



Business Advisory Committee

June 2 2015



Today's Topics

- Outreach Update
- Preliminary Park and Ride Space Demand
- TI #8: 63rd Ave Park and Ride Recommendation
- TI #9: Brooklyn Blvd Station Recommendation
- Freight Rail Update
- June 11 Corridor Management Committee Agenda



Outreach Update



Community Open Houses

- Dates and Locations:

Date	Location
May 28	Crystal: Crystal Community Center
June 4	Minneapolis and Golden Valley: Harrison Recreation Center
June 11	Robbinsdale: Robbinsdale Middle School
June 17	Brooklyn Park: Community Center

- Format:

- Open House 5:30–6:00 p.m.
- Presentation and Facilitated Discussion 6:00–7:00 p.m.
- Open House 7:00–8:00 p.m.



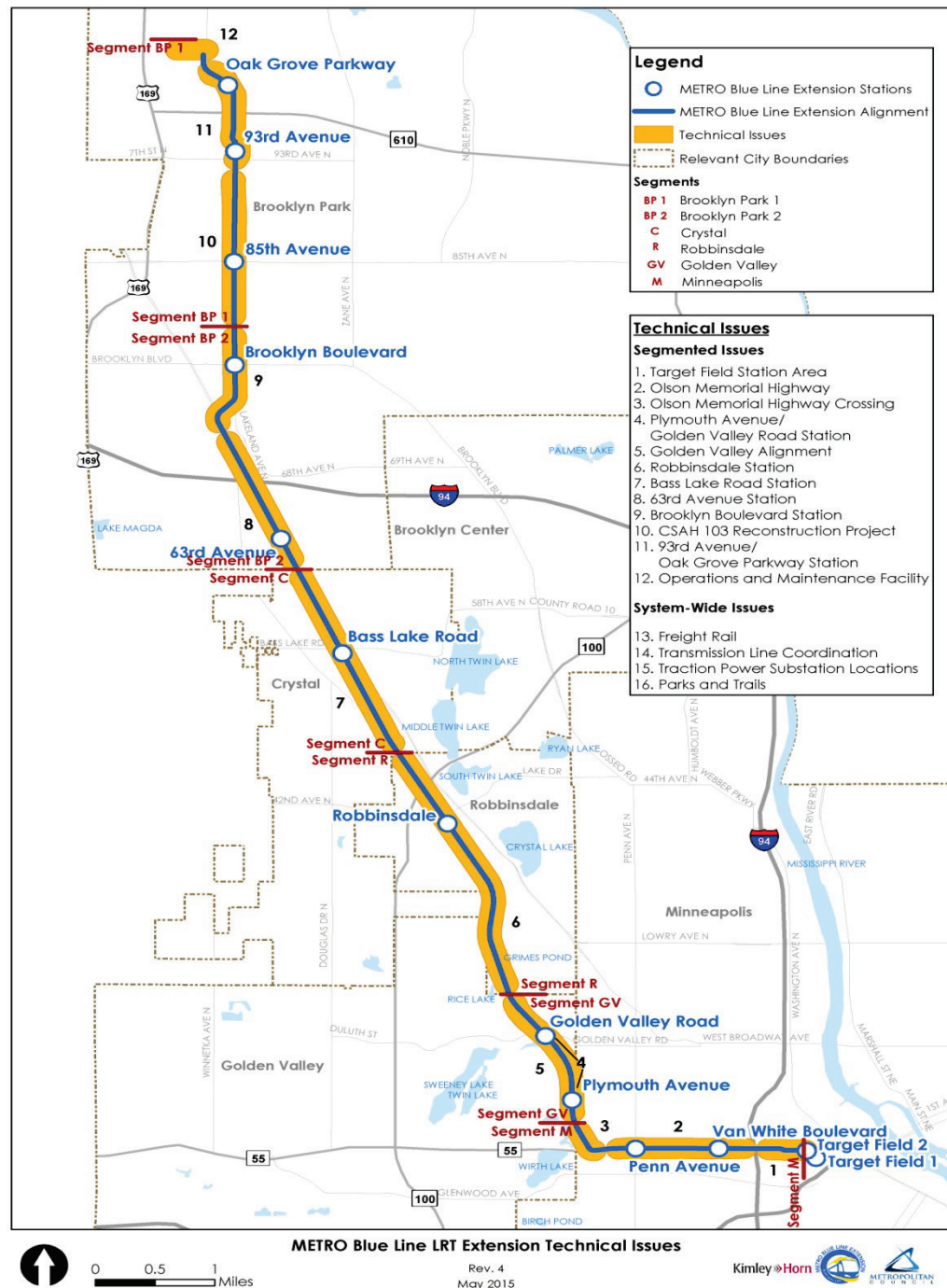
Crystal Open House



Technical Issues Update



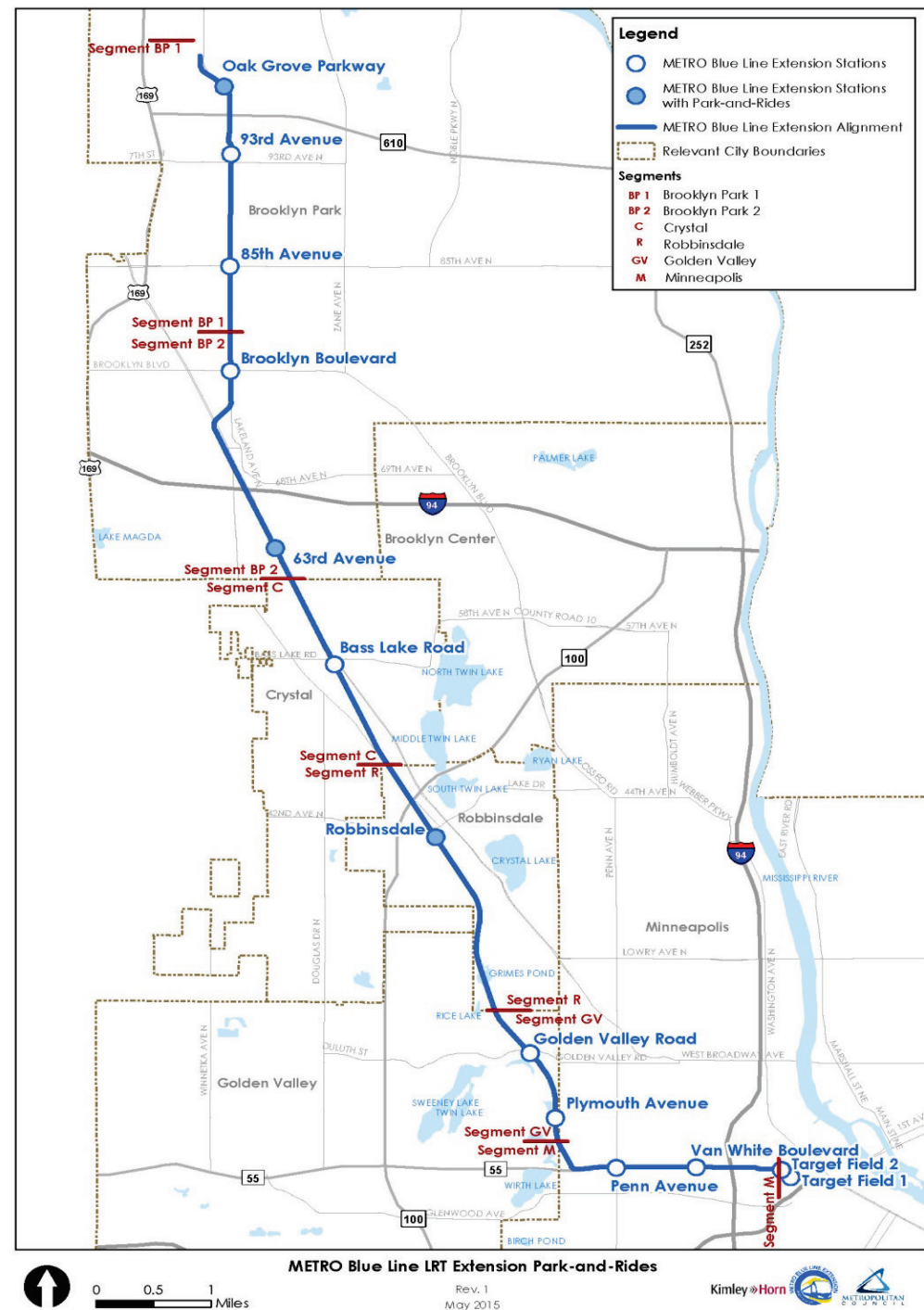
Technical Issues



Preliminary Park and Ride Space Demand



Preliminary Park and Ride Space Demand



DEIS Park and Ride Space Demand

- DEIS assumed three park and ride facilities:
 - 93rd Ave (now at Oak Grove Parkway): 800 spaces
 - 63rd Ave: 725 spaces (565 existing + 160 new)
 - Robbinsdale: 500 spaces
- Total of 2,025 parking spaces for the 13 mile corridor



