



Business Advisory Committee

October 11, 2016



Today's Topics

- Environmental Update:
Record of Decision
- Design Updates
 - Freight Rail Corridor
Construction Sequencing
 - Plymouth Avenue Station Area
 - OMF Architecture
- Station Design Overview



Approval of July 12 and August 8 Meeting Minutes



Environmental Update: Record of Decision



Environmental Update: Record of Decision

- Record of Decision signed by FTA on Sept 19, 2016
 - Summarizes the social/economic/environmental impacts disclosed in the Final EIS
 - Commits FTA & Metro Transit to mitigation measures to address impacts as appropriate
 - Addresses comments on the Final EIS
 - Completes the NEPA process (federal)
- Determination of Adequacy signed by Metropolitan Council on Sept 28, 2016
 - Completes the MEPA process (state)



Environmental Update: Record of Decision

- Next Steps
 - Finalize environmental permitting: most notably the wetland permitting (Section 404 & Wetland Conservation Act)
 - Comply with requirements of Section 106 MOA: historic interpretive design elements; construction protection plan development
 - Develop mitigation monitoring program



Design Updates



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Freight Corridor: Rail South (2A) Construction Staging



Freight Corridor

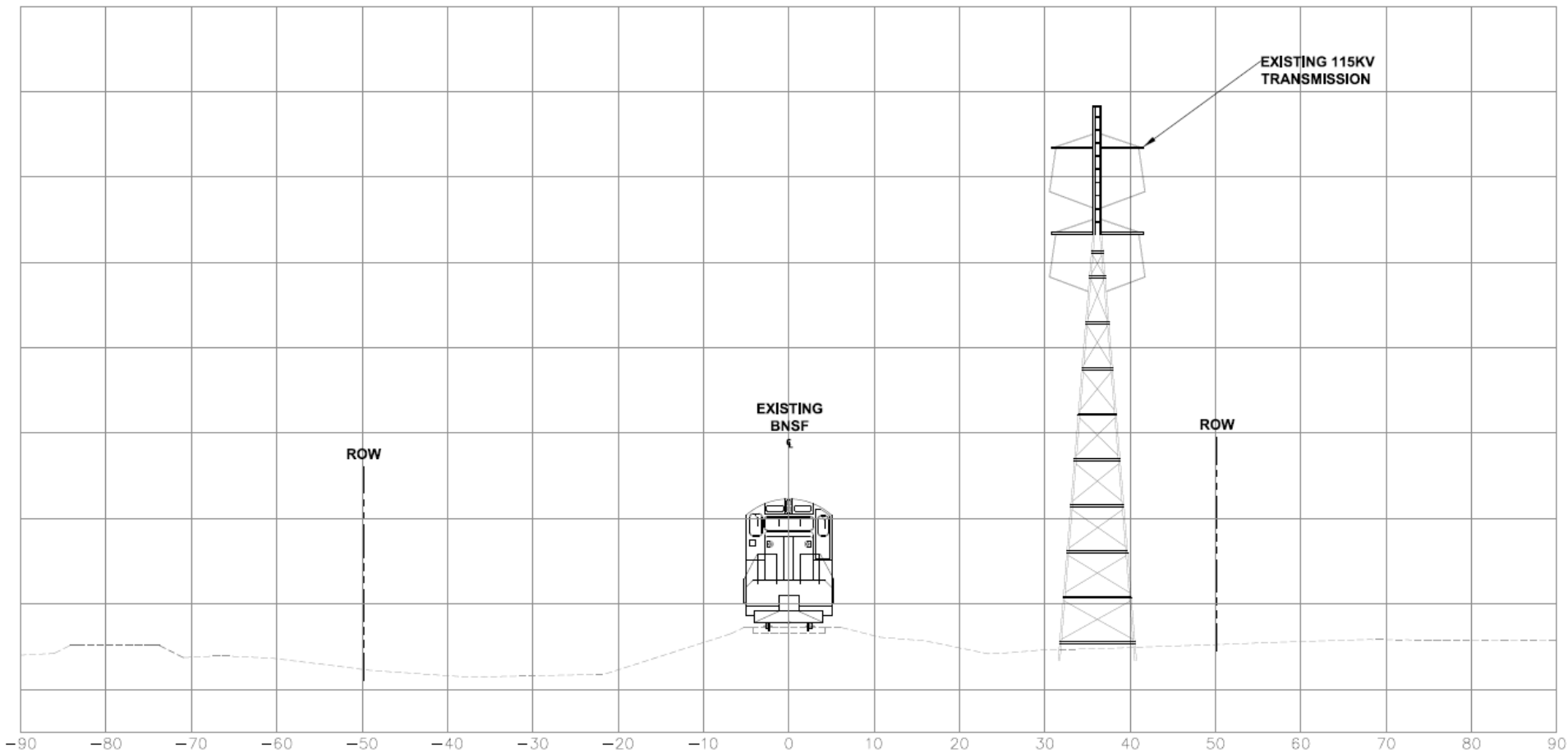
- Working space within the freight rail corridor is constrained
- Section is on project construction critical path
- Multiple stages of construction phasing required
- Maintain freight rail operation during construction



