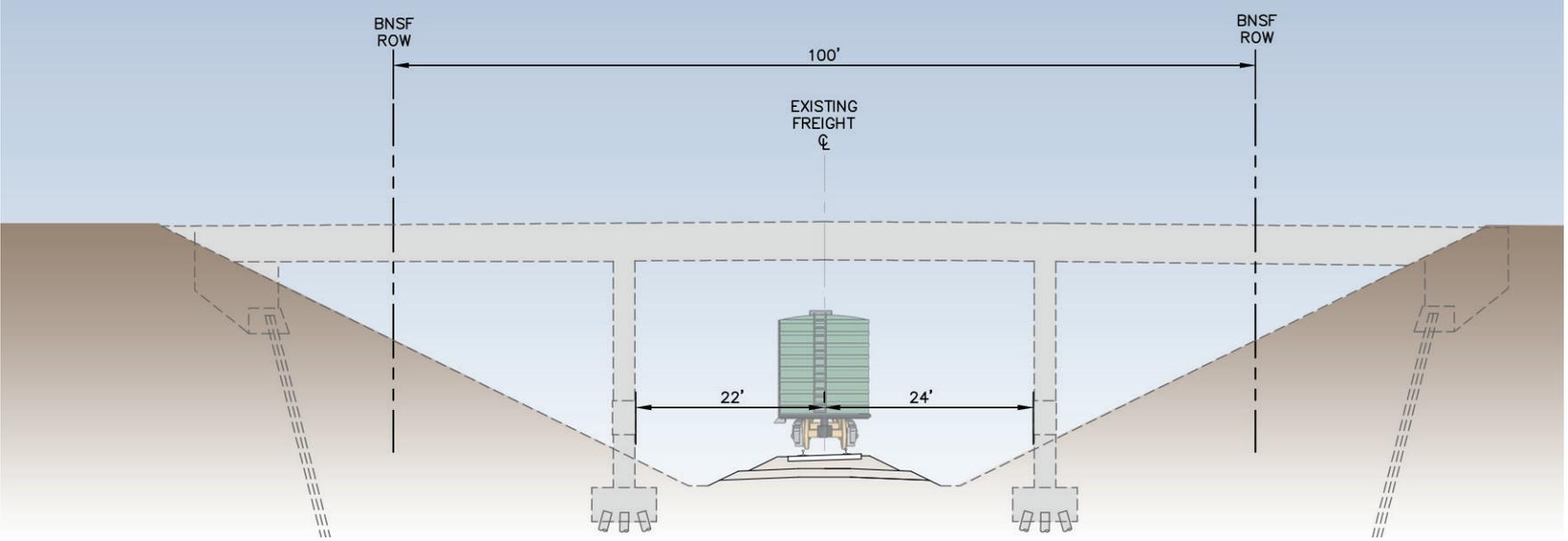


Managing Potential Impacts to Current/Future BNSF Freight Service

- Preserve BNSF's ability to make a future capacity improvement within the remaining right of way in a configuration that can be constructed today without any LRT facilities
- Meeting this Commuter Principle will require reconstruction of bridges over the BNSF corridor at Plymouth Avenue, Theodore Wirth Parkway, Golden Valley Road, and 36th Avenue



Example: 36th Avenue



Locations With Poor Soil Suitability

- Located commonly on BNSF corridor from TH 55 to 36th Avenue
- Geotechnical explorations found peat, organic clay, and soft clay, often at significant depth
- Range of soil stabilization techniques necessary to support LRT and freight in some locations
 - Load transfer platform over controlled modulus columns
 - Conventional bridge



Soil Stabilization Example: Load Transfer Platform Over Controlled Modulus Columns

