



Corridor Management Committee

April 14, 2016



Today's Topics

- Chair's Update
- Corridor-wide Safety/Security
- Golden Valley Rd Park & Ride, Trails and Intersection
- Section 106 (Historic Properties) Update
- Design Topics
- Schedule Update



Chair's Update



Corridor-wide Safety/Security



System Safety Tasks By Project Phase

PROJECT DEVELOPMENT 2014-2016	ENGINEERING 2017	CONSTRUCTION 2018-2020	ACTIVATION 2020-2021
Safety Certification Planning Preliminary Hazard Analysis Threat & Vulnerability Assessment Critical Items Lists	Form Safety & Security Review Committee Verify Design Conformance to Safety Criteria Supplemental Hazard Analyses	Verify Construction Conformance to Safety Criteria Verify Integrated Testing Public Safety Campaign Develop Operating Rules, Procedures, Plans	Pre-Revenue Operations Emergency Preparedness Training & Exercises State and Federal Readiness Reviews Final Safety Certification Report





LRT Safety Features



Vehicle and Train Safety Elements

- Blank-out signs for traffic
- Bar signals on poles for trains

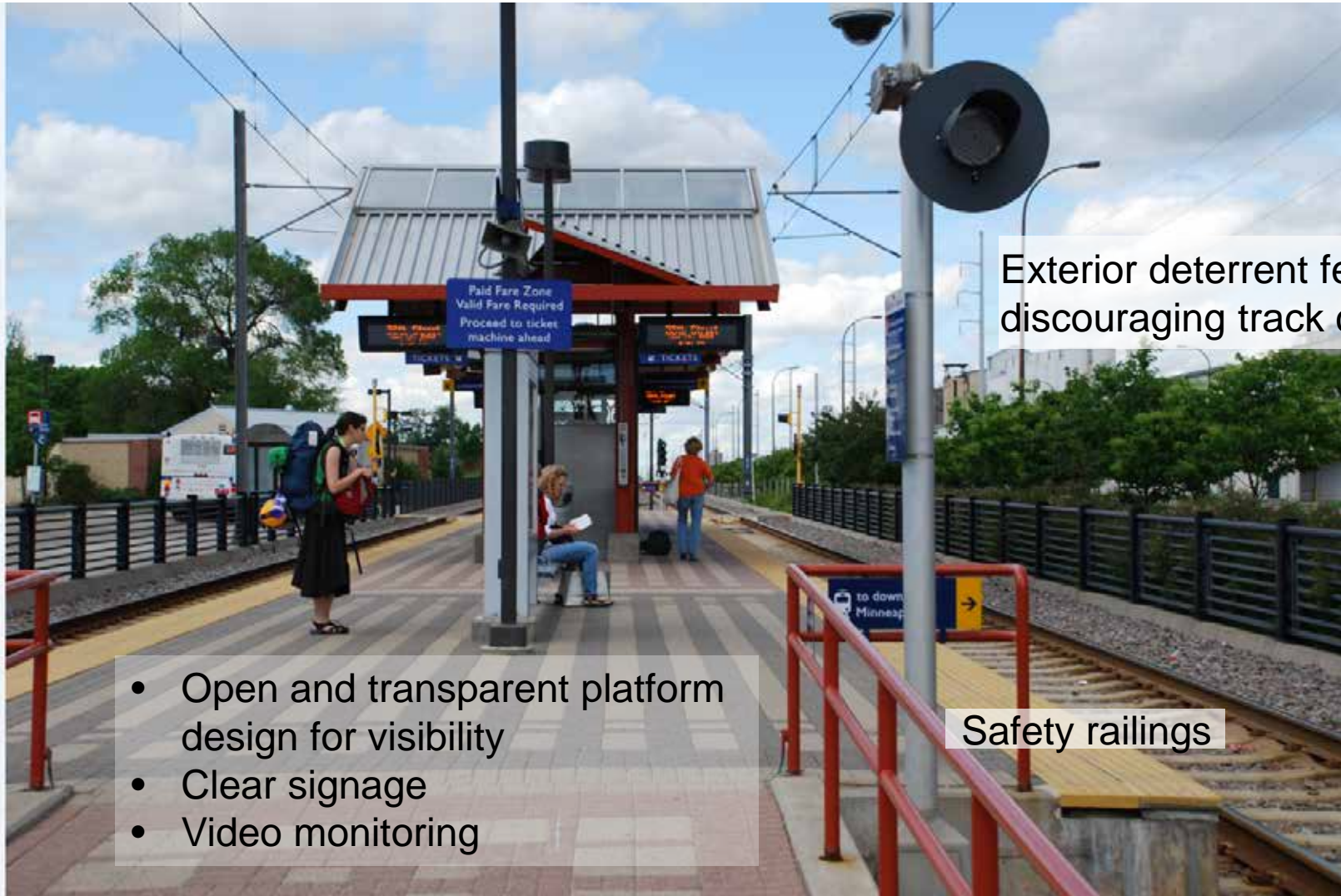


Vehicle and Train Safety Elements

- Blank-out signs for traffic



LRT Design Elements: Station & Tracks



Exterior deterrent fencing discouraging track crossing

- Open and transparent platform design for visibility
- Clear signage
- Video monitoring

Safety railings



Security Features

- Safety elements designed into the station



Security cameras



Emergency phone



Pedestrian & Bike Elements: Crossings



Countdown timer



Truncated domes mark crosswalk



Sign marks crosswalk and alerts drivers



Push button and audible tones announce when crossing is permitted



Crossing Elements: Push Button Signal



Warning Devices: Not Activated When No Train



Warning Devices: Activated When Train Approaching



Warning devices alert pedestrians to approaching trains and signs instruct people to look both ways, then cross.

Intertrack Fences & Railings



Gated Intersection Crossing



LRT Security Features



PA System on Station Platforms



Metro Transit Police Department

- ~200 full and part-time officers:
 - § Uniformed and plain clothes
 - § Ride buses and trains along with patrolling the routes
 - § Average 1,700 hours per month onboard
 - § 2014: 1,347,000 passengers checked for fare compliance on METRO System





The Metro Transit Police Department welcomed 12 new full-time officers at a swearing-in ceremony at the Union Depot on April 30. The new class expands on the department's continuing efforts to reflect the community it serves, with bilingual officers who speak Spanish, Hmong, Somali and Russian. Also included among the diverse group is the state's first Somali female to serve as a sworn officer.