Preliminary Park and Ride Space Demand

- Ridership model:
 - Uses horizon year of 2040 and 2020 “opening day”
 - Uses population, employment, and travel behavior to generate trips
- Estimates travel modes of riders to each station: walking, bus, park and ride
- Can “constrain” or limit the capacity of a park and ride facility in the model
- If “unconstrained”, the model will estimate total demand at a park and ride facility
- If park and rides are constrained, risk losing riders



Preliminary Park and Ride Space Demand

Park and Ride Station	DEIS 2030 Forecast	2040 Build Capacity Unconstrained	2040 Build Capacity Constrained	2020 Build Capacity Constrained
Oak Grove Pkwy	800	725	725	550
63rd Ave	725	800	775	675
Robbinsdale Transit Center	500	850	525	450
TOTAL	2025	2375	2025	1675

- Constrained parking scenarios result in the loss of 2 daily rides per parking space



Preliminary Park and Ride Space Demand

- Strong relationship between BLRT and need for park and ride facilities to accommodate ridership
- Oak Grove Pkwy and 63rd Ave stations have ability to absorb necessary parking spaces to meet demand
- Robbinsdale station park and ride is constrained by intimate, downtown character and opportunities for structured parking
- Constraining ramp size also has trade offs for ridership patronage
- What is the right solution for Robbinsdale without negatively impacting the LRT project?



Preliminary Park and Ride Next Steps

- Continue to work with Robbinsdale to locate and size park and ride
- Analyze other possibilities to locate park and ride spaces to meet ridership demand in the corridor
- Complete analysis by end of July for all park and ride facilities for base project inclusion



Technical Issue #8: 63rd Avenue Station Park and Ride Update



Technical Issue #8: 63rd Station and Park and Ride from DEIS

- Platform north of 63rd Ave
- Park and ride
 - Called for 160 additional spaces; on top of 566 existing spaces
 - Capacity added with 3rd level to existing 2-level ramp
- Pedestrian access from 63rd Ave
- Bus stops from bus loop north of ramp



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Technical Issue #8: 63rd Station and Park and Ride Issues to be Resolved

- Platform configuration
- Pedestrian access
- Bus stop locations
- Park and ride size expansion



Technical Issue #8: 63rd Avenue Station Recommendation

- Platform configuration
 - Changed from side platform to center platform
- Pedestrian access
 - Pedestrian overpass from parking ramp over freight and LRT track to platform
 - Access from 63rd Ave
- Bus stops on 63rd Ave
 - Allows use of current bus turnaround for park and ride expansion



Technical Issue #8: 63rd Park and Ride Options

- Current spaces in two-story ramp: 566
- Ridership model indicates demand of 800 spaces
- Park and ride expansion options

