



# Brooklyn Park City Council

May 9, 2016



# 63<sup>rd</sup> Ave/CSAH 81 Intersection Update: Tonight's Topics

- April 26 Tour Recap
- At-Grade Improvements
- Pedestrian Bridge Options
- Next Steps



# 63<sup>rd</sup> Ave/CSAH 81 Intersection Update: Corridor Management Committee Action

- February 11, 2016 CMC Action:  
“Directs staff to continue its efforts towards development of an at-grade crossing or bridge crossing at 63<sup>rd</sup> and a pedestrian bridge crossing at Bass Lake Rd for the eventual inclusion in the scope of the project.”



# 63<sup>rd</sup> Ave/CSAH 81 Intersection Update: City Letter to BLRT Project Office (BPO)

- April 18 City letter to BPO identified 63<sup>rd</sup> Ave pedestrian facility as an area of concern and requested:
  - Improved at-grade pedestrian crossing
  - Continued exploration of pedestrian bridge to accomplish 3 goals:
    - improve ped and bike safety
    - gateway element
    - regional trail connection



# April 26 Tour Overview



# April 26 Tour: Columbia Heights Pedestrian Bridge

- Bridge constructed originally in 1970 due to fatality
- Pedestrian bridge constructed in 2011, replaced former structure
- Elevators were considered for new structure, but eliminated due to maintenance concerns
- Pedestrian bridge owned by MnDOT; maintained by the City of Columbia Heights
- Structure over TH 65 18 ft in height; 6 ft lower than the 24 ft required over CSAH 81