Public Safety Campaign



Public Safety Campaign

- Website
- Brochures
- Training
- Videos
- Posters
- Public Service Announcement
- Bike Safety



The METRO Green Line will open in summer 2014, bringing light rail transit to St. Paul. Metro Transit Police are ready to make this new service as safe as it is convenient.

When service begins, 25 additional Metro Transit Police officers will be dedicated to patrolling the METRO Green Line and surrounding community in uniform, in plainclothes and on bicycles.

There are 40 full-time officers and 15 part-time officers, that number is increasing along with the transit system. Transit Police continue to work closely - as they have for years - with Minneapolis and St. Paul police departments.

Locally-dispatched situation:

To support St. Paul operations, Transit Police now have a new East Command Center in the Midway area, just off the METRO Green Line.

METRO Green Line safety features:


On trains	30 cameras per train. Emergency buttons allow customer-to-operator communication.
On station platforms	Each platform has at least four cameras - some larger stations have up to 10 cameras.


To learn more about Metro Transit Police, visit metrotransit.org/police.
In emergencies, call 911.



Safety Website and Bike Safety Video

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CENTRAL CORRIDOR 

- Project Facts
- Route
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- Safety
- Environmental
- Project Partners
- Committees

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SAFETY PROGRAM



Bicycle Safety on the Washington Avenue Transit...

0:00 / 2:02

Safety is Our Top Priority

- Always stay off the tracks.
- Stay off station platforms until service begins in 2014. After service begins, a ticket will be required to enter platforms.
- Look both ways for oncoming trains once system testing begins.
- Cross only at intersections and legal mid-block crosswalks.

If you are interested in a safety presentation or receiving safety materials for your organization, please contact Dana Happel, Community Outreach Coordinator, at 651.802.1954 or Dana.Happel@metrotransit.org.





For more information about transit safety, visit the [Metro Transit Safety & Security](#) page.

Safety PSAs

The Metropolitan Council has produced some fun Public Service Announcements to educate the public about safety around light rail. Test your safety knowledge along with our contestants!

Green Line Quiz Bowl

Let's welcome our contestants and learn about staying safe around the new Green Line LRT.

CONNECT
   

NEWS
TRANSPORTATION
Metro Transit route changes begin Saturday, Dec. 7
Buses Routes 2, 16 and 50 return to the Washington Avenue Transit/Pedestrian Mall, after having been detoured since May 2011 due to METRO Green Line construction.

TRANSPORTATION
MnDOT commissioner, Met Council chair to host town hall meetings in Twin Cities
Five town hall meetings on transportation and transit in the Twin Cities are scheduled between Dec. 3 and Dec. 17.

UPCOMING EVENTS
Community Development Brown Bag Lunch, Dec. 6
Join Council Members and Community Development Division staff for an informal lunch gathering to discuss