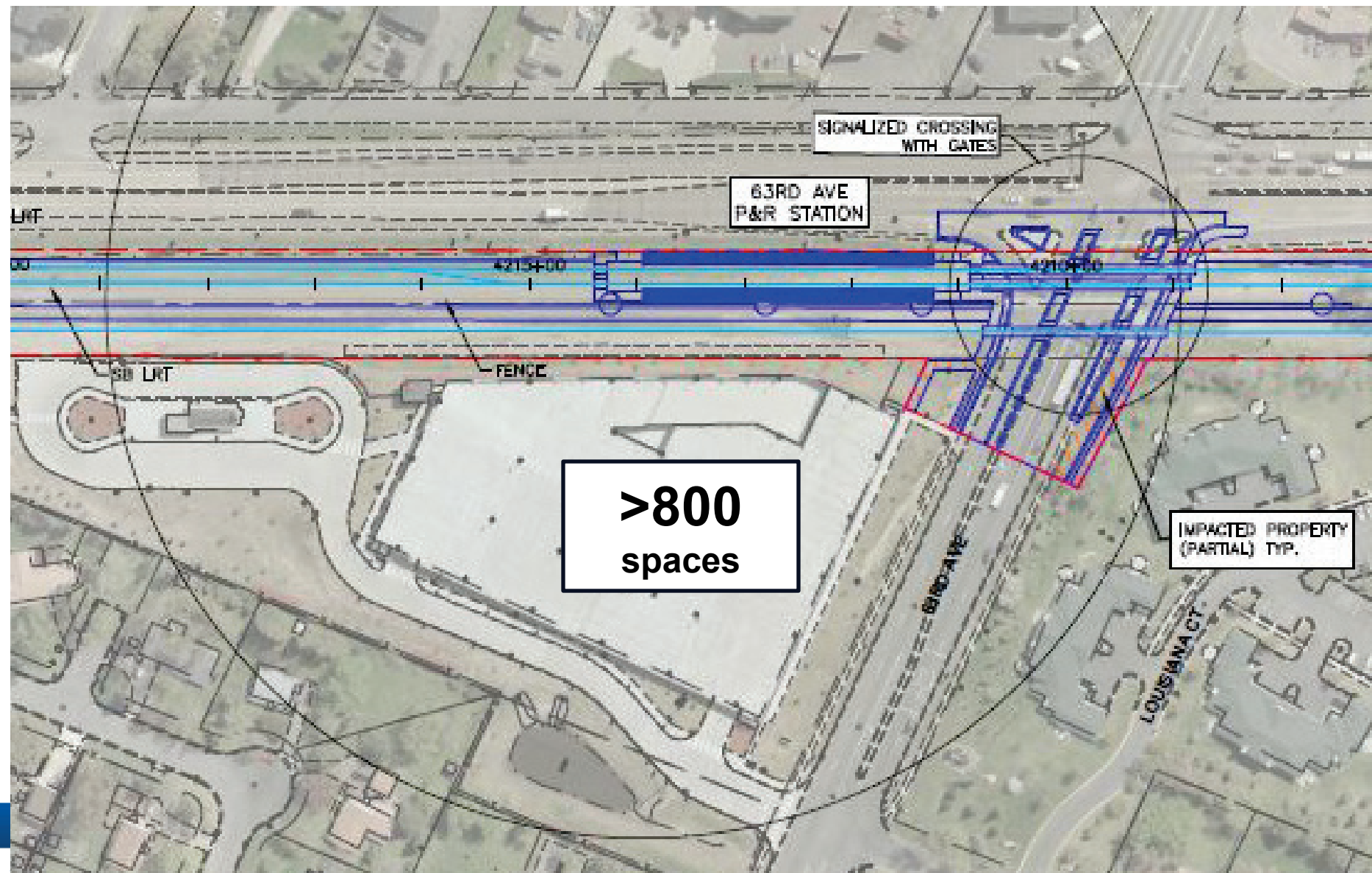
Option	# of Spaces Added	Total Spaces
1. Add 3 rd level to existing ramp*	~270	>800
2. Add 2 nd new ramp north of existing ramp	208	749
3. Add surface lot north of existing ramp	149	715

*Current parking ramp not designed to accommodate additional levels without substantial structural modifications