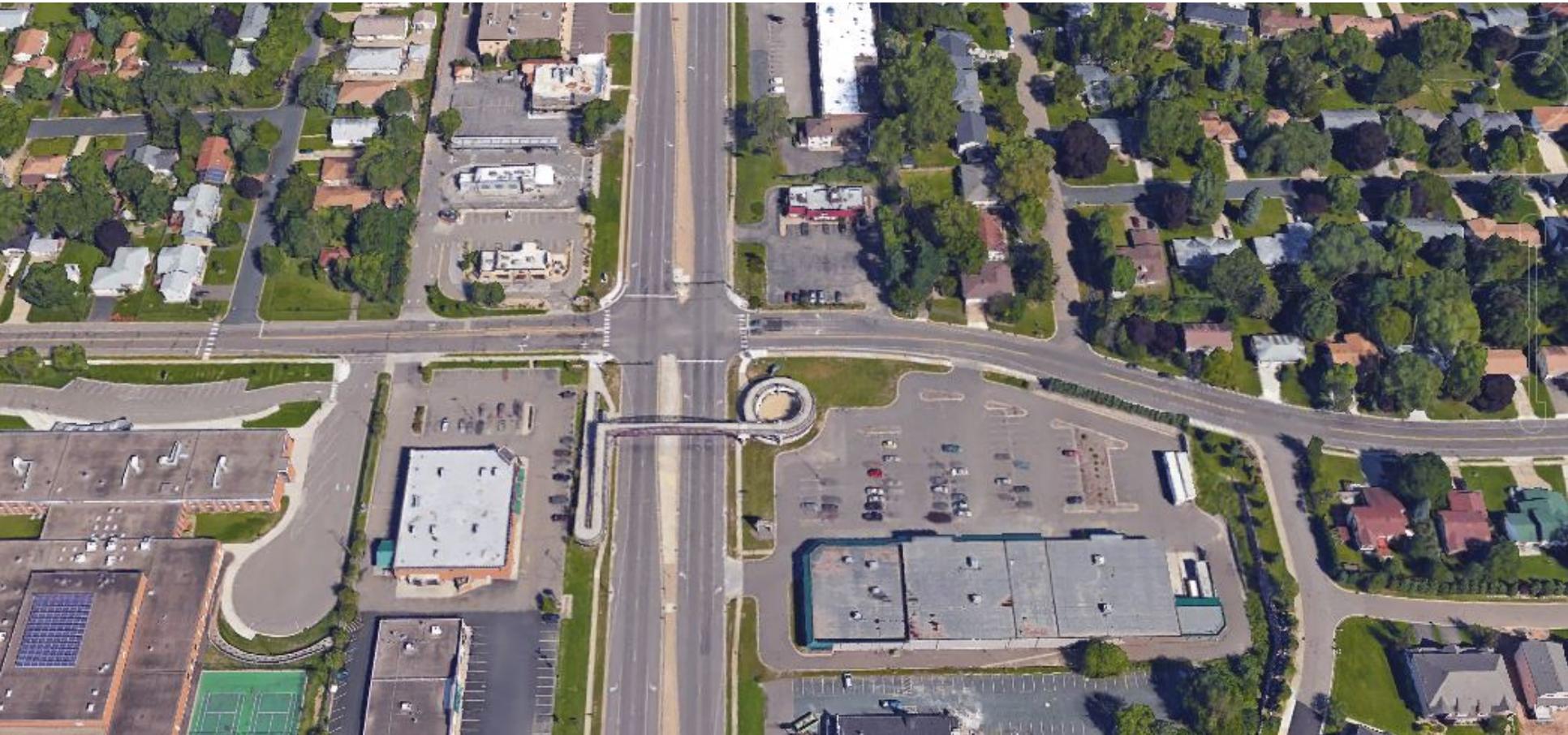


# April 26 Tour: Columbia Heights Pedestrian Bridge

- TH 65 4-lane plus turn lanes, 26,000 ADT, 40 mph
- At grade crossings removed
- Schools located on either side of the roadway
- Generally high compliance with school children (helped by educational campaign); poorer compliance with general population