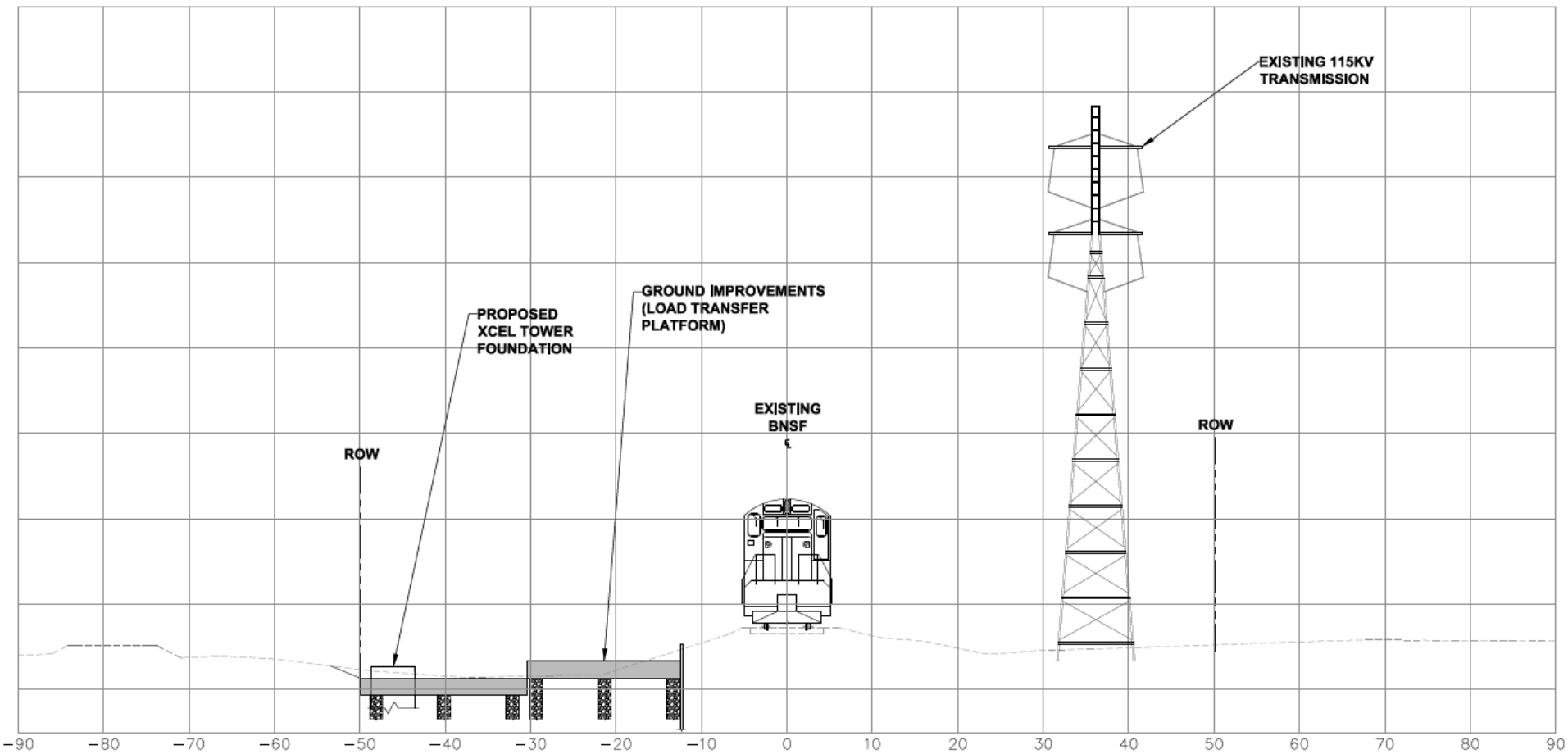
View North from Plymouth Ave



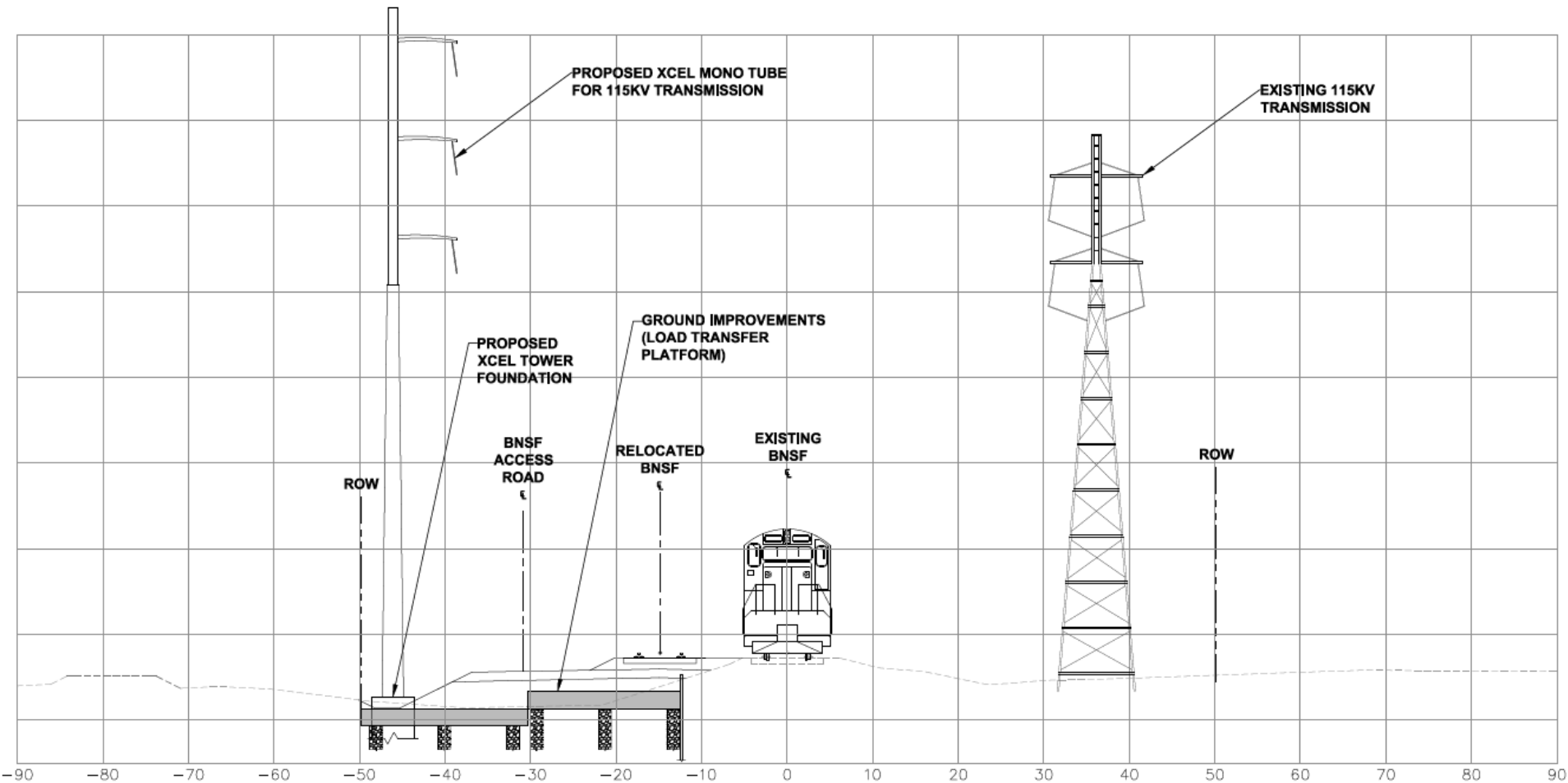
Freight Corridor (2A): Existing



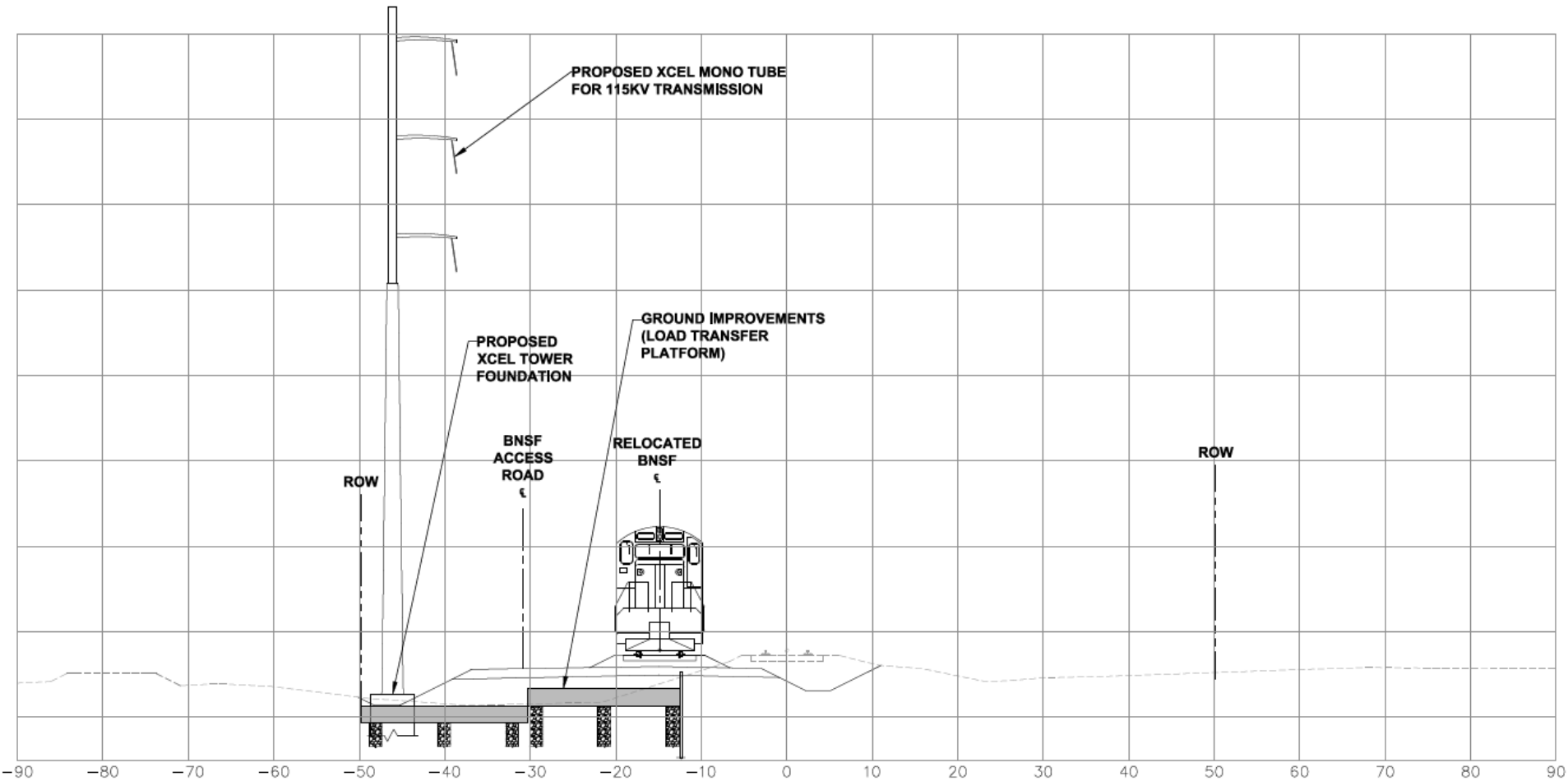
Freight Corridor (2A): Stage 1



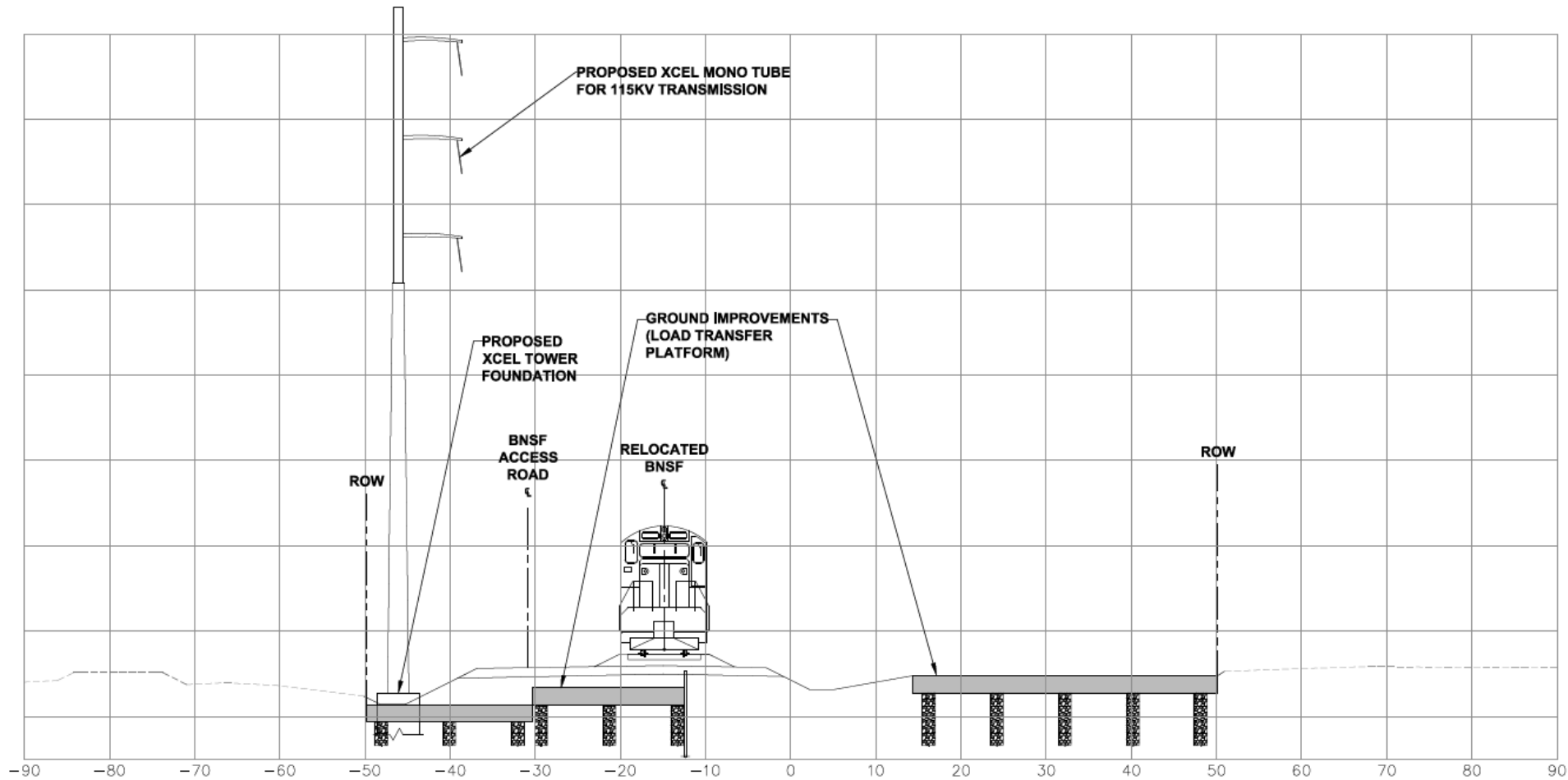
Freight Corridor (2A): Stage 2



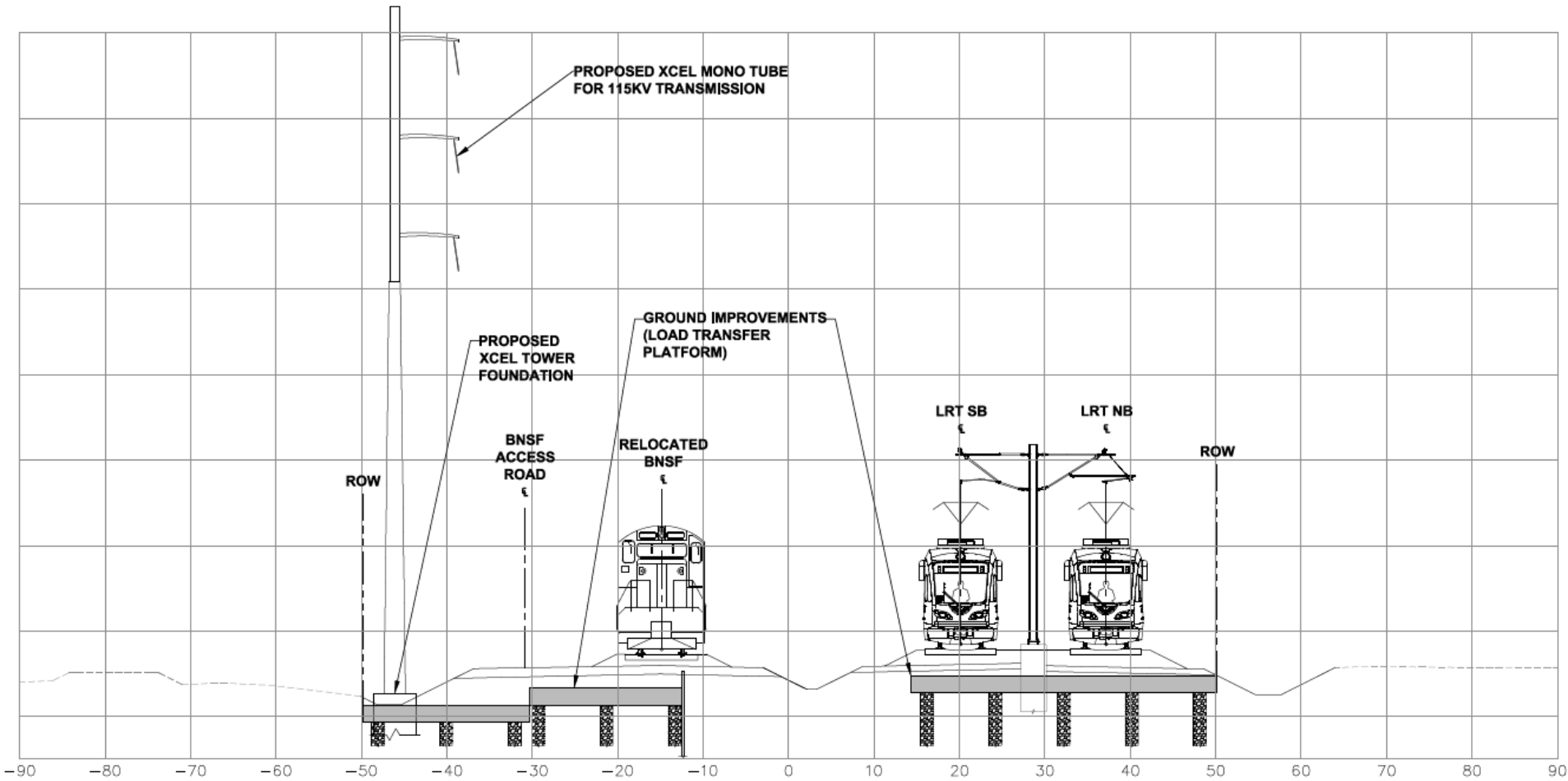
Freight Corridor (2A): Stage 3



Freight Corridor (2A): Stage 4