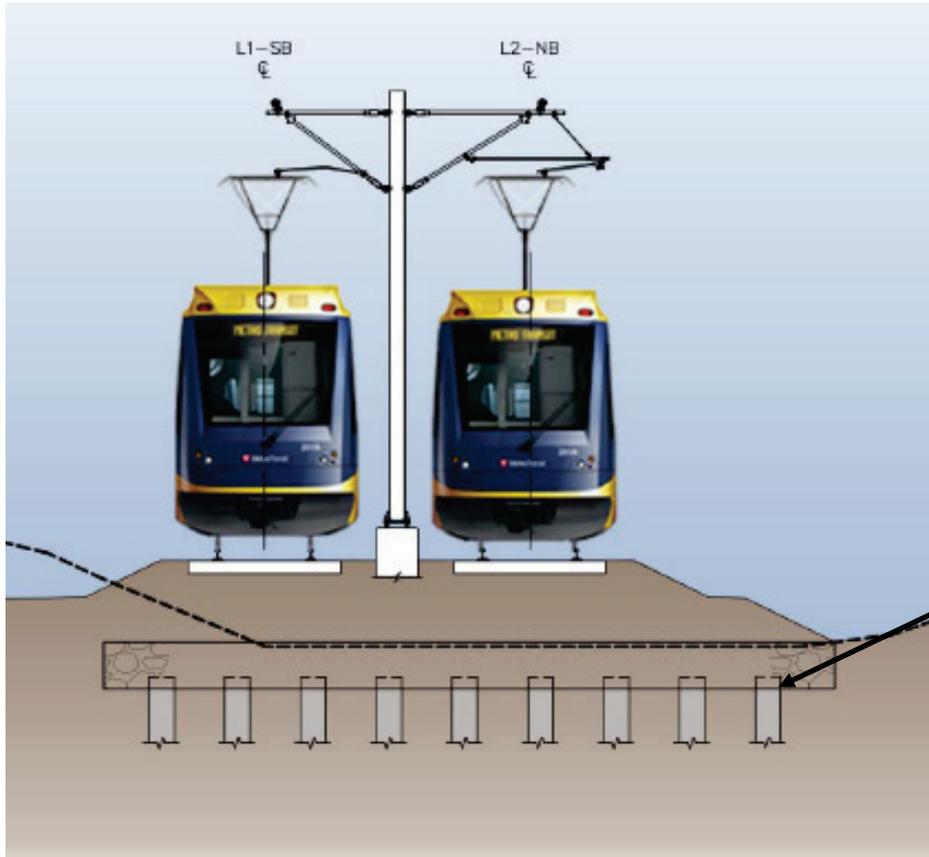


Image from DGI-Menard, Inc.