Golden Valley Road Park & Ride, Trails and Intersection

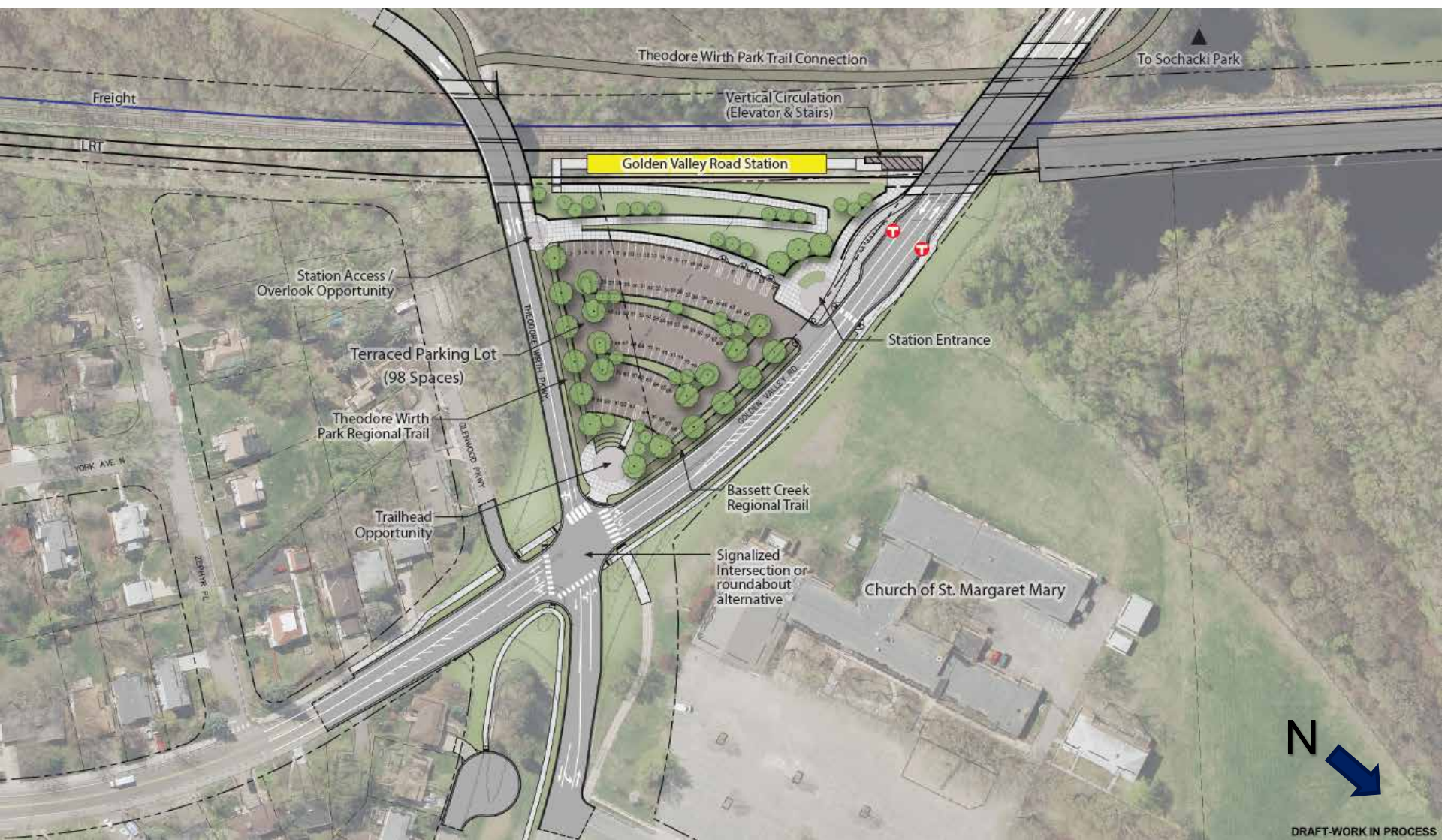


Golden Valley Rd Park & Ride, Trails and Intersection

- Metropolitan Council approved scope items for Golden Valley Rd Station improvements at their Dec 9 meeting
- Park & ride design advancing
- Trail access to station has been determined
- Golden Valley Rd/Theodore Wirth Pkwy intersection design advancing



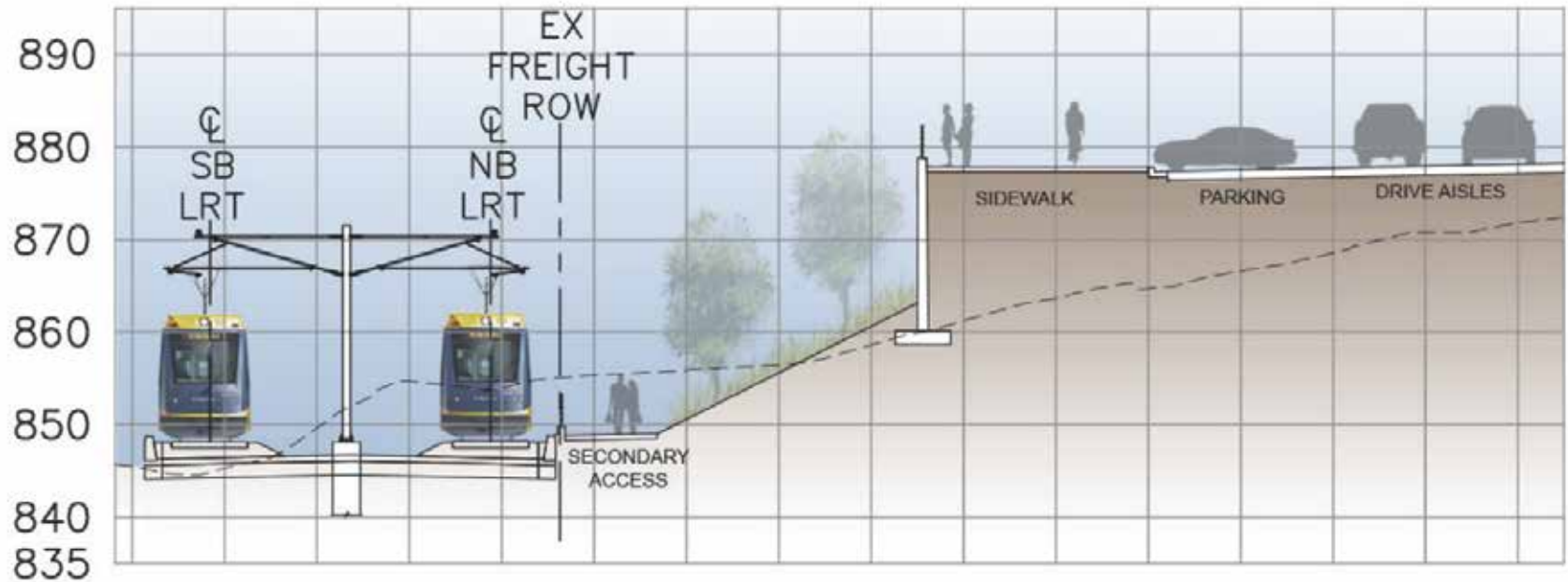
Golden Valley Rd Park & Ride



DRAFT-WORK IN PROCESS



Golden Valley Rd Station Park & Ride

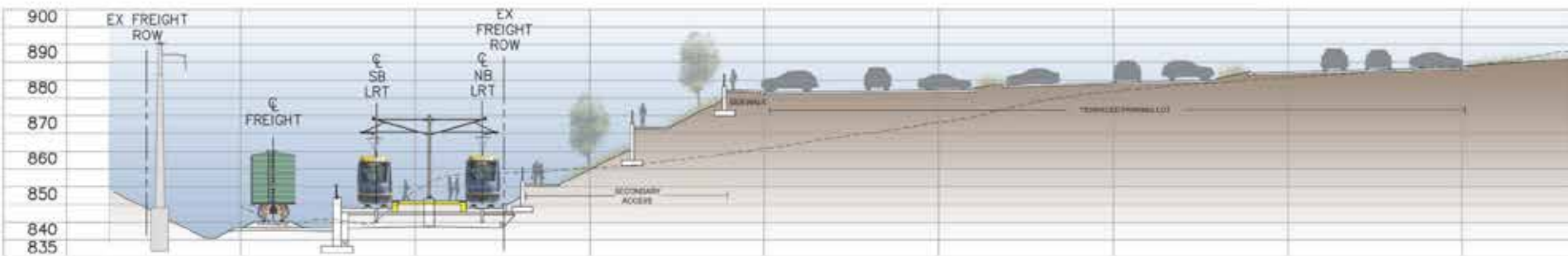


SECTION A

Section near Theodore Wirth Parkway



Golden Valley Rd Station Park & Ride



SECTION B

Section at middle of platform

Golden Valley Rd Park & Ride Design

- Terraced parking levels
- Trail head facility
- Pedestrian ramp access to station from Theodore Wirth Pkwy, Golden Valley Rd, and parking lot
- Separation from bus stop by retaining wall and change in elevation