- Future surface lot can add additional 36 spaces

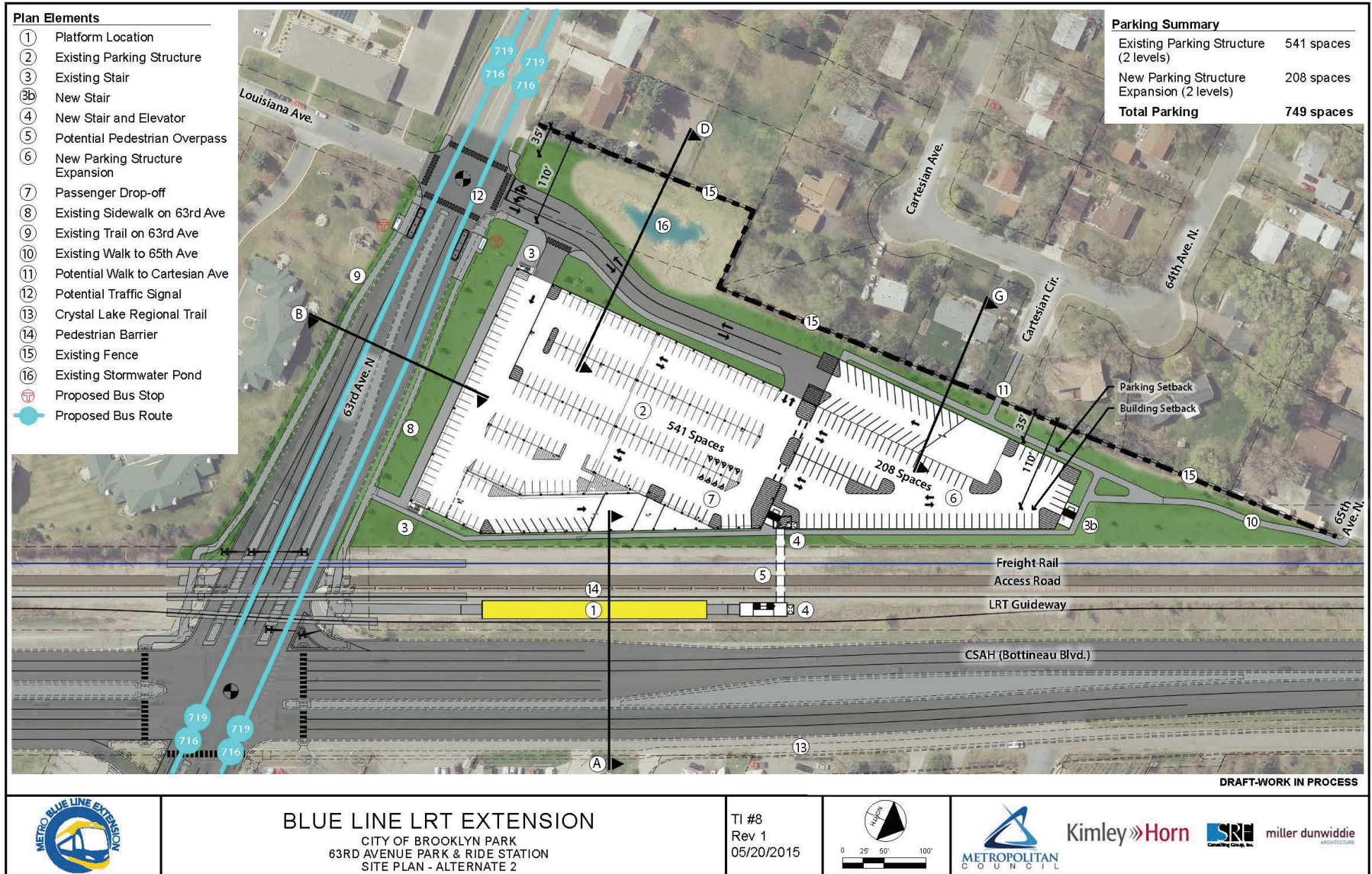


Technical Issue #8: 63rd Park and Ride Option 1



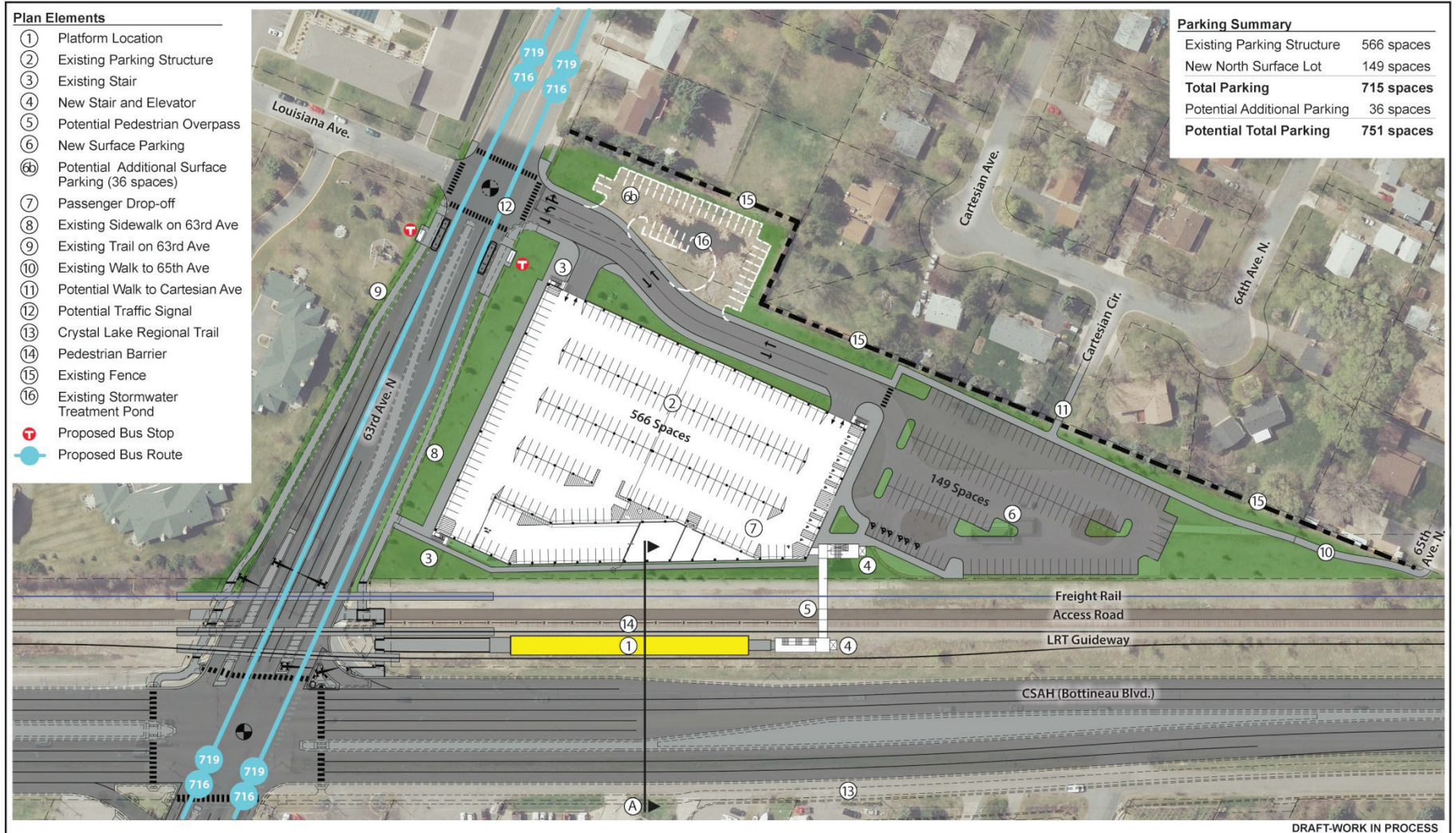
Technical Issue #8: 63rd Park and Ride

Option 2



Technical Issue #8: 63rd Park and Ride