# Columbia Heights Pedestrian Bridge



# Columbia Heights Pedestrian Bridge

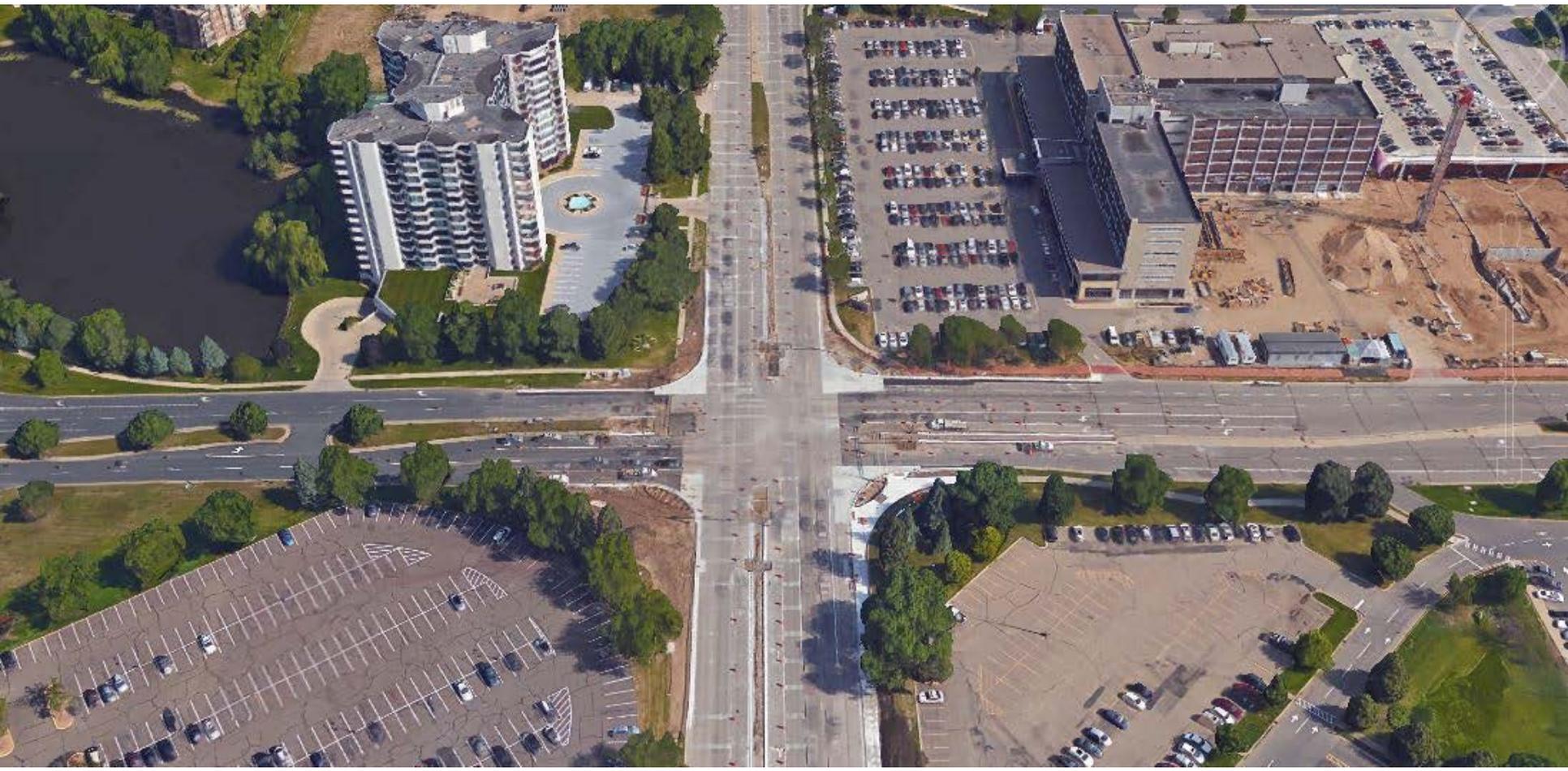


# April 26 Tour: 66<sup>th</sup> & France Ave Intersection Improvements

- Pedestrian bridge awarded regional solicitation funds; at-grade improvements constructed instead
- France Ave:
  - 6-lane with turn lanes
  - 30,000 ADT
  - 35-45 mph speed limit
- Free rights removed
- Roadway: lanes narrowed, wider crosswalks set back from intersection, “Dutch” planted corners
- Median: widened, push buttons and decorative lighting added



# 66<sup>th</sup> & France Ave Intersection Improvements



# 66<sup>th</sup> & France Ave Intersection Improvements



# 66<sup>th</sup> & France Ave Intersection Improvements



# April 26 Tour: What We Heard

- Preference for long crossing times, large median refuges, wide visible crosswalks
- MN-65 bridge seemed short easy to walk, preference for switchback over spiral grade
  - Danger of no at-grade crossing option
- Interest in maintenance costs, ownership, cost difference of elevator and ramp
- Pedestrian facility important to transit dependent residential neighborhood
- Provide bridge crossing option