Golden Valley Rd Park & Ride Next Steps

- Proposed Park and Ride on Minneapolis Park and Recreation Board (MPRB) property
- Identify parcels to be used in land swap with MPRB
- Land swap and/or purchase easement to be part of comprehensive BLRT property request to MPRB
- Presentation at upcoming MPRB meeting



Golden Valley Rd Station Trail Design

- Three Rivers Park District proposed Bassett Creek Regional Trail along Golden Valley Rd
- New north/south trail connecting to Sochacki Park trail on the north and to Theodore Wirth Pkwy Regional trail on the south
- Access to the station via Theodore Wirth Pkwy Regional Trail
- New north/south trail on MPRB and Three Rivers Park District property, to be owned and maintained by each agency



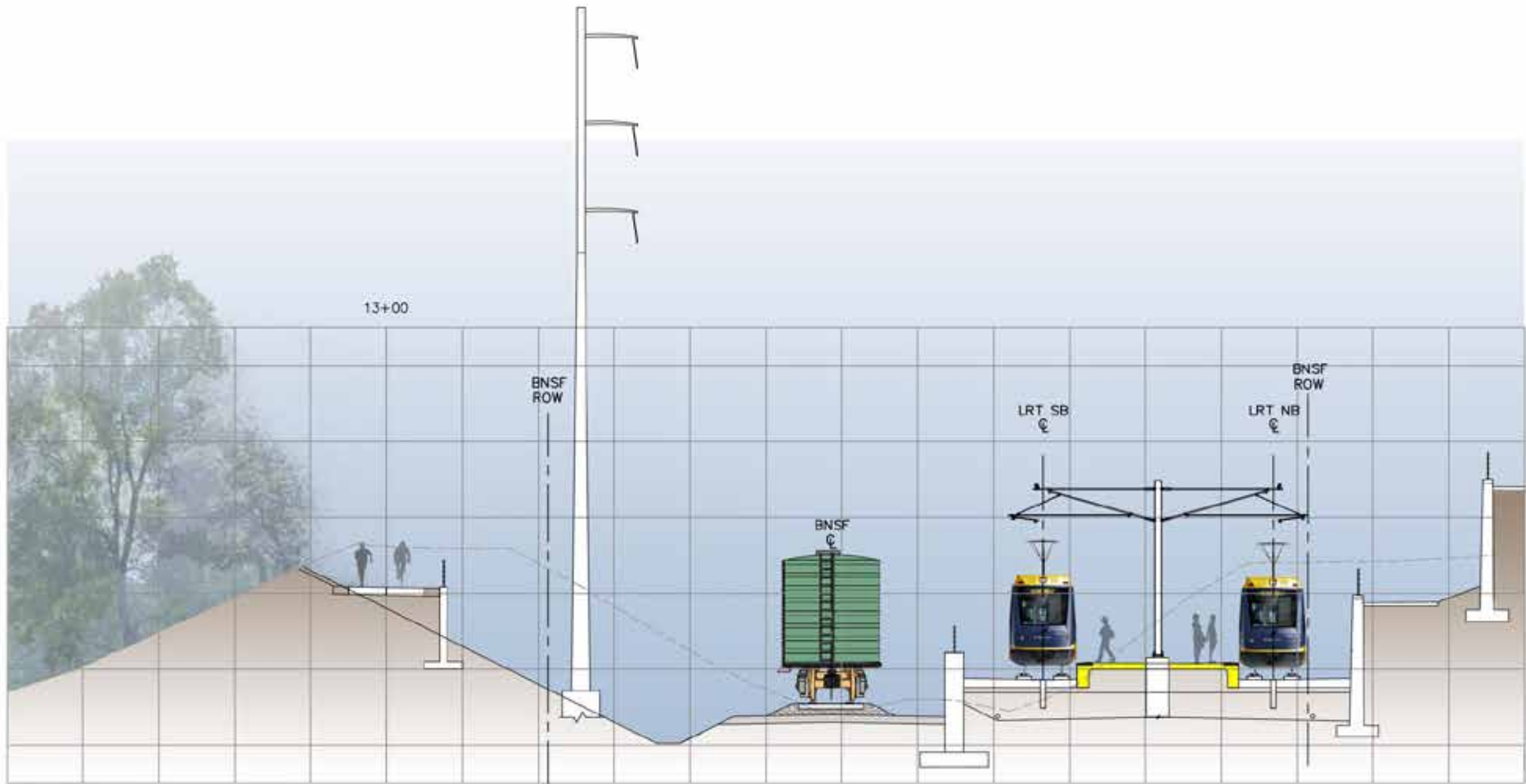
Golden Valley Rd Station Trails



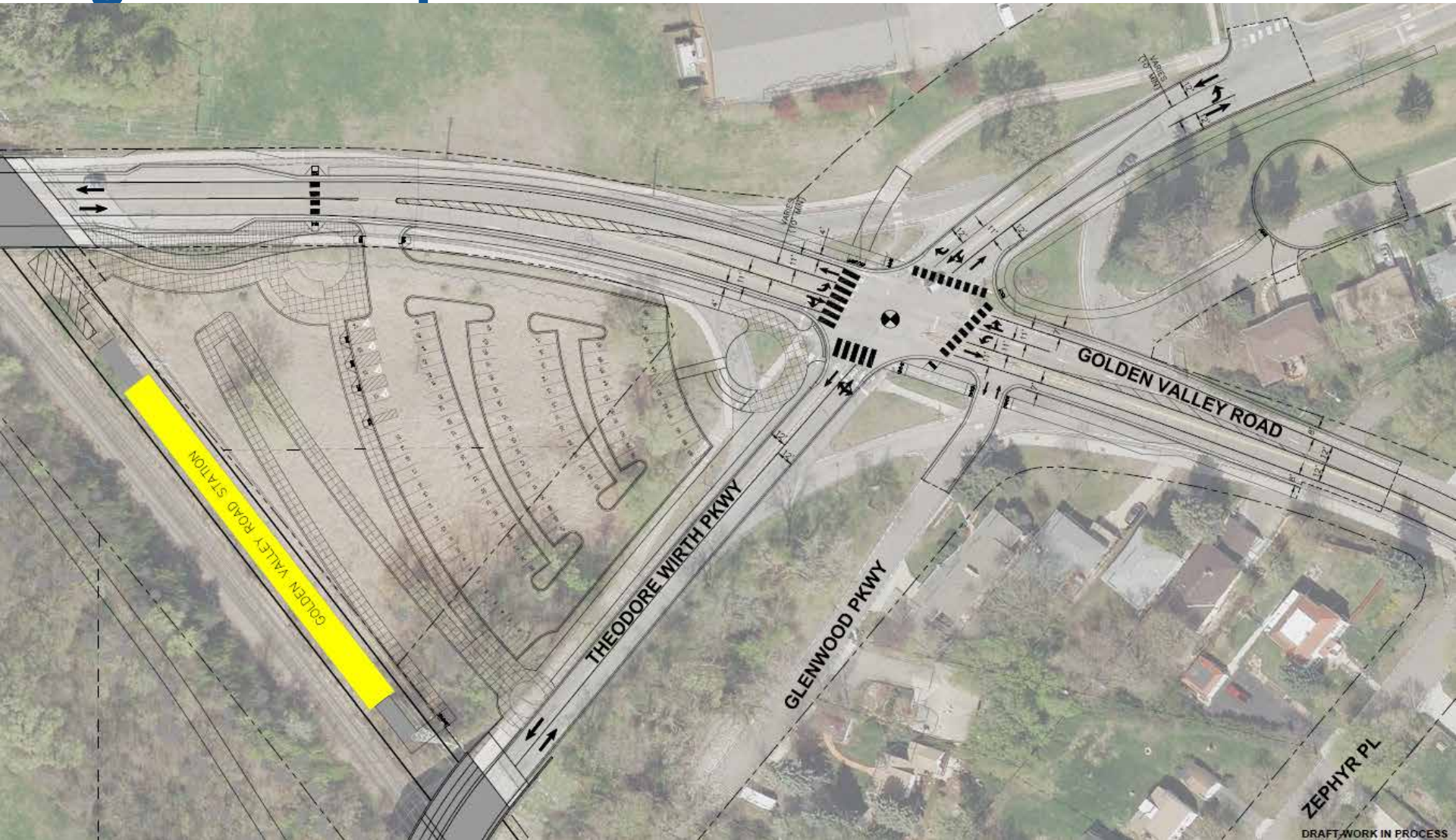
DRAFT WORK IN PROGRESS



Golden Valley Road Station Trails



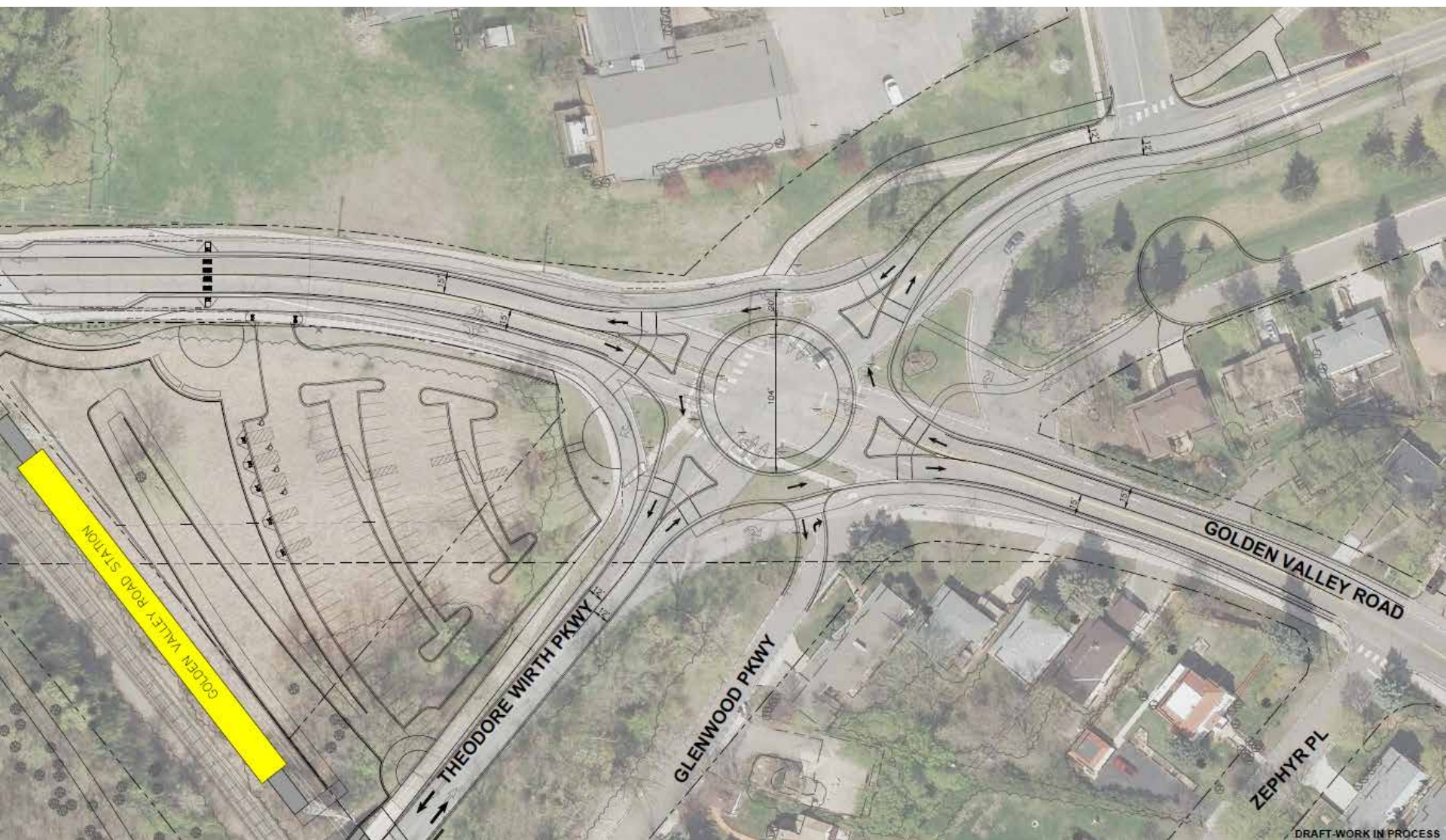
Golden Valley Rd Intersection: Signalized Option