Freight Corridor (2A): Complete



Freight Corridor: Canadian Pacific Rail Crossing



Freight Corridor: CP Rail Crossing

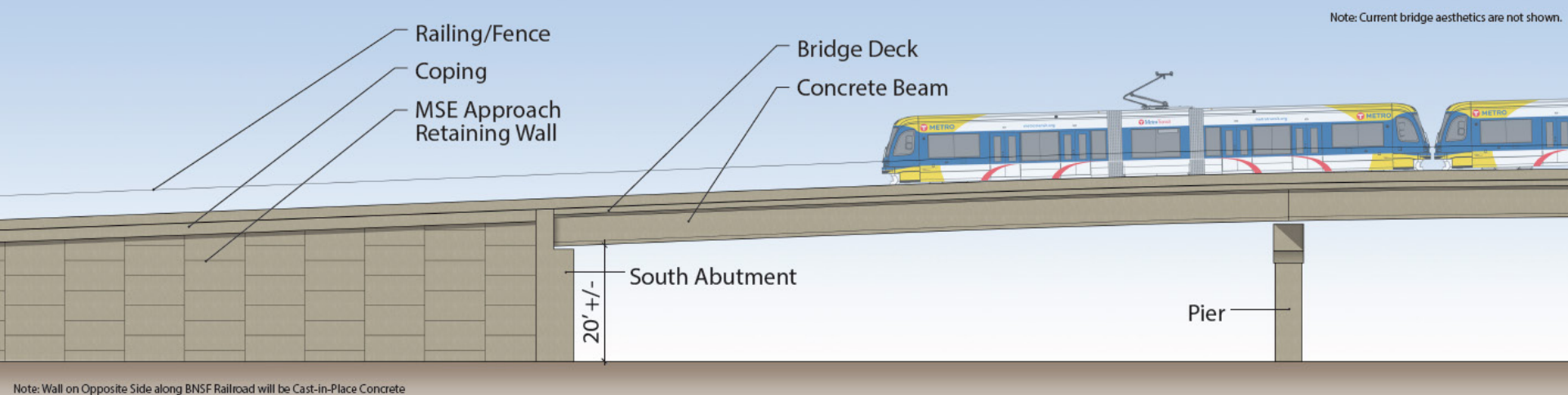
- Location of existing BNSF/CP rail crossing
- Relocate BNSF track and crossing diamond 15 ft. west of current alignment
- Construct LRT bridge over CP rail
- Maintain freight rail operation during construction of LRT bridge