# At-Grade Intersection Improvements

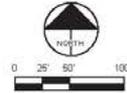


# 63<sup>rd</sup> Ave/CSAH 81 Intersection Existing



**BLUE LINE LRT EXTENSION**  
CITY OF BROOKLYN PARK  
63RD AVENUE - PEDESTRIAN ROUTE COMPARISONS  
EXISTING CONDITIONS

Rev 0  
05/09/2016



Kimley»Horn



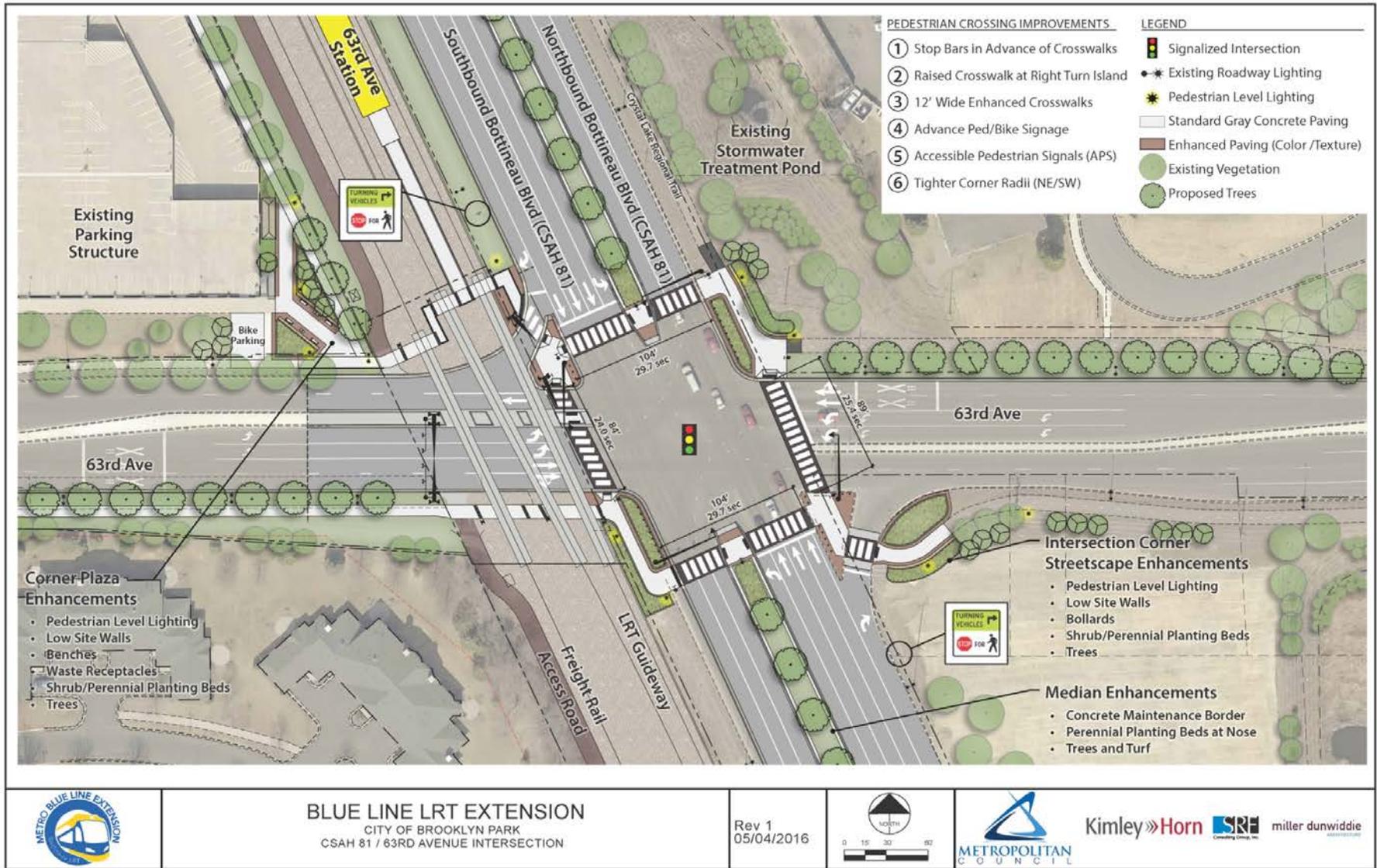
miller dunwiddie  
ARCHITECTURE

# 63rd Ave/CSAH 81 Intersection Improvements

- Wider median, add pedestrian push button in median, removal of dual left turn lane
- Pedestrian Crosswalks
  - Widen from 6-8' ft to 12' ft for visibility; add black paint for contrast
  - Raise crosswalks in free right turn lanes
  - Add stop bars
- Walk time and distance: 01:52 minutes; 180'