DRAFT, WORK IN PROCESS



Golden Valley Rd Intersection: Roundabout Option



DRAFT WORK IN PROCESS



Golden Valley Rd/Theodore Wirth Pkwy Intersection

- Both signalized intersection and roundabout:
 - § Offer improved pedestrian and bicycle access
 - § Function at acceptable level of service for vehicular traffic
- Updates have been provided to Golden Valley City Council and MPRB commissioners
- Next steps:
 - § Receiving public comments regarding intersection design
 - § MPRB, Golden Valley, and Hennepin County staff to provide BPO with recommended design



Section 106 (Historic Properties) Update



Section 106 of the National Historic Preservation Act of 1966

- Requires Federal agencies to take into account the effects of their “undertakings” on historic properties
- Process independent from, but completed in coordination with, the National Environmental Policy Act (NEPA) and Section 4(f) of the Department of Transportation Act, as applicable



Section 106 Process

Initiate the 106 Process: Completed 2011

Identify Historic Properties: Completed 2014

Assess Adverse Effects: Completed Q1 2016

Resolve Adverse Effects : Ongoing to Q2 2016



Properties with No Adverse Effects



*Theodore Wirth Parkway
Bridge*



Northwestern Knitting Factory



*Great Northern Railway
District / Soo Line Historic
District*



*Minneapolis Warehouse
Historic District*



Jones Osterhus Barn



Sumner Branch Library (HE-MPC-8081)

- Eligible under NRHP Criterion A in the areas of education and social history and under Criterion B for its association with a significant individual: Gratia Alta Countryman
- BLRT project elements will not physically impact or alter the property
- No direct effects: mitigations may include design review/construction protections



611 Emerson Avenue North, Minneapolis



Wayman African Methodist Episcopal (A.M.E.) Church (HE-MPC-8290)

- Eligible under NRHP Criterion C, in the area of architecture
- BLRT project elements will not physically impact or alter the property
- Adverse effects require mitigation, which may include completing NRHP nomination



1221 Seventh Avenue North, Minneapolis



Labor Lyceum (HE-MPC-7553)

- Eligible under NRHP Criterion A, in the areas of social history and politics / government
- BLRT project elements will not physically impact or alter the property
- No direct effects: mitigations may include design review / construction protections



1800 Olson Memorial Highway, Minneapolis



Floyd B. Olson Memorial Statue (HE-MPC-9013)

- Eligible under NRHP Criterion C, as the work of a master: sculptor Carlo Brioschi
- The statue itself will not be physically altered or impacted, though the plaza in which it is located may undergo sidewalk and landscaping changes
- Adverse effects require mitigation, which may include historic property treatment plan/ completing NRHP nomination



TH 55 at Penn Avenue North, Minneapolis



Homewood Residential Historic District (HE-MPC-12101)

- Eligible under NRHP Criterion A in the areas of community planning and social history
- BLRT project elements will not physically impact or alter the district
- Adverse effects require mitigation, which may include design review/construction protections/noise mitigation



Minneapolis



Osseo Branch Line/Great Northern Railway Historic District (HE-RRD-002)

- Eligible under NRHP Criterion A for its role in expanding potato farming in northern Hennepin County and for creating a new connection from the region to Minneapolis
- BLRT will use ROW for a portion of the Osseo Line, with elements such as stations, substations, and signal bungalows being constructed along the Line
- Adverse effects require mitigation, which may include interpretive elements/property documentation



Brooklyn Park, Crystal, Golden Valley, Robbinsdale, Minneapolis



Grand Rounds Historic District: Theodore Wirth Segment (XX-PRK-0001)

- Eligible under NRHP Criterion A in the areas of community planning and entertainment / recreation and under Criterion C in the area of landscape architecture
- The BLRT alignment will be located on the east side of Theodore Wirth Park within the existing BNSF ROW
- Adverse effects require mitigation, which may include design review, interpretive elements, and preservation planning



Golden Valley, Minneapolis



Sacred Heart Catholic Church (HE-RBC-1462)

- Eligible under NRHP Criterion C, in the area of architecture
- BLRT project elements will not physically impact or alter the property
- No direct effects: mitigations may include design review/ construction protections/noise mitigation (quiet zone implementation)



4087 West Broadway Avenue, Robbinsdale



Robbinsdale Waterworks (HE-RBC-286)

- Eligible under NRHP Criterion A, for its association with federal relief projects resulting from the Great Depression; more specifically, it is one of the remaining WPA public utility projects in Minnesota
- No direct effects: mitigations may include design review/construction protections



4217 Hubbard Avenue North, Robbinsdale



Hennepin County Library, Robbinsdale Branch (HE-RBC-024)

- Eligible under NRHP Criterion A, in the area of education
- BLRT project elements will not physically impact or alter the property
- No direct effects: mitigations may include design review/ construction protections /noise mitigation (quiet zone implementation)



4915 42nd Avenue North, Robbinsdale



West Broadway Avenue Residential Historic District (HE-RBC-158)

- Eligible under NRHP Criterion C, in the area of architecture
- BLRT project elements will not physically impact or alter the property
- Adverse effects require mitigation, which may include design review/ construction protections/noise mitigation (quiet zone implementation)



