Today’s Topics

• Chair’s Report
• Environmental Update: Record of Decision
• Design Updates
  ▪ Freight Rail Corridor Construction Sequencing
  ▪ Plymouth Avenue Station Area
  ▪ OMF Architecture
• Station Design Overview
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
Segment Map
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): Stage 1
Freight Corridor (2A): Stage 2

PROPOSED XCEL MONO TUBE FOR 115KV TRANSMISSION

EXISTING 115KV TRANSMISSION

PROPOSED XCEL TOWER FOUNDATION

GROUND IMPROVEMENTS (LOAD TRANSFER PLATFORM)

BNSF ACCESS ROAD

RELOCATED BNSF

EXISTING BNSF

ROW

BNSF
Freight Corridor (2A): Stage 3
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
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

Looking North
Plymouth Ave Station Area: Bassett Creek

Looking North
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
Operations and Maintenance Facility
Operations and Maintenance Facility
Operations and Maintenance Facility
Station Design Overview
Station Design Overview: BLRT Stations

3 Components
- Area
- Site
- Platform

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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

- **1. Roof Edge**
- **2. Underside**
- **3. Standard Metro Transit glass panel sizes**
- **4. Column paint color**
- **5. Concrete platform surface treatment**

Platform Variation Opportunities
Station Design: Next Steps

• Preview station design concepts:
   Joint CAC/BAC: Nov 7
   CMC: Nov 10

• Share station design concepts at Community Open Houses:
   Nov 9 – 17

• 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?
More Information

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