# 63<sup>rd</sup> Ave/CSAH 81 Intersection Improvements



**BLUE LINE LRT EXTENSION**  
 CITY OF BROOKLYN PARK  
 CSAH 81 / 63RD AVENUE INTERSECTION

Rev 1  
 05/04/2016



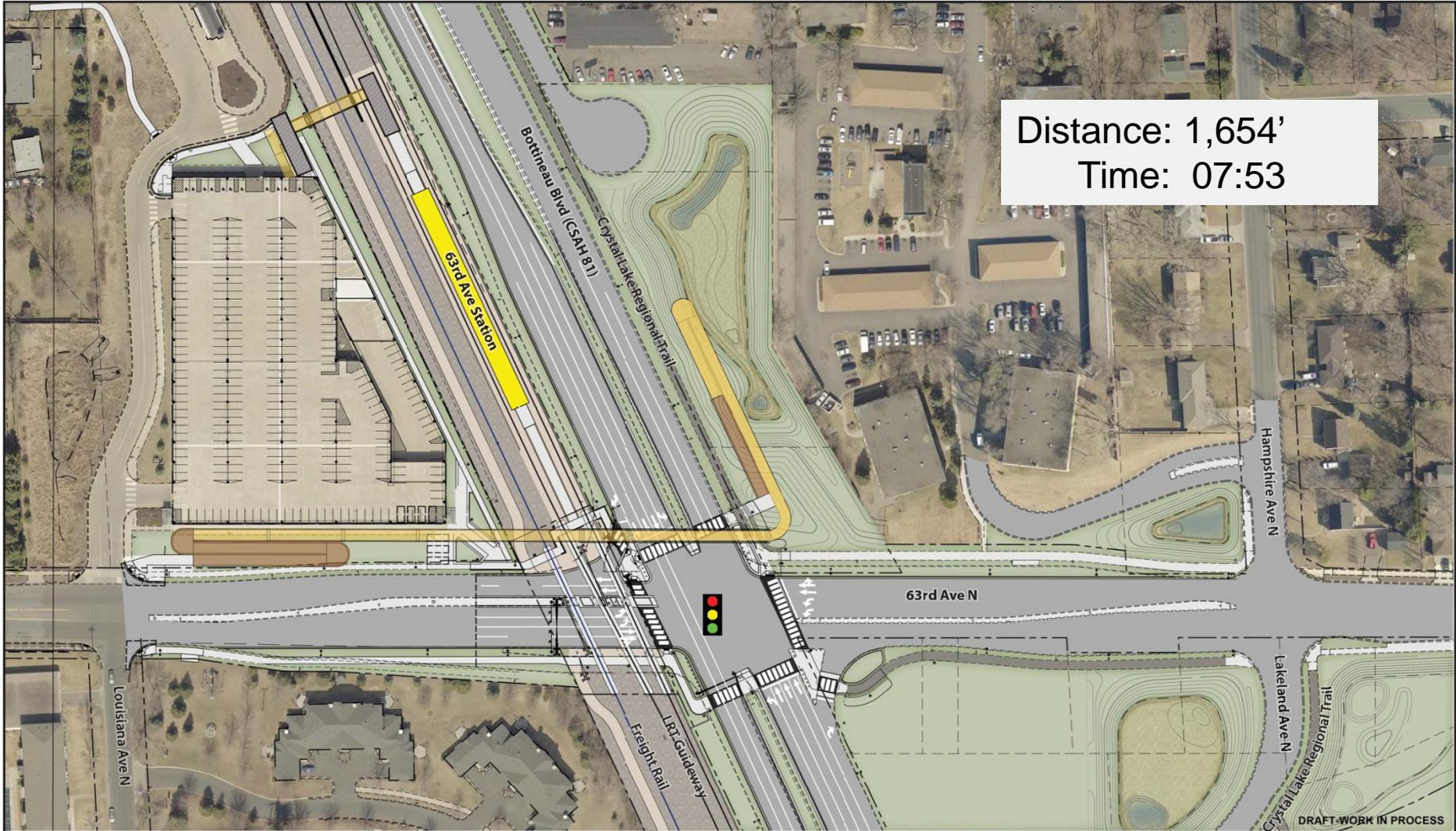
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# Pedestrian Ramp Options

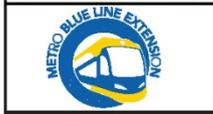


# Pedestrian Bridge: Double Switchback, 5%



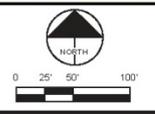
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Time: 07:53

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**BLUE LINE LRT EXTENSION**  
CITY OF BROOKLYN PARK  
63RD AVENUE - PEDESTRIAN ROUTE COMPARISONS  
ALTERNATIVE C (5% MAX GRADE)