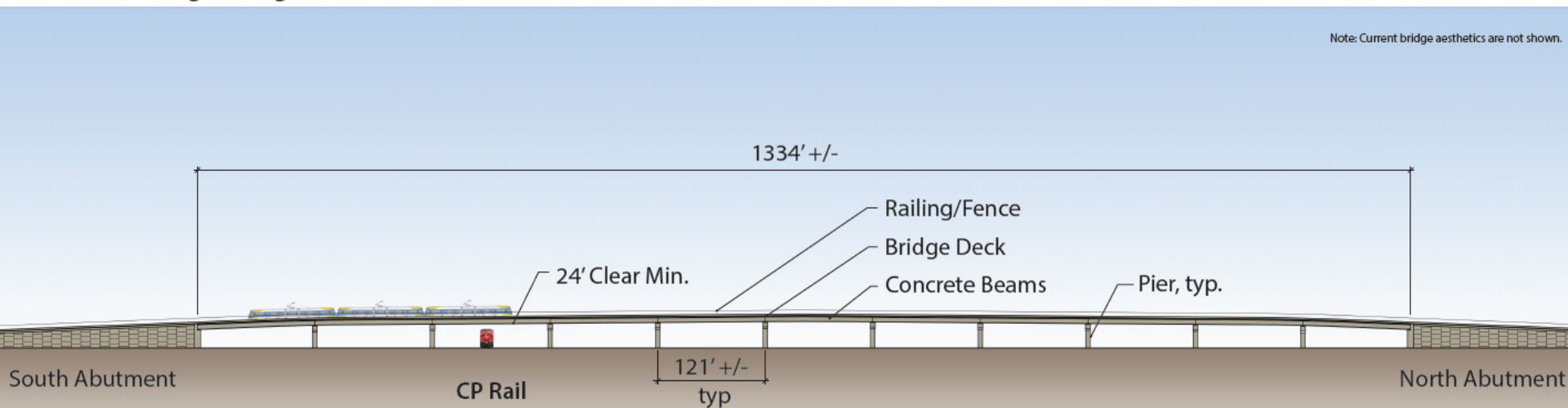
BNSF Crossing Of CP Rail



BLRT Bridge Over CP Rail



Schematic Bridge Design - South Abutment



Schematic Bridge Design - Overall Elevation

Plymouth Ave Station Area

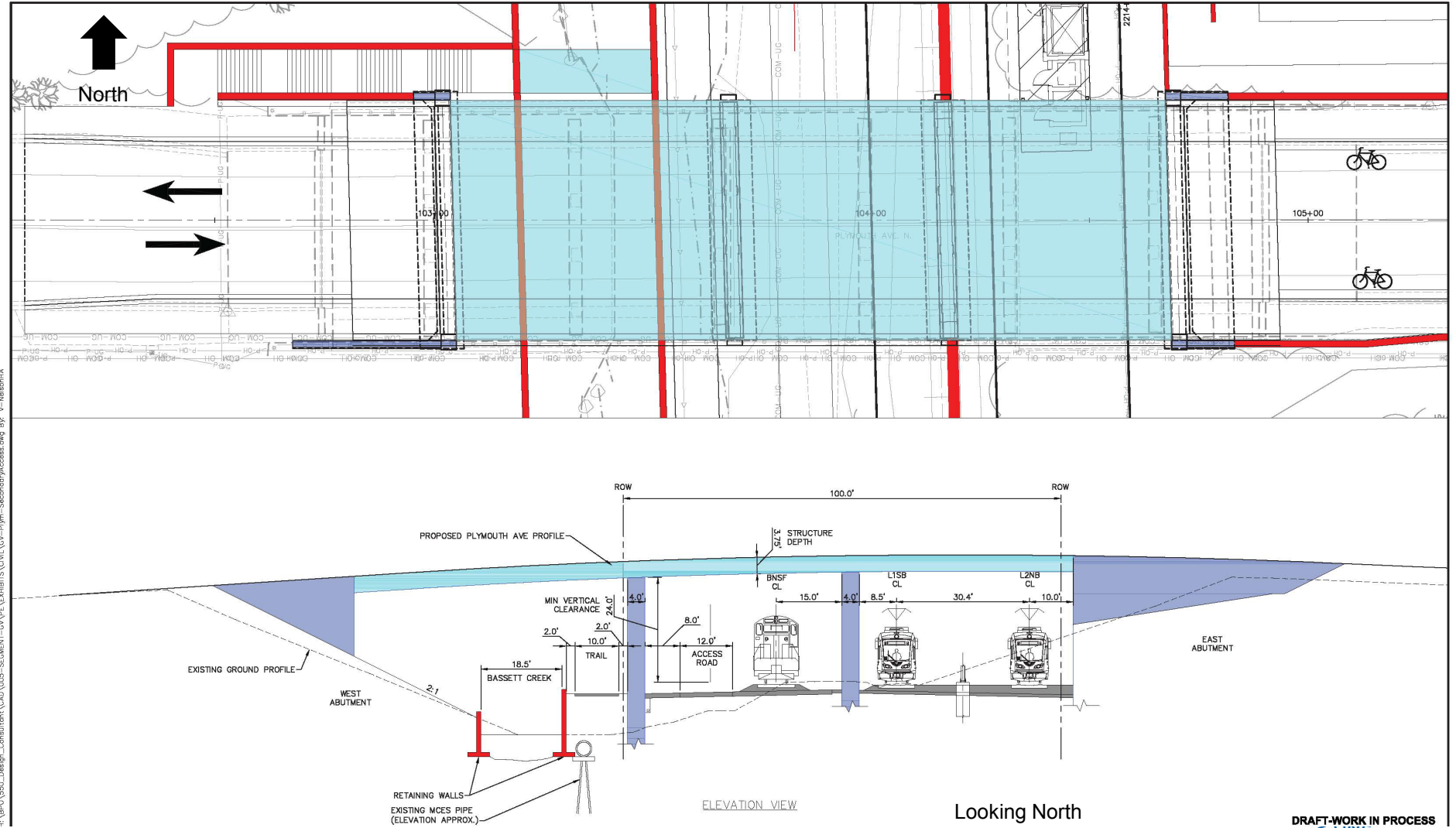


Plymouth Ave Station Area: Bassett Creek

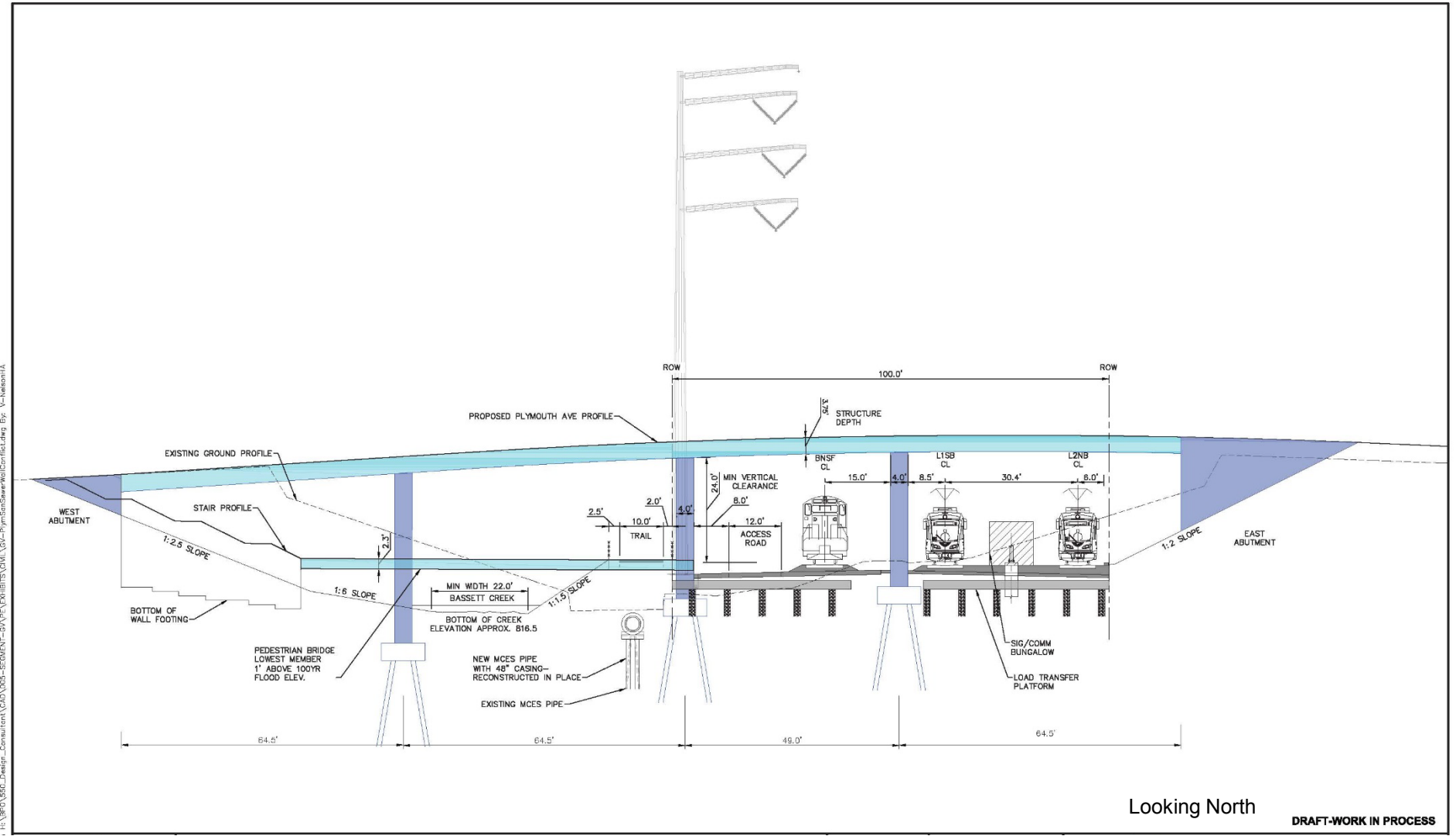
- Preliminary design of Plymouth Ave Bridge includes LRT portal, freight portal, and trail/creek portal
- Metropolitan Council Environmental Services (MCES) pipe under existing creek to be reconstructed