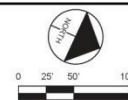
Option 3



BLUE LINE LRT EXTENSION

CITY OF BROOKLYN PARK
63RD AVENUE PARK & RIDE STATION
SITE PLAN - ALTERNATE 1

TI #8
Rev 2
05/28/2015

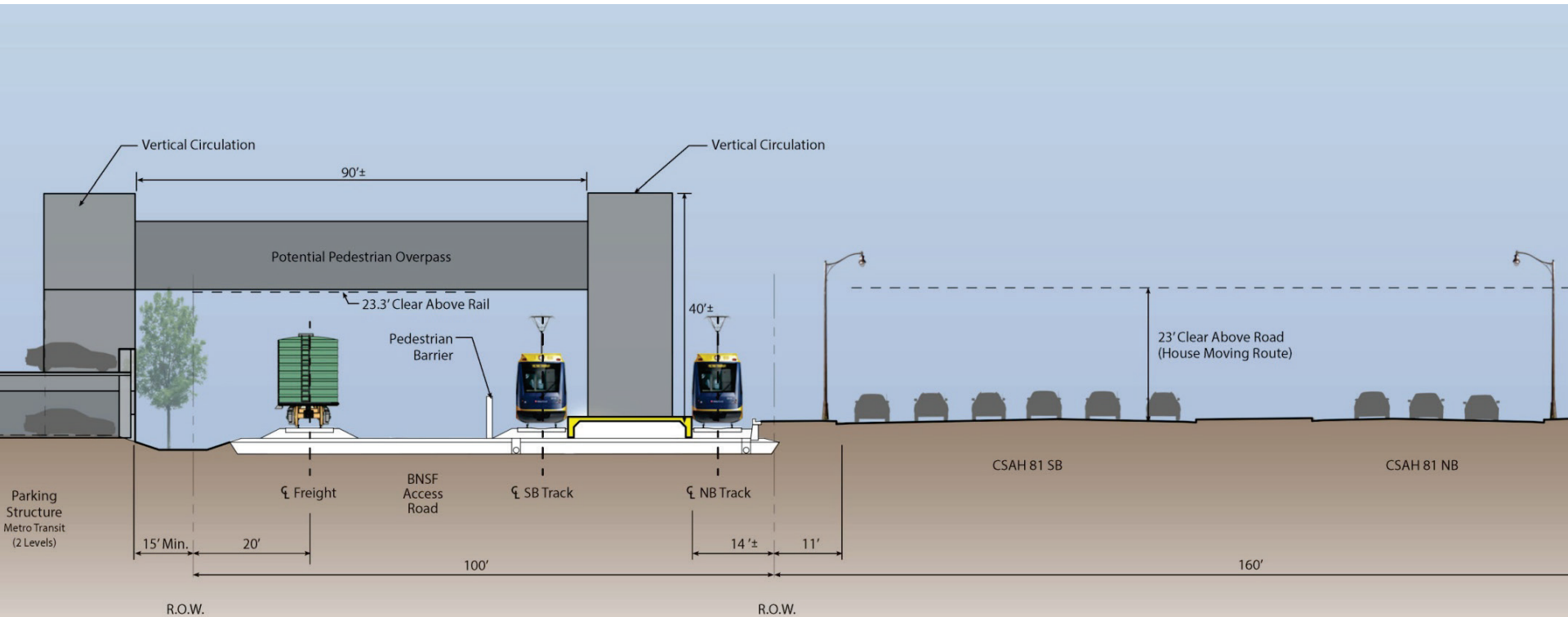


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Consulting Group, Inc. ARCHITECTURE

