Business Advisory Committee

February 9, 2016
Today’s Topics

• Municipal Consent Update
• 63rd Ave/CSAH 81 Intersection
• Bass Lake Road/CSAH 81 Intersection
• Noise Analysis Update
• Sochacki Park Update
• Future Topics: Committee Feedback
Municipal Consent Update
## Municipal Consent Update

**Dec 15, 2015:** Plans delivered to city halls, community and reference libraries; posted on project website

**Jan 19, 2016:** Joint Met Council/Hennepin County/HCRRA Public Hearing

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63rd Ave/CSAH 81 Intersection
• CMC action on November 12th directed BPO to work with stakeholders to study the following:
  - Feasibility
  - Justification
  - Environmental impacts
  - Cost
  - Public outreach
  - Jurisdictional support of constructing a pedestrian bridge over CSAH 81
63rd Ave/CSAH 81 Pedestrian Bridge
63rd Ave/CSAH 81 Pedestrian Bridge
63rd Ave/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Feasibility
  ▪ Pedestrian bridge technically feasible, but requires clearance over freight rail and CR 81 house moving route

• Justification
  ▪ Higher number of pedestrians anticipated with LRT station
  ▪ Walk time via pedestrian bridge more than triple that of at-grade

• Environmental impacts
  ▪ Visual
63rd Ave/CSAH 81 Pedestrian Bridge: CMC Requested Information

- Cost: $15-$17 Million
- Public outreach
  - 1/11 City Council Work Session: City not supportive of advancing pedestrian bridge
- Jurisdictional support
  - Hennepin County will not own or maintain
  - City of Brooklyn Park understood concerns with pedestrian bridge, and requested significant at grade pedestrian enhancements if pedestrian bridge not advanced
63rd Ave/CSAH 81 Intersection Enhancements

- Wider median, removal of dual left turn lane
- Pedestrian Crosswalks
  - Widen from 6-8’ to 12’ for visibility, add black paint for contrast
  - Raise crosswalks in free right turn lanes
  - Add stop bars
- Advanced pedestrian/bike signage
- Streetscape enhancements on corner
63rd Ave/CSAH 81 Intersection Enhancements

PEDESTRIAN CROSSING IMPROVEMENTS
1. Stop Bars in Advance of Crosswalks
2. Raised Crosswalk at Right Turn Island
3. 12’ Wide Enhanced Crosswalks
4. Advance Ped/Bike Signage
5. Accessible Pedestrian Signals (APS)
6. Tighter Corner Radii (NE/SW)

LEGEND
- Signalized Intersection
- Pedestrian Level Lighting
- Low S itu Wall
- Bike Loops
- Shrub/Perennial Planting Beds
- Trees

Intersection Corner Streetscape Enhancements (East side of CSAH 81)
- Pedestrian Level Lighting
- Low S itu Walls
- Shrub/Perennial Planting Beds
- Trees

Corner Plaza Enhancements
- Pedestrian Level Lighting
- Low S itu Wall
- Benches
- Bike Loops
- Shrub/Perennial Planting Beds
- Trees

DRAFT-WORK IN PROCESS
Bass Lake Rd/CSAH 81 Intersection
Bass Lake Rd/CSAH 81 Pedestrian Bridge

• CMC action on November 12th directed BPO to work with stakeholders to study the following:
  ▪ Feasibility
  ▪ Justification
  ▪ Environmental impacts
  ▪ Cost
  ▪ Public outreach
  ▪ Jurisdictional support construction of a pedestrian bridge over CSAH 81
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Two Elevators
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Two Elevators
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Road/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Rd/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Feasibility
  ▪ Both options technically feasible, but requires clearance over CR 81 house moving route
  ▪ Elevator needed on west side due to right of way constraints

• Justification
  ▪ Higher number of pedestrians anticipated with LRT station
  ▪ Walk time via pedestrian bridge more than double that of at-grade

• Environmental impacts
  ▪ Visual, cultural resources (proximity to Becker Park)
Bass Lake Rd/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Cost
  - $8-11 million: elevator/ramp option
  - $11-13 million: 2 elevator option

• Public outreach
  - 1/14 and 1/25 City Council Work Sessions: Council favors advancing pedestrian bridge options, and some form of at grade intersection enhancements
  - 1/25 County Station Area Planning Open House: community members expressed support a ped bridge

• Jurisdictional support
  - Hennepin County will not own or maintain
  - City of Crystal will not own or maintain
Bass Lake Road/CSAH 81 Intersection Enhancements