- Opportunity to create more natural Bassett Creek channel and disturb less vegetation
- Bridge connecting to the trail at Plymouth Ave



Plymouth Ave Station Area: Bassett Creek



Plymouth Ave Station Area: Bassett Creek



Looking North

DRAFT-WORK IN PROCESS



Plymouth Ave Station Area: Bassett Creek



Plymouth Ave Station Area: Bassett Creek



Plymouth Ave Station Area: Bassett Creek



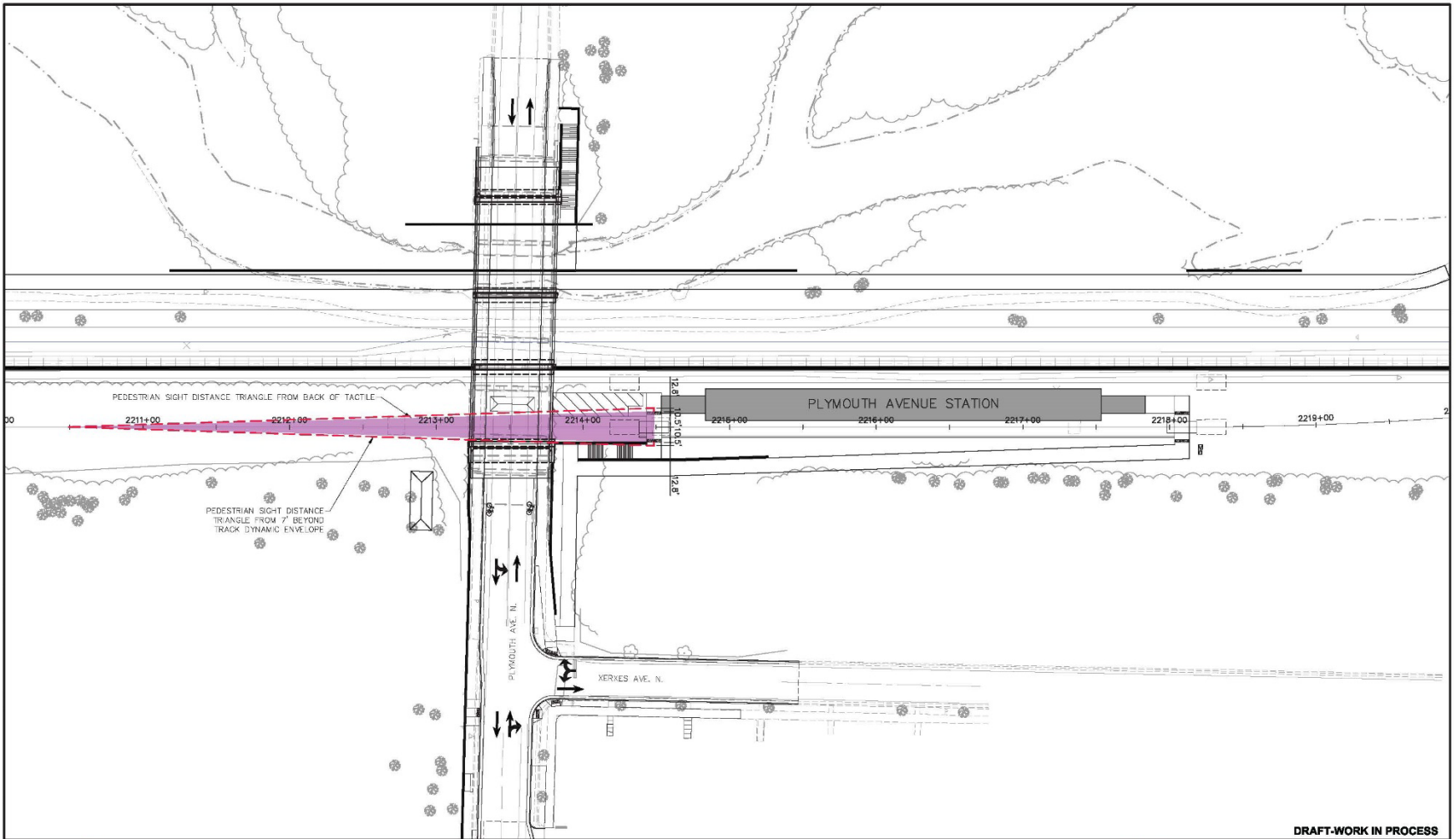
Plymouth Ave Station Area:

Secondary Access

- Two access points are typical for Metro Transit LRT platforms for public safety purposes
- Primary access is from the Plymouth Ave bridge via elevator/stairs, and a second access was the southern track crossing
- Limited sight distance for train operators and passengers crossing tracks at southern track crossing
- Due to safety concerns, southern track crossing removed
- Station access remains off Plymouth Ave elevator/stair tower or at north end of track crossing



Plymouth Ave Station Area: Secondary Access



Plymouth Ave Station Area: Secondary Access



Looking North



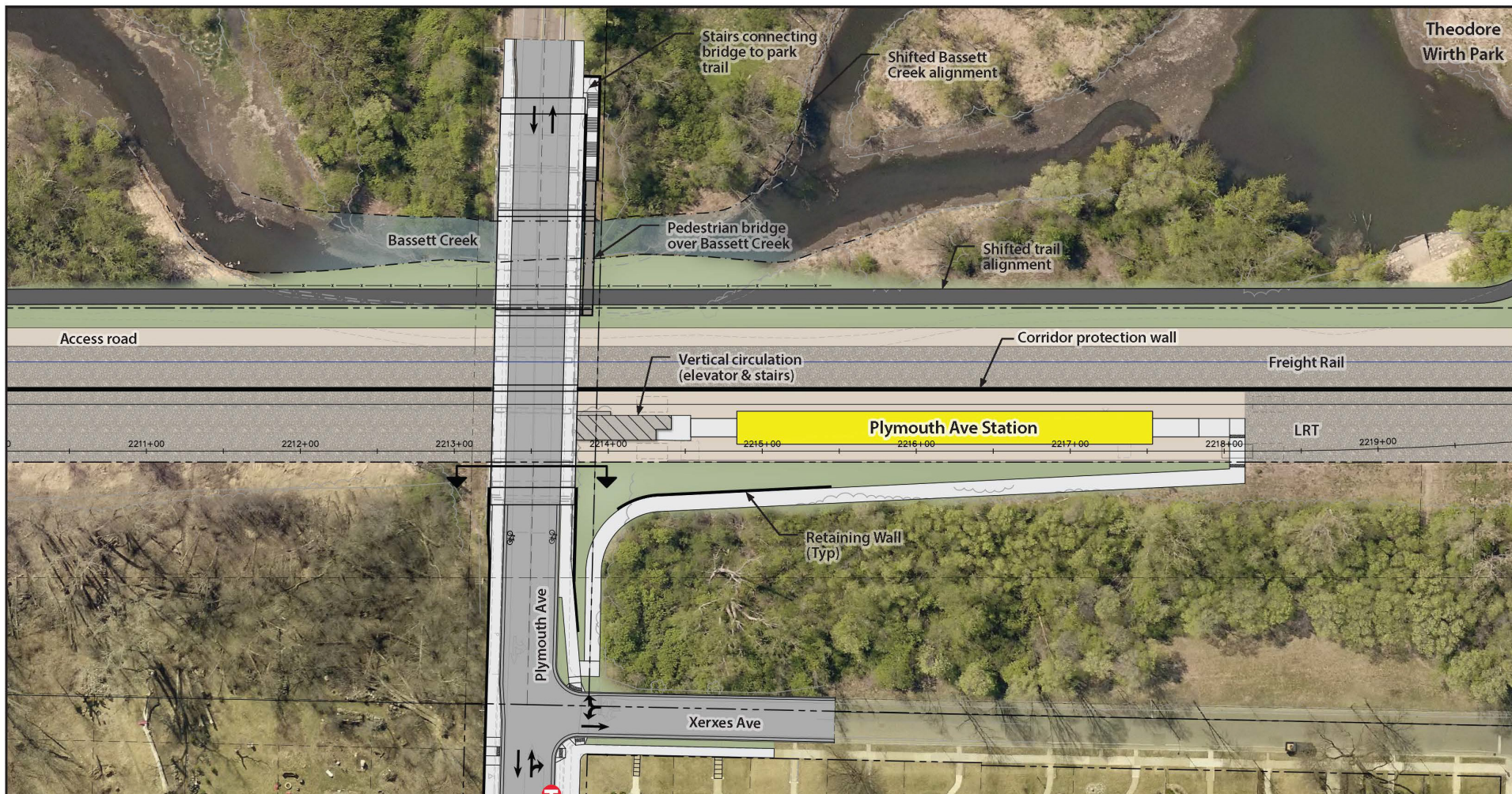
Plymouth Ave Station Area: Secondary Access



Plymouth Ave Station Area: Secondary Access



Plymouth Ave Station Area: Secondary Access



Operations and Maintenance Facility Architecture

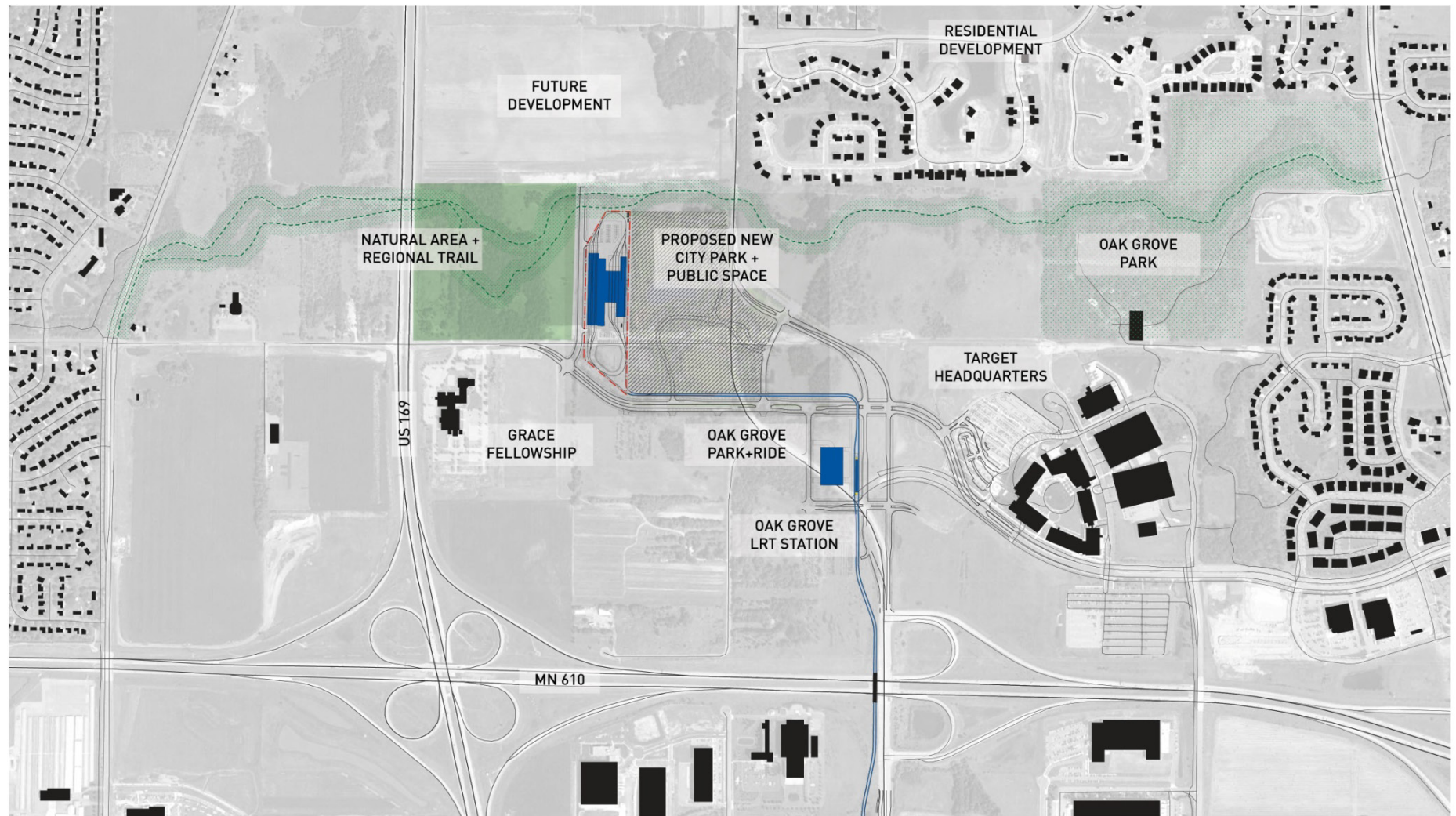


Operations and Maintenance Facility (OMF)