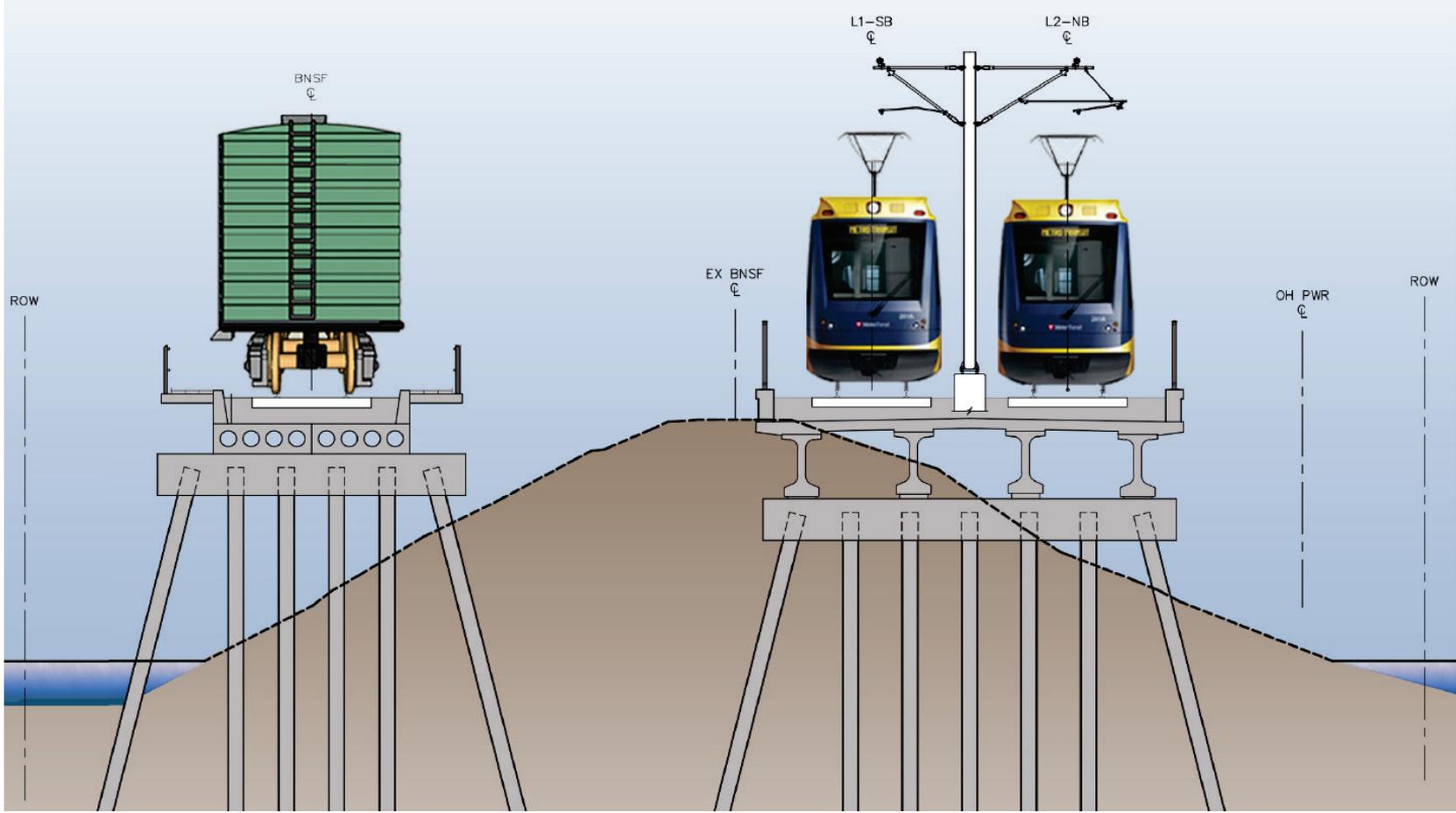
Two way grid of engineered columns



Soil Stabilization Example: Conventional Bridge At Grimes & Golden Valley Ponds



Soil Stabilization Example: Conventional Bridge At Grimes & Golden Valley Ponds



BNSF Coordination Next Steps

- Continue policy and technical dialogue with local and national BNSF representatives
- Inform BLRT committees and the public
- Include necessary improvements in BLRT Final Environmental Impact Statement



Environmental Update

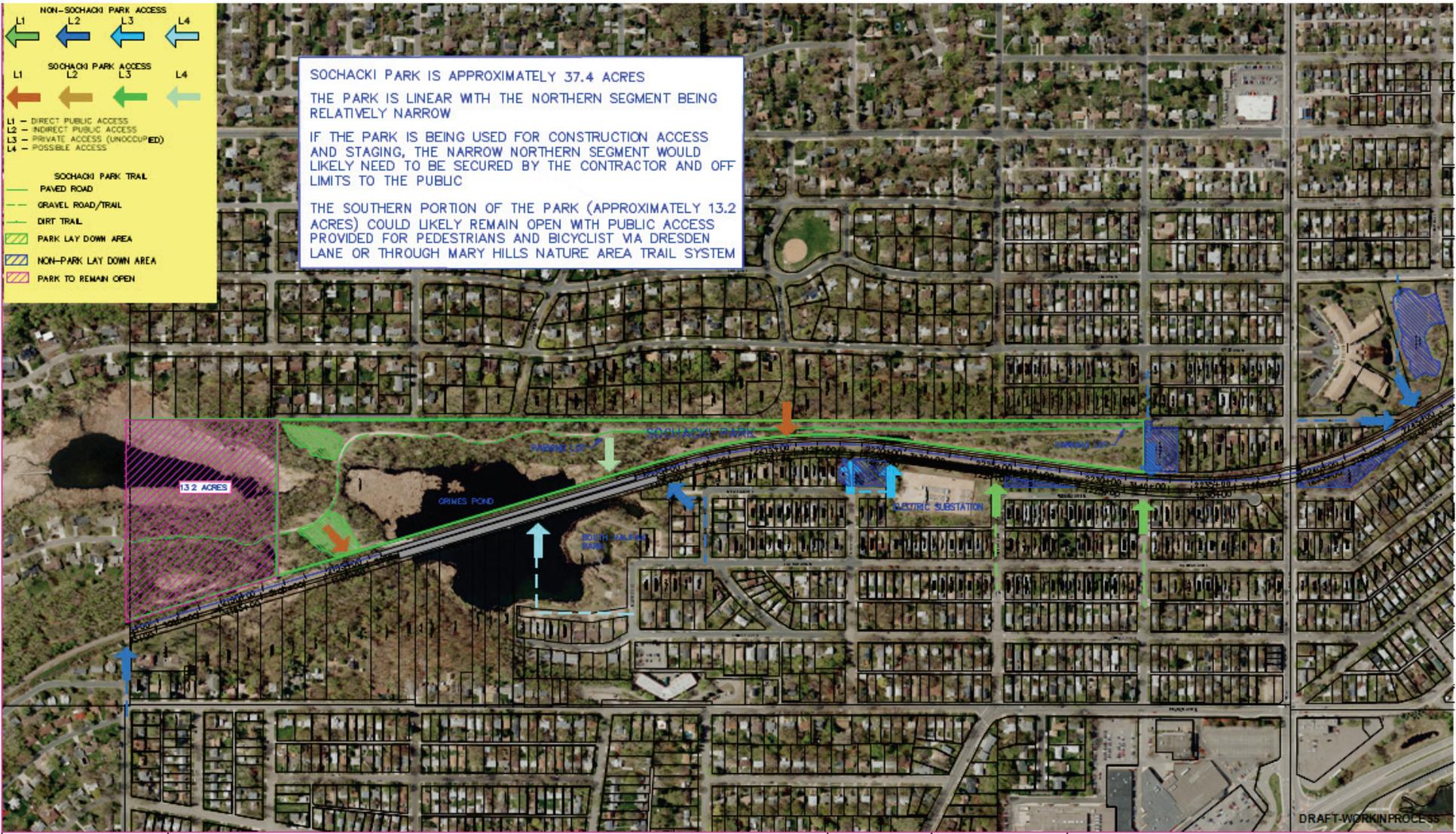


Environmental Update: Sochacki Park

- DEIS discussed potential for temporary impacts during construction
- Detailed review of options for construction access for equipment/materials indicates that use of Sochacki Park is best option to avoid other impacts