• Wider median, narrowed lanes
• Pedestrian Crosswalks
  ▪ Widen from 6-8’ to 12’ for visibility, add black paint for contrast
  ▪ Raise crosswalks in free right turn lanes
  ▪ Add stop bars
• Advanced pedestrian/bike signage
• Streetscape enhancements on corner
Bass Lake Road/CSAH 81
Intersection Enhancements

- Corner Plaza Enhancements
  - Existing Monument Sign
  - Pedestrian Level Lighting
  - Low Site Wall
  - Benches
  - Bike Loops
  - Shrub/Perennial Planting Beds
  - Trees

- Intersection Corner Streetscape Enhancements
  - Pedestrian Level Lighting
  - Low Site Wall at Back of Trail
  - Shrub/Perennial Planting Beds
  - Trees

- PEDESTRIAN CROSSING IMPROVEMENTS
  1. Stop Bars in Advance of Crosswalks
  2. Raised Crosswalks at Right Turn Islands
  3. 12’ Wide Enhanced Crosswalks
  4. Advance Ped/Bike Signage
  5. Accessible Pedestrian Signals (APS)
  6. Tighter Corner Radii (NE/SW)

LEGEND
- Signalized Intersection
- Pedestrian Level Lighting
- Standard Gray Concrete Paving
- Enhanced Paving (Color and Texture)
Noise Analysis Update
Noise Analysis Overview

• Mitigation Strategies Include
  ▪ Quiet Zone improvements at intersections shared with freight
  ▪ Wayside devices installed at Quiet Zone intersections
  ▪ Noise barriers: variable heights based on conditions
  ▪ Interior testing at receptors where, even with implementation of mitigation measures, impacts remain
Noise Analysis Overview by City

- Minneapolis:
  - Noise barrier near Plymouth Avenue Station
  - Interior testing at 4 properties: located in Homewood just north of Hwy 55.

- Golden Valley:
  - Noise barrier on east side of BNSF corridor along Kewanee Way
  - Interior testing at 1 property: located south of GVR station
Noise Analysis Overview by City

• Robbinsdale:
  ▪ Quiet Zone and wayside audible devices at 3 intersections: 41\textsuperscript{st}/Noble Ave, 42\textsuperscript{nd} Ave, 45 1/2th Ave
  ▪ Closure of 39 ½ Ave
  ▪ Noise barriers
    o East side of BNSF corridor along Indiana Ave up to 40 1/2th Ave, and from 45 ½ Ave to 47\textsuperscript{th} Ave
    o West side of BNSF corridor; north of 36\textsuperscript{th} Ave corridor from 38\textsuperscript{th} Ave to 40 ½ Ave, and along Railroad Ave between 41\textsuperscript{st} Ave & 42\textsuperscript{nd} Ave
  ▪ Interior testing at 18 properties:
    o 3 along Indiana
    o 1 at 36\textsuperscript{th} Ave
    o 2 at 38\textsuperscript{th} Ave to 40 ½ Ave
    o 3 along Regent
    o 3 near TH 100
    o 6 at 45 ½ Ave
Noise Analysis Overview by City

- **Crystal:**
  - Quiet Zone and wayside audible devices at 3 intersections: W. Broadway, Corvallis & Bass Lake Rd
  - Noise barriers on east side of BNSF corridor from 47th Ave to south of Corvallis
  - Interior testing at 1 property: apartment building just north of W. Broadway

- **Brooklyn Park:**
  - Quiet Zone and wayside audible devices at 2 intersections: 63rd Ave and 71st Ave
  - Interior testing at 3 properties: near 93rd Ave
Sochacki Park Update

- Mitigation plan developed with input from staff at
  - Three Rivers Park District
  - Cities of Robbinsdale & Golden Valley
  - Golden Valley Open Space Committee
  - Robbinsdale Park and Rec Committee

- Plan focuses on:
  - Appropriate clean up and restoration of BLRT construction staging areas in Sochacki Park
  - Enhancements to trails and other park features
Sochacki Park Next Steps

- February 2: Golden Valley Public Hearing
- February 8: Sochacki Park JPA Board
- February 9: Robbinsdale Public Hearing
- February 16: Golden Valley City Council
- March 2: Robbinsdale City Council
Future Topics:
Committee Feedback
Future Topics: Committee Feedback

- How to create a safe environment for pedestrians, bicyclists, and those that are dropped off at stations
- How to get passengers from a station to where they need to go
- Impact to businesses along other light rail lines in Twin Cities (possible lessons learned), e.g. access, noise, signage
- Benefits of transit to local businesses
Future Topics: Committee Feedback

• Impacts to traffic, from both construction and operation of BLRT
• Health impacts
• Benchmarks for economic equity
Next BAC Meeting: March 8, 2016
More Information

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Email: BlueLineExt@metrotransit.org
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