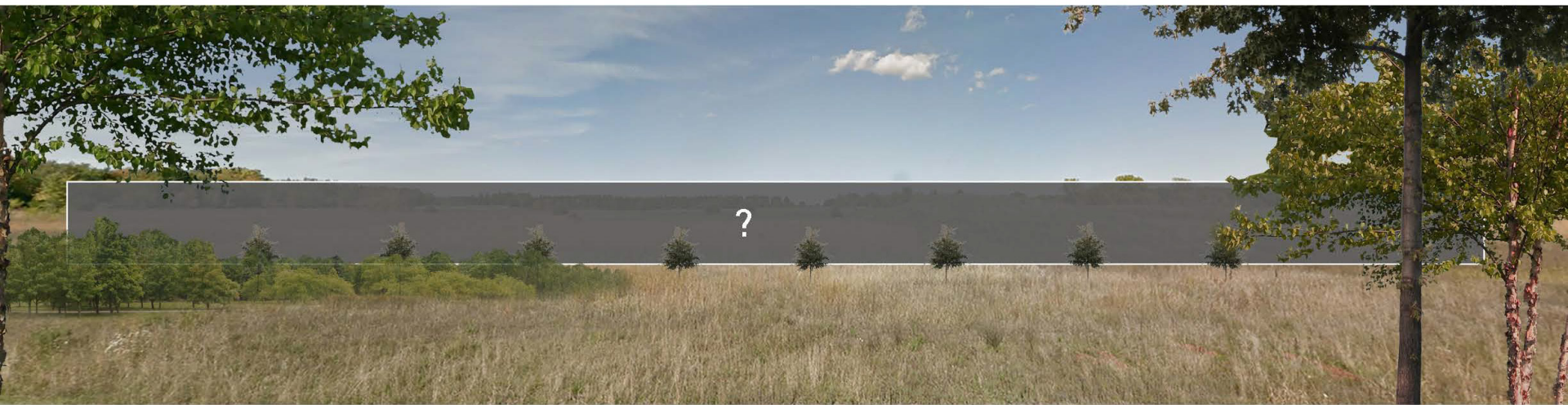
- OMF: located in Brooklyn Park northwest of the Oak Grove Parkway station
- OMF site is 10+ acres and serves as a light maintenance and storage facility for light rail vehicles
- Architectural team has worked to create an aesthetic for the exterior of the facility that fits the natural landscape of the site and provide a functional building for its uses



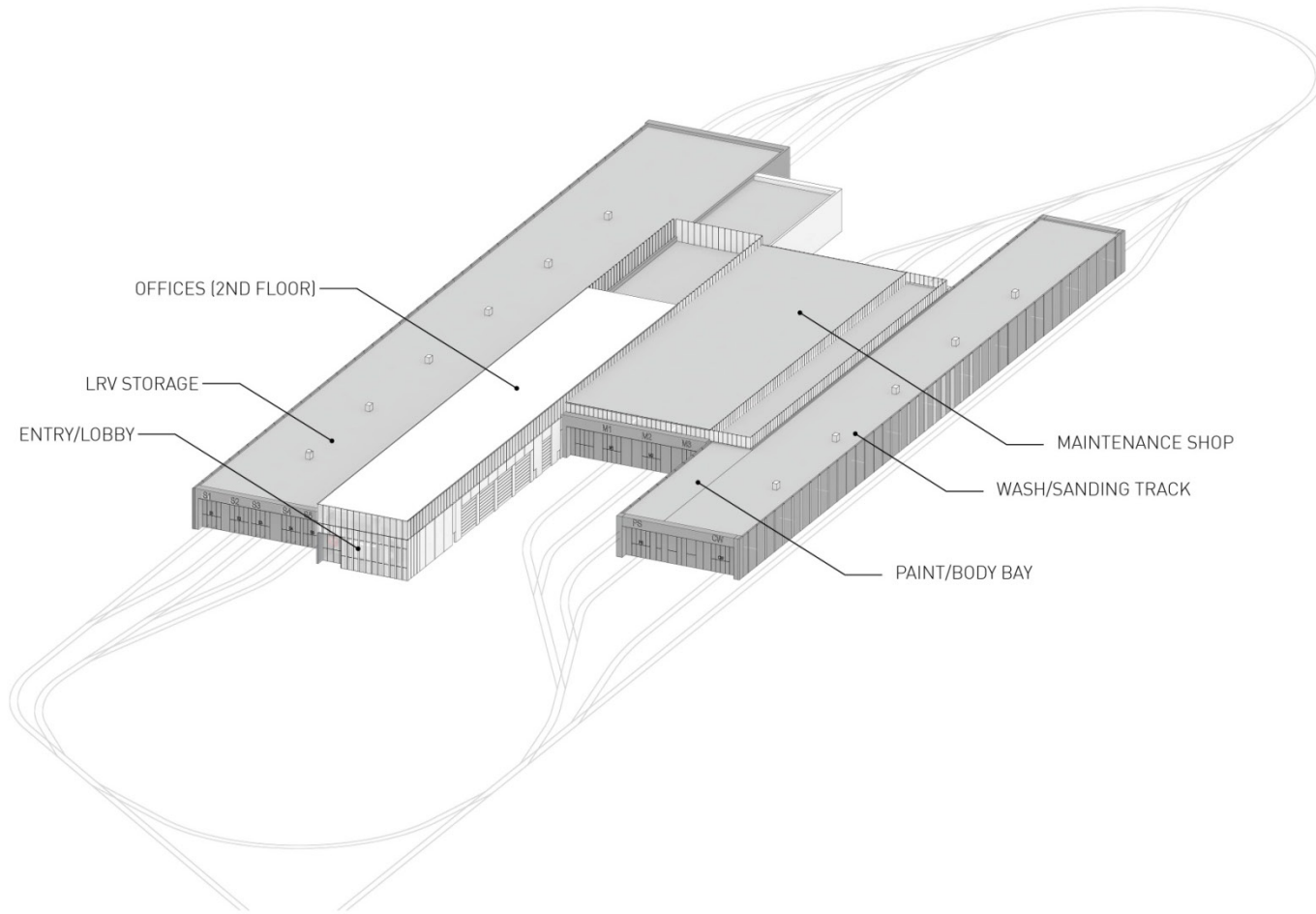
Operations and Maintenance Facility



Operations and Maintenance Facility



Operations and Maintenance Facility



Operations and Maintenance Facility



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Operations and Maintenance Facility