Rev 0  
05/09/2016



DRAFT WORK IN PROCESS



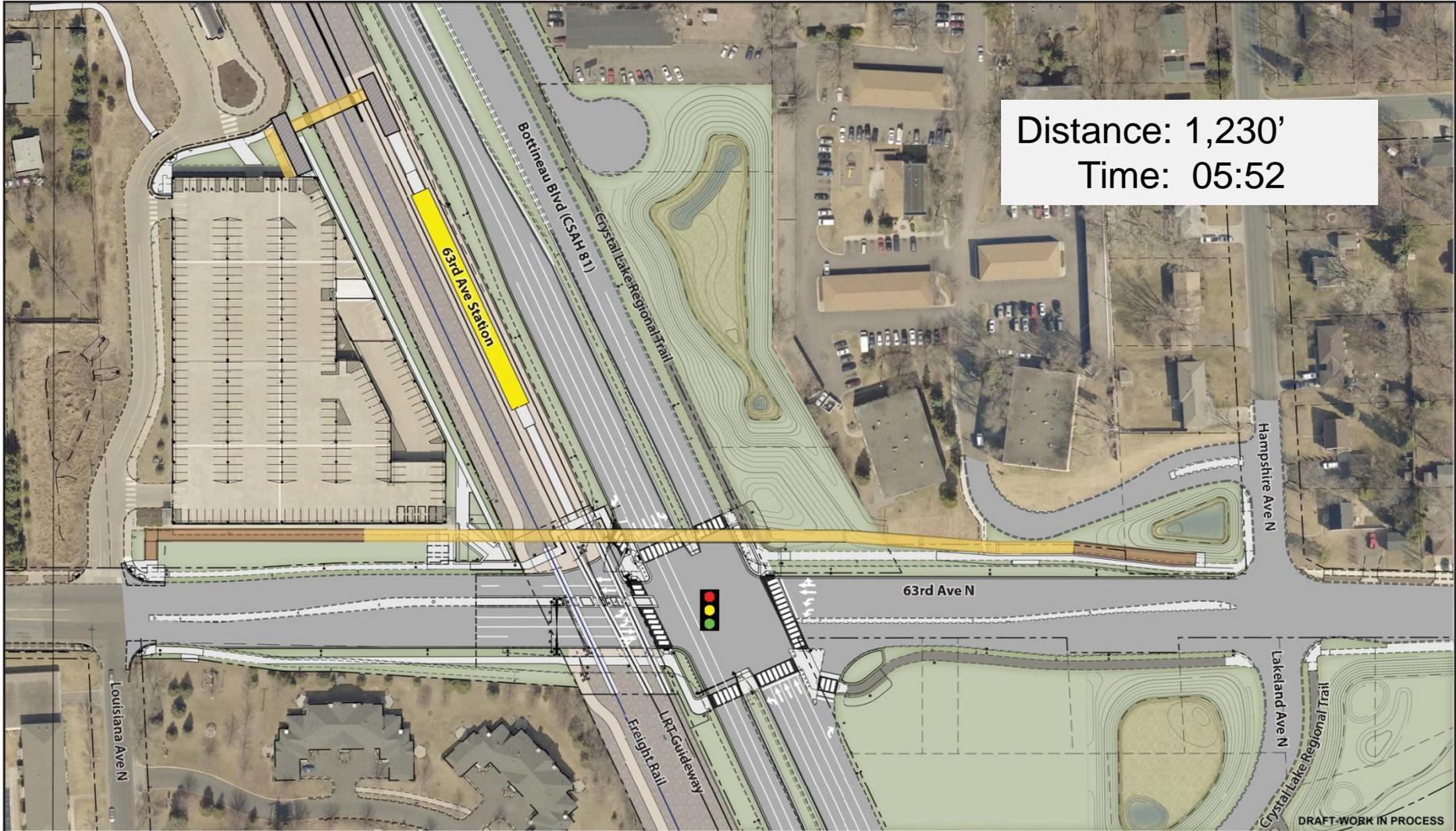
# Pedestrian Bridge: Double Switchback, 5%



# Pedestrian Bridge: Double Switchback, 5%

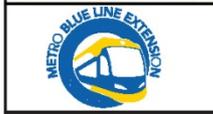


# Pedestrian Bridge: Straight Ramp, 8.33%



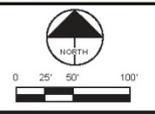
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**BLUE LINE LRT EXTENSION**  
CITY OF BROOKLYN PARK  
63RD AVENUE - PEDESTRIAN ROUTE COMPARISONS  
ALTERNATIVE D (8.33% MAX GRADE)

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05/09/2016



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Consulting Group, Inc. ARCHITECTURE