DRAFT-WORK IN PROCESS

Technical Issue #8: 63rd Ave Station Looking North at Pedestrian Overpass



Technical Issue #8: 63rd Park and Ride Recommendation

- Surface lot north of existing ramp is recommended due to:
 - Compatibility with neighborhood area
 - Most cost-effective option
 - 36-space surface lot can be added in the future



Technical Issue #9: Brooklyn Boulevard Station

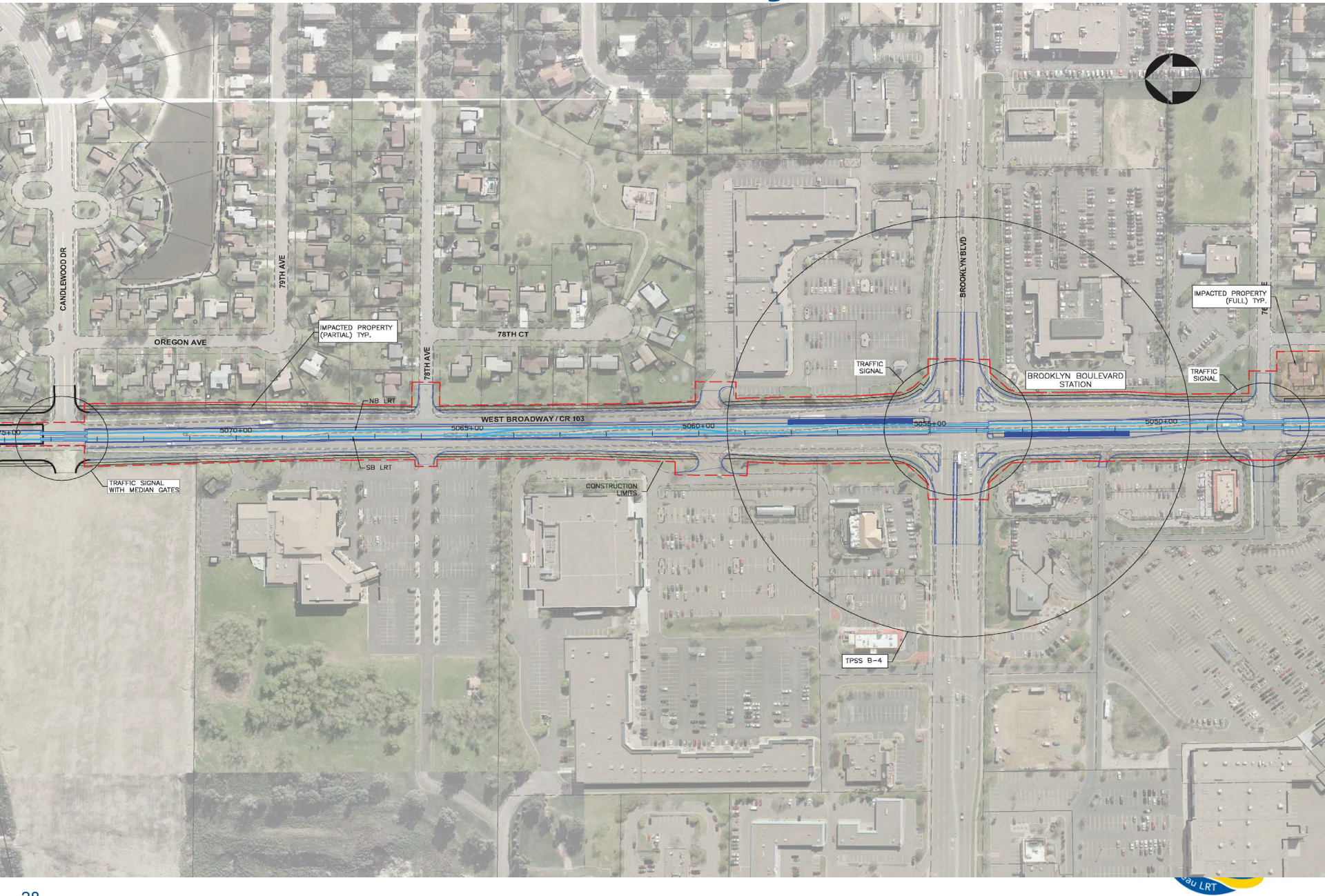


Technical Issue #9: Brooklyn Blvd Station from DEIS

- Platform configuration split platform north and south of Brooklyn Blvd
- Pedestrian access from Brooklyn Blvd