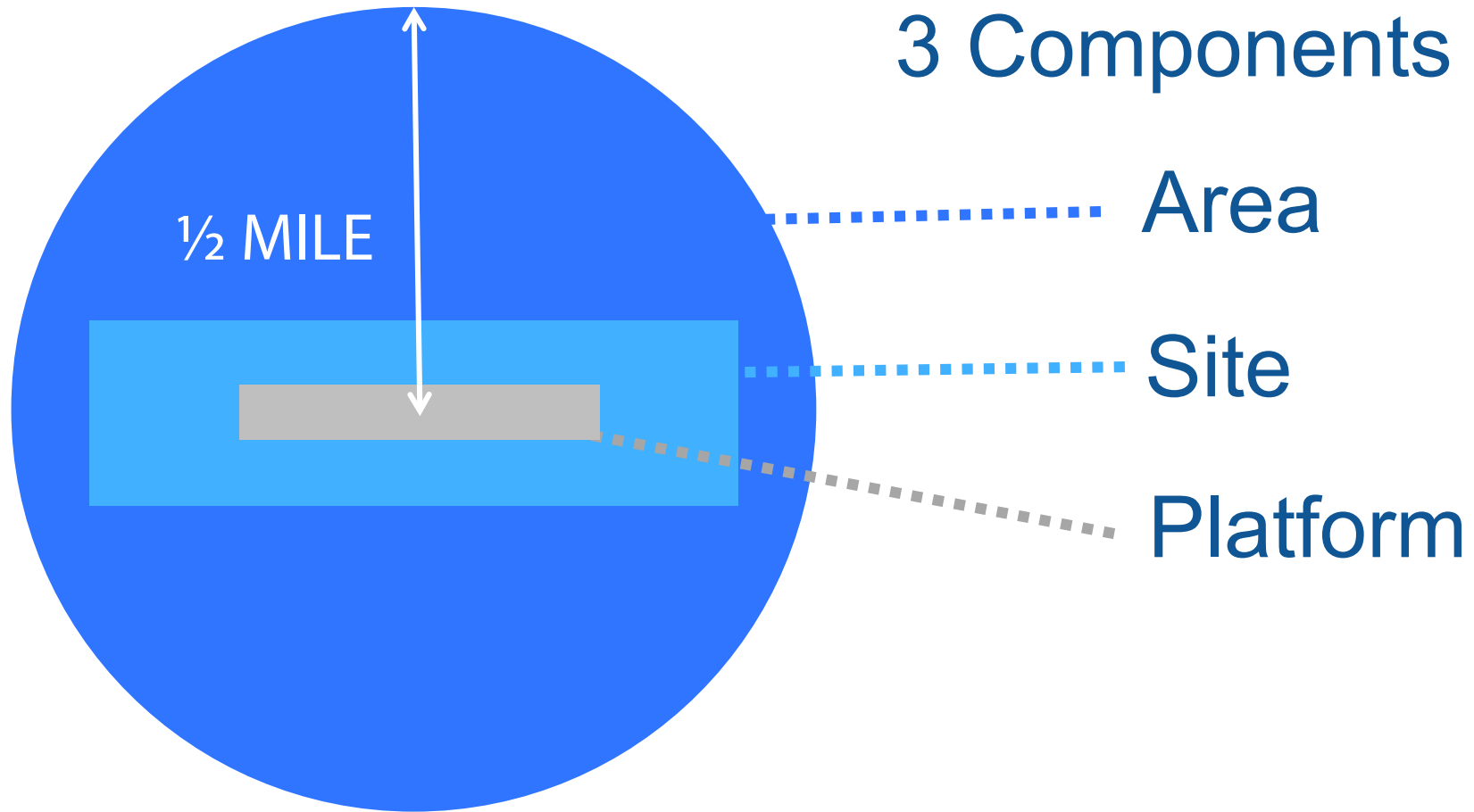
Operations and Maintenance Facility



Station Design Overview



Station Design Overview: BLRT Stations



Station Design Overview: Station Elements

- Site Elements
 - Pedestrian access
 - Bike facilities
 - Wayfinding
 - Landscape
 - Stormwater
 - Bus facilities
 - Passenger drop-off
 - Park-and-ride where applicable
- Platform Elements
 - Ticket vending/validation
 - Transit information
 - Passenger amenities
 - Passenger safety





Real Time Departure Information

Updated real time departure information for next two trains

Security Cameras

Monitored 24/7 for enhanced station safety

Destination Information

Emergency Phone

Direct contact to Rail Control Center

Platform Tactile Edge

ADA Compliant, Creates a necessary buffer for riders between edge or platform and rail



Station Name

Platform Shelter

Protect from weather elements

Benches

Provide relief for passengers



Shelter Roof

Protects passengers from the weather elements, enhances station design

Railings

ADA Compliant, enhances station design, provides relief, and helps to channelize passengers

Rider Alert Sign

Information regarding train shut down, platform information, alternative routing



Prohibited Behavior Sign

Information about rules on the platform and while riding the train

Center Platform Station Access

One platform for the station, access to both east and westbound trains, platform access from both ends





Information Kiosk

Route map, station information and schedule

Waste Receptacle

Maintenance and Facilities collects the waste from station platform

Card Validators

GoTo Fare Cards and UPass for automated fare validator

Lighting

Access and platform lighting

Speakers

Announcements from Rail Operations, next train departure information, train arrival to platform information, safety messaging

Heaters

Push for heat button, provide additional comfort for passengers in the cold weather

Ticket Vending Machine

Accepts cash and credit/debit cards, pay individual fare or multiple, re-load GoTo Pass





Blue Line: Fort Snelling Station





Green Line: Prospect Park Station

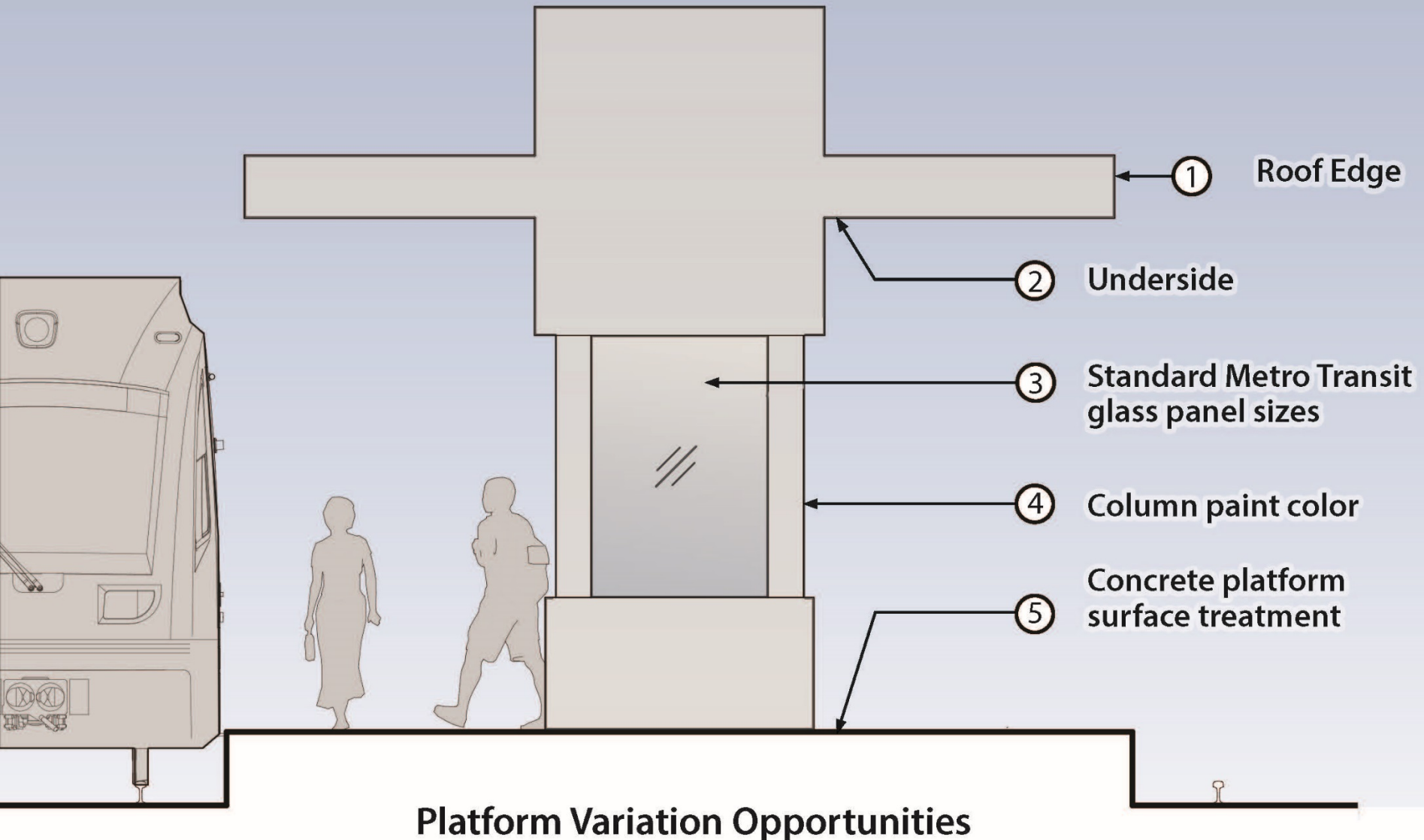


Station Design Overview: Design Priorities

- Respond to lessons learned
- Provide safe and accessible facilities
- Enhance customer experience
- Develop design consistency
 - Customer wayfinding
 - Constructability/cost
 - Maintenance
- Respond to character and context of each site
- Incorporate Section 106 / Secretary of Interior Standards



Platform Section Diagram



Station Design Overview: Next Steps

- Preview station design concepts with CMC at November 10 meeting
- Share station design concepts at November Community Open Houses
- Purpose of the community open houses:
 - Educate community about station design evolution
 - Receive feedback about station design concepts: Did we miss anything? Are we on the right track?



Next Meeting: Joint Business & Community Advisory Mtg

Date: Monday, November 7


Time: 6:00 PM – 8:00 PM


**Meeting Location:
Crystal Community Center
4800 Douglas Drive N.
Crystal, MN 55428**



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METRO BLUE LINE EXTENSION

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[Environmental](#)

[Timeline](#)

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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)