Robbinsdale



Design Topics



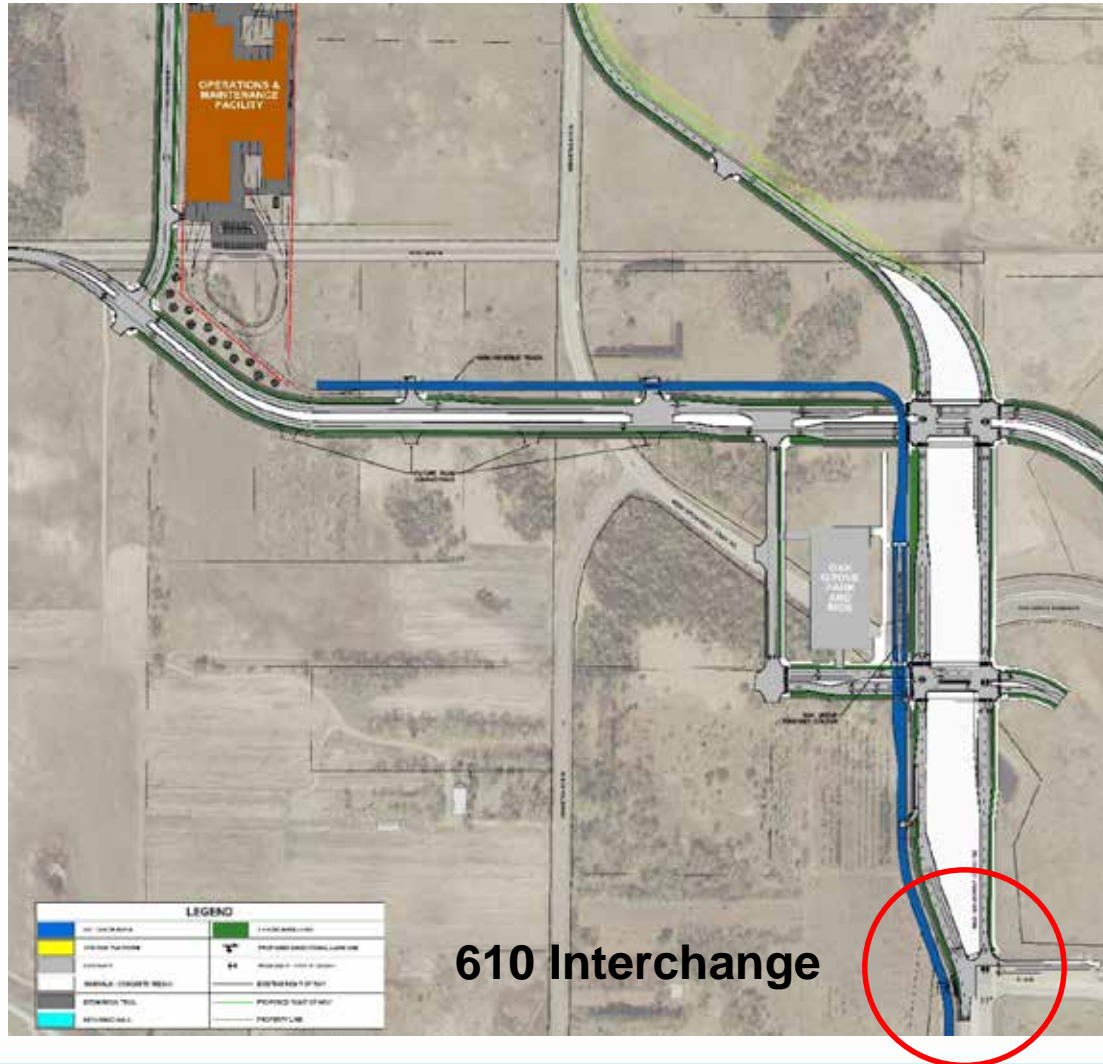
TH 610: Brooklyn Park

- TH 610 Interchange coordination with proposed alignment of West Broadway
- Refining geometrics via Design Review Team and MnDOT layout review, in coordination with City of Brooklyn Park and Hennepin County