Environmental Update: Sochacki Park



Sochacki Park: Next Steps

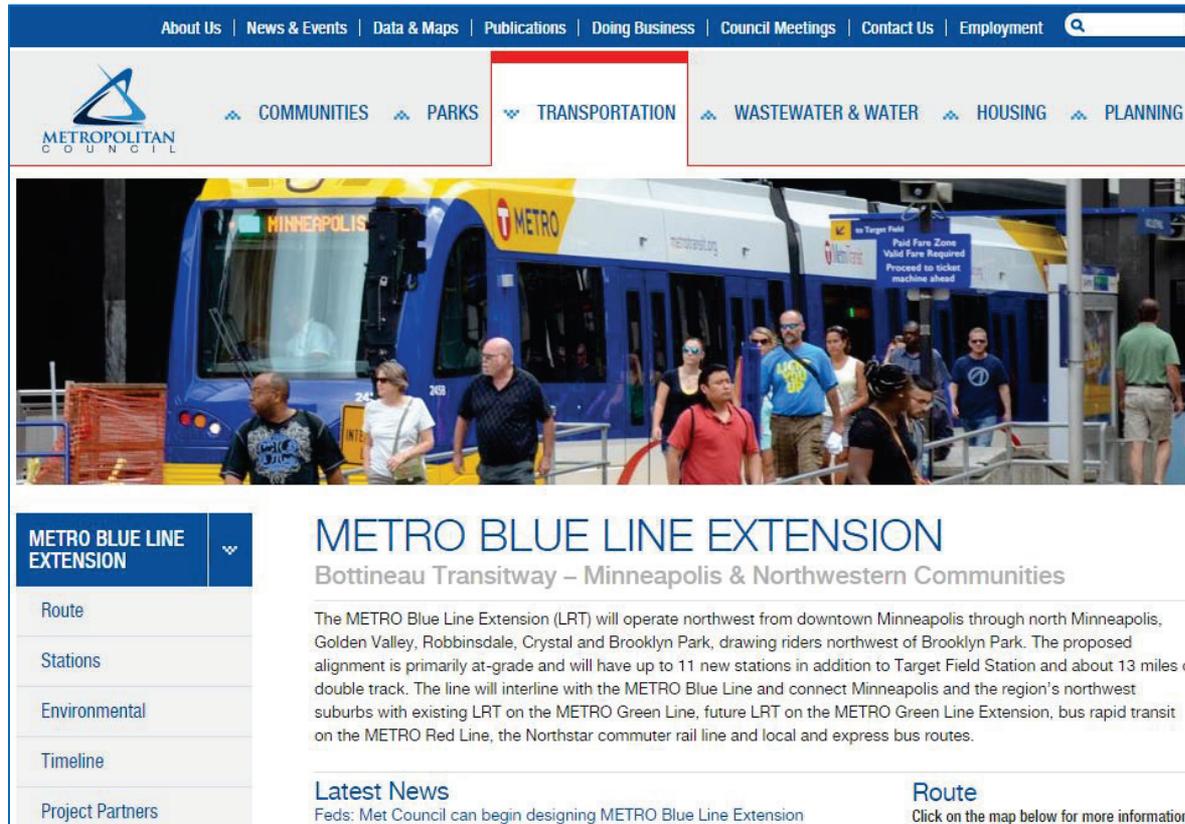
- Continue to engage MnDNR and NPS to complete Section 6(f) process
- Engage park stakeholders and users
- Identify options for construction use (if allowed)
 - Limitations on type and duration of activities
 - Commitments to maintain access for park users
 - Provisions to ensure safety of park users/staff
 - Commitments for restoration after use



Next Meeting: TBD



More Information



The screenshot shows the Metropolitan Council website's navigation menu with 'TRANSPORTATION' selected. Below the menu is a photograph of a blue and yellow METRO Blue Line train at a station platform with passengers. The main content area features a sidebar with a dropdown menu for 'METRO BLUE LINE EXTENSION' containing links for Route, Stations, Environmental, Timeline, and Project Partners. The main text area is titled 'METRO BLUE LINE EXTENSION' and 'Bottineau Transitway – Minneapolis & Northwestern Communities'. It contains a paragraph describing the project and two buttons: 'Latest News' and 'Route'.

METRO BLUE LINE EXTENSION
Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