Technical Issue #9: Brooklyn Boulevard DEIS



Technical Issue #9: Brooklyn Blvd Station Issues to Be Resolved

- Platform configuration
- Pedestrian access
- Bus stop locations

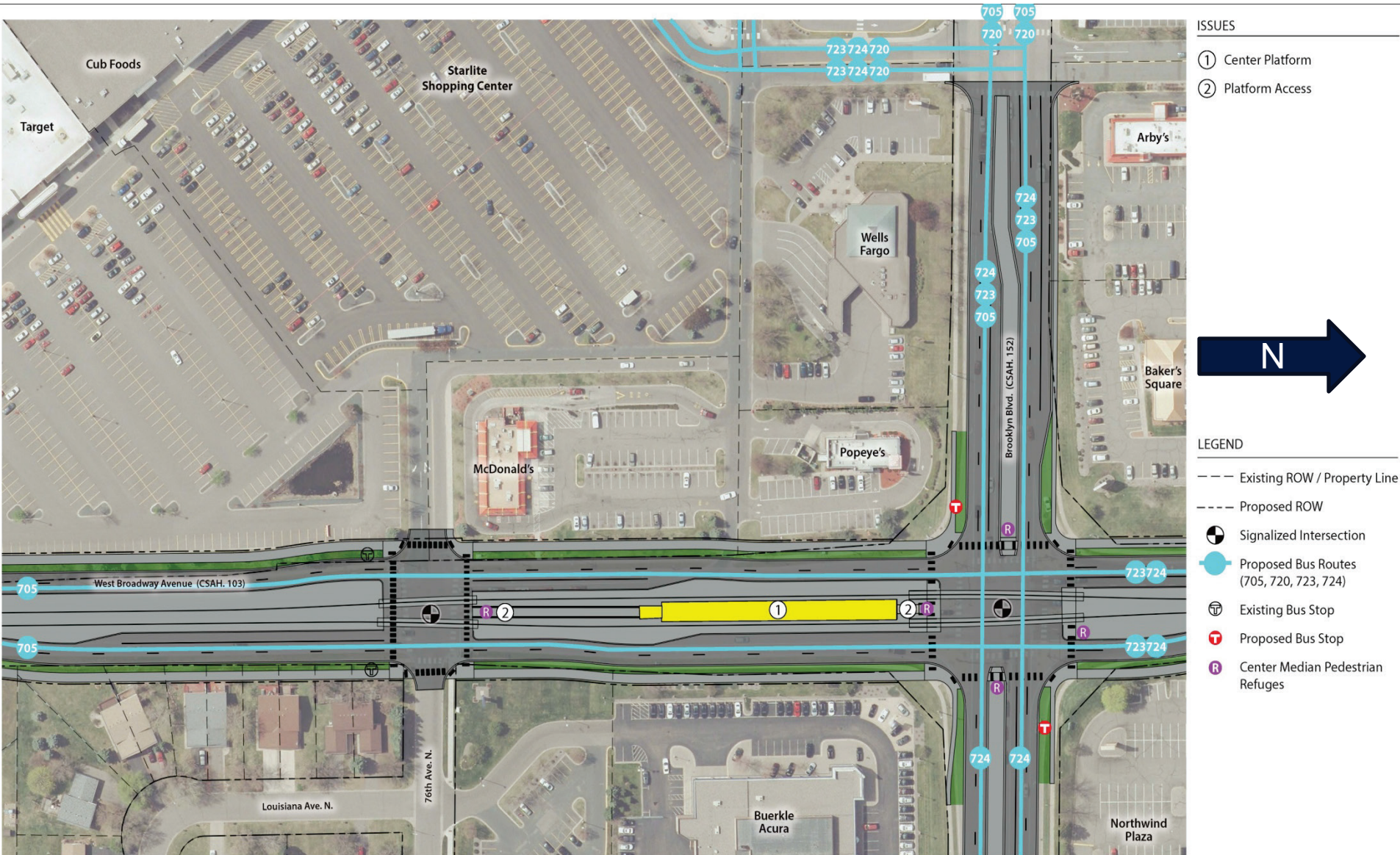


Technical Issue #9: Brooklyn Blvd Station Issues Recommendation

- Platform configuration
 - Changed from split side platform to center platform south of Brooklyn Blvd
- Pedestrian access
 - Access from traffic signal at Brooklyn Blvd
 - Access from traffic signal at 76th Ave North
- Bus stops
 - On West Broadway and Brooklyn Blvd
 - Continuing to analyze Starlite Transit Center operation at current location or location closer to platform



Technical Issue #9: Brooklyn Blvd Station