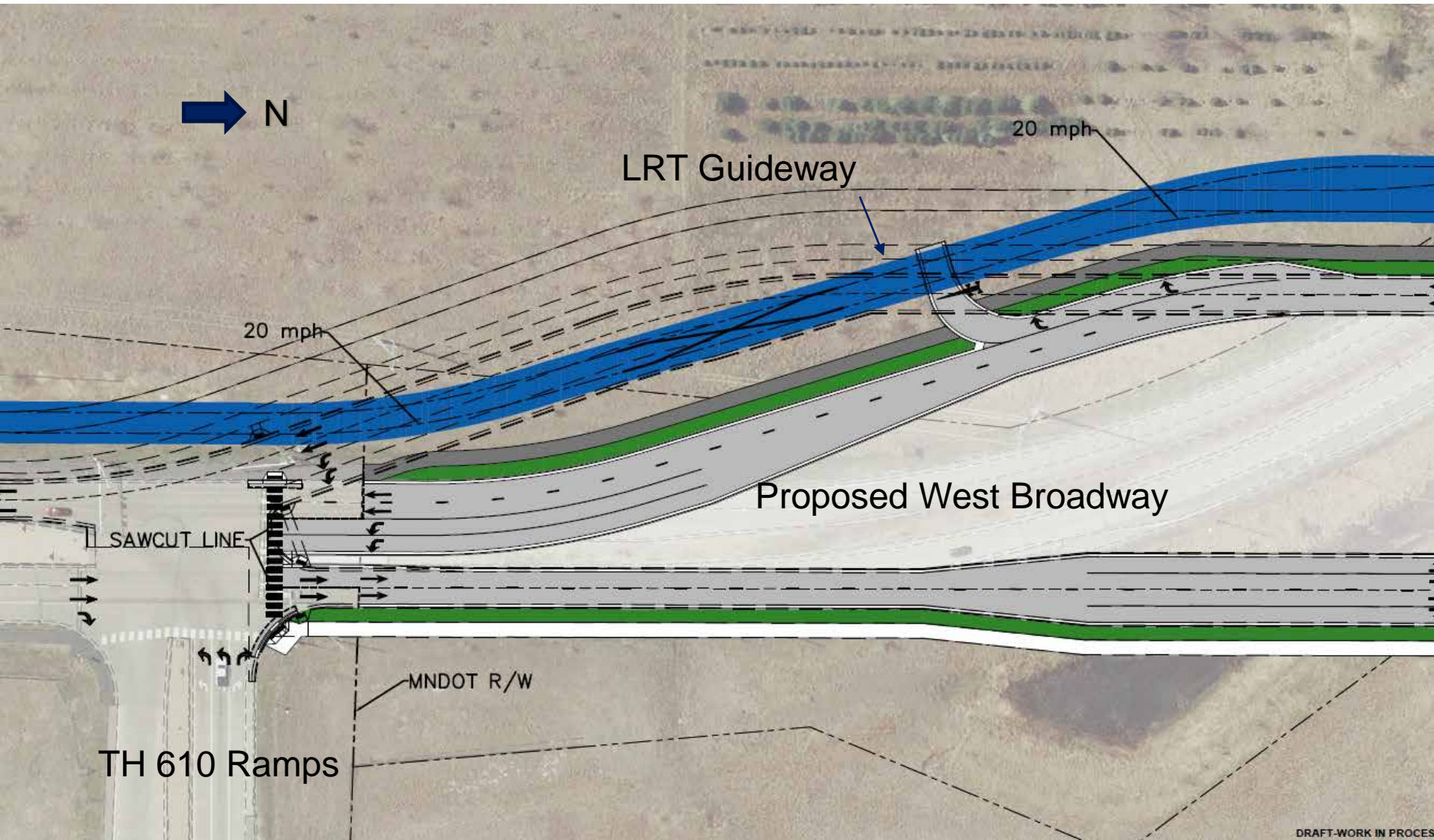


TH 610: Brooklyn Park Roadway Network

North of TH 610



TH 610: Brooklyn Park



DRAFT-WORK IN PROGRESS

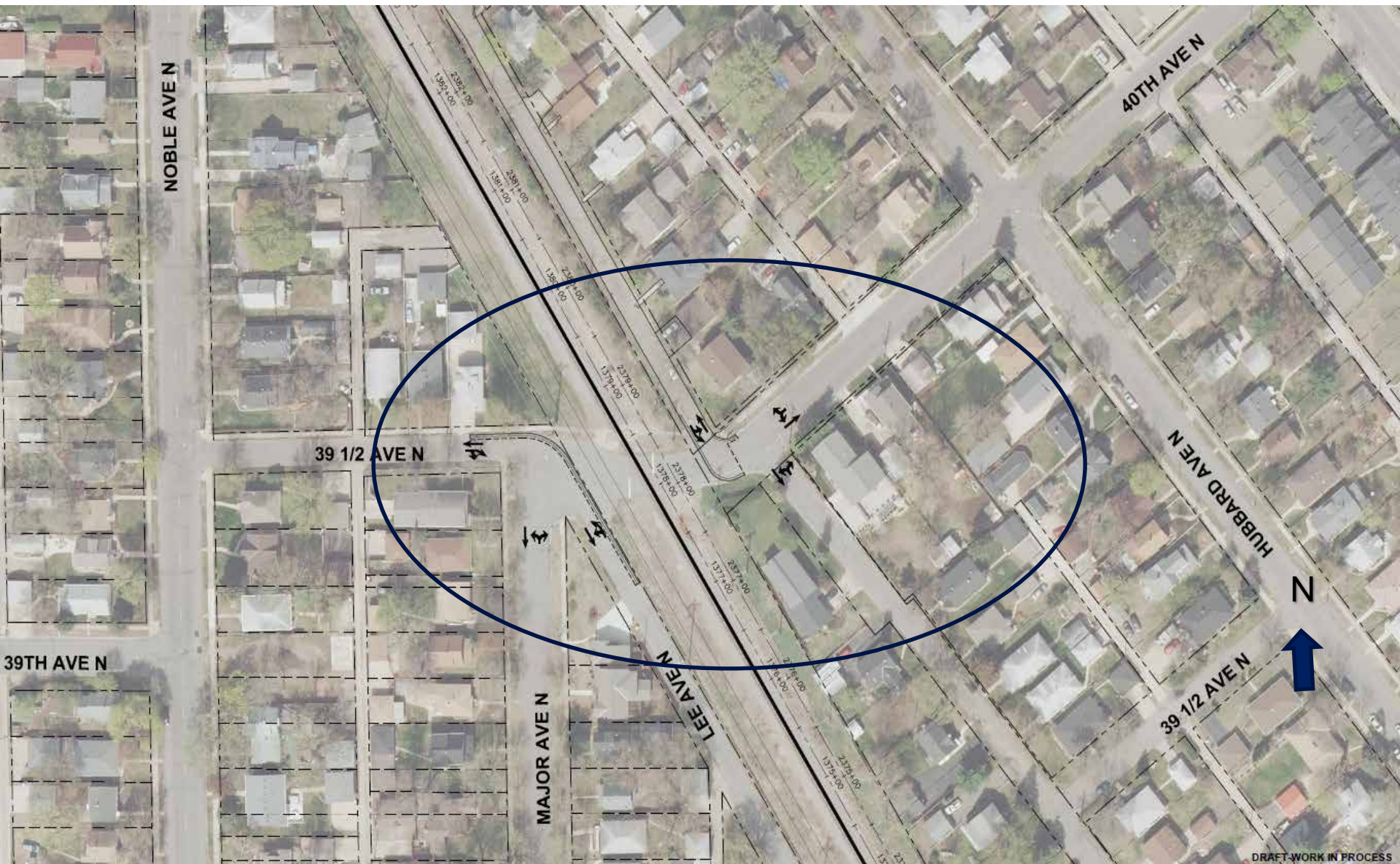


39 ½ Avenue Closure: Robbinsdale

- Closure proposed to:
 - § Promote safety by closing an at-grade rail crossing
 - § Reduce noise impacts by eliminating train bells and crossing devices



39 1/2 Avenue Closure: Robbinsdale



Schedule Update



Schedule Update

- May
 - § FTA completes legal review of FEIS
 - § Perform BPO risk assessment
- June
 - § Publish FEIS in Federal Register
 - § Update advisory committees on Project Scope
 - § Present final Project Scope and Budget recommendation to CMC
- August
 - § FTA signs Record of Decision
 - § CTIB and HCRRA actions on Project Scope and Budget
 - § Met Council action on Project Scope and Budget
 - § Submit application for New Starts and Entry into Engineering



Advisory Committee Reports



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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

Email: BlueLineExt@metrotransit.org

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