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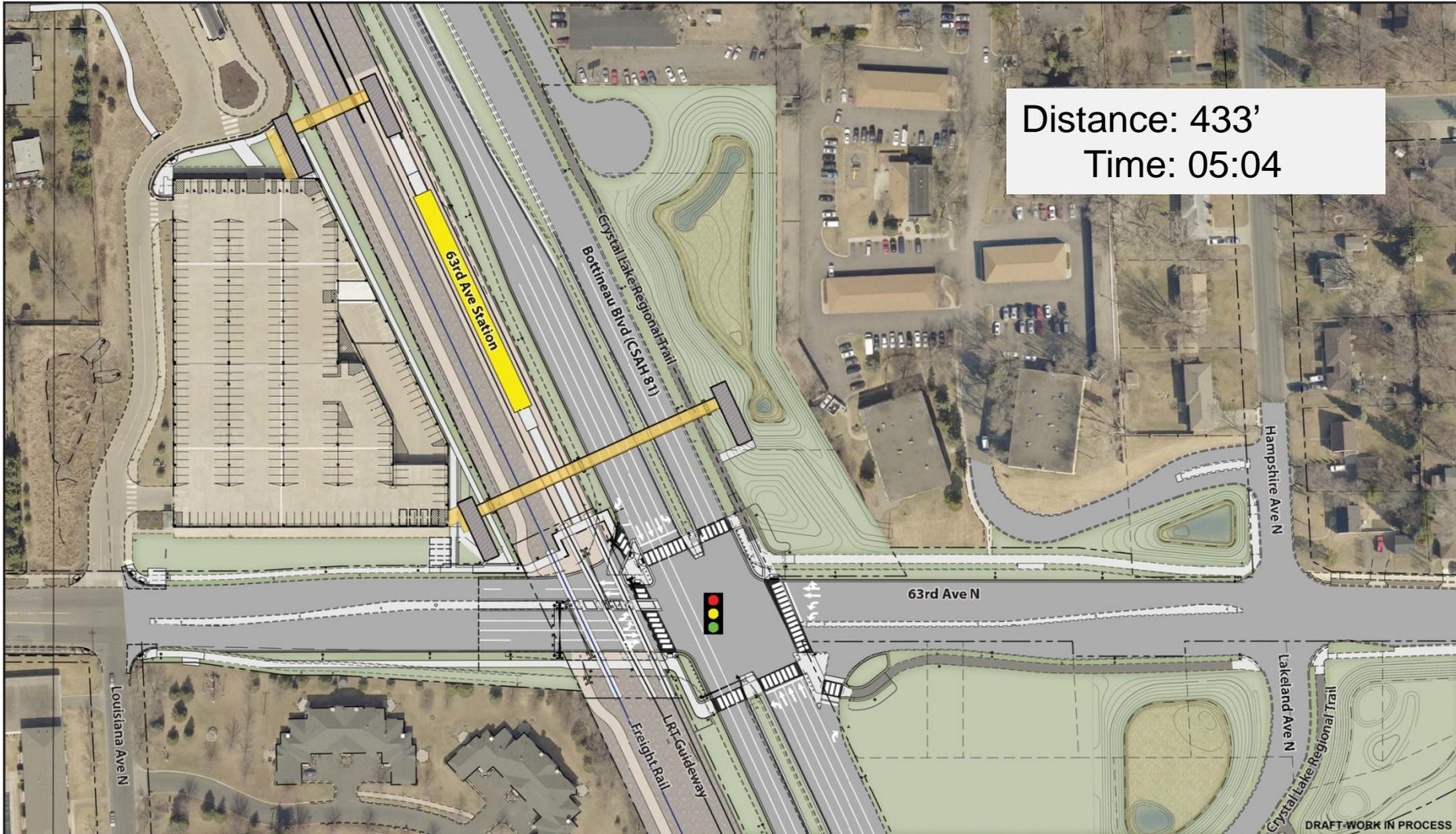
# Pedestrian Bridge: Straight Ramp, 8.33%



# Pedestrian Bridge: Straight Ramp, 8.33%



# Pedestrian Bridge: Two Elevators



Distance: 433'  
Time: 05:04

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DRAFT WORK IN PROCESS

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# Pedestrian Bridge: Two Elevators



# Pedestrian Bridge: Two Elevators



# 63rd Ave/CSAH 81 Intersection Improvements

- At-grade improvements for pedestrians will be part of BLRT project
- Pedestrian bridge options:
  - Provide a second option to cross CSAH 81
  - Eliminate conflicts with vehicles, but only if chosen as a means to cross the intersection
- Due to high capital costs, maintenance costs, safety and security concerns, pedestrian bridge options with elevators are not recommended
- Feedback?



# 63rd Ave/CSAH 81 Intersection Improvements: Next Steps

- BPO to recommend for June 2 CMC meeting:
  - Pedestrian crossing improvements with construction costs estimate (at-grade/bridge)
  - Recommended operations & maintenance responsibilities



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**METRO BLUE LINE EXTENSION**

- Route
- Stations
- Environmental
- Timeline
- Project Partners

## 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](http://BlueLineExt.org)

Email: [BlueLineExt@metrotransit.org](mailto:BlueLineExt@metrotransit.org)

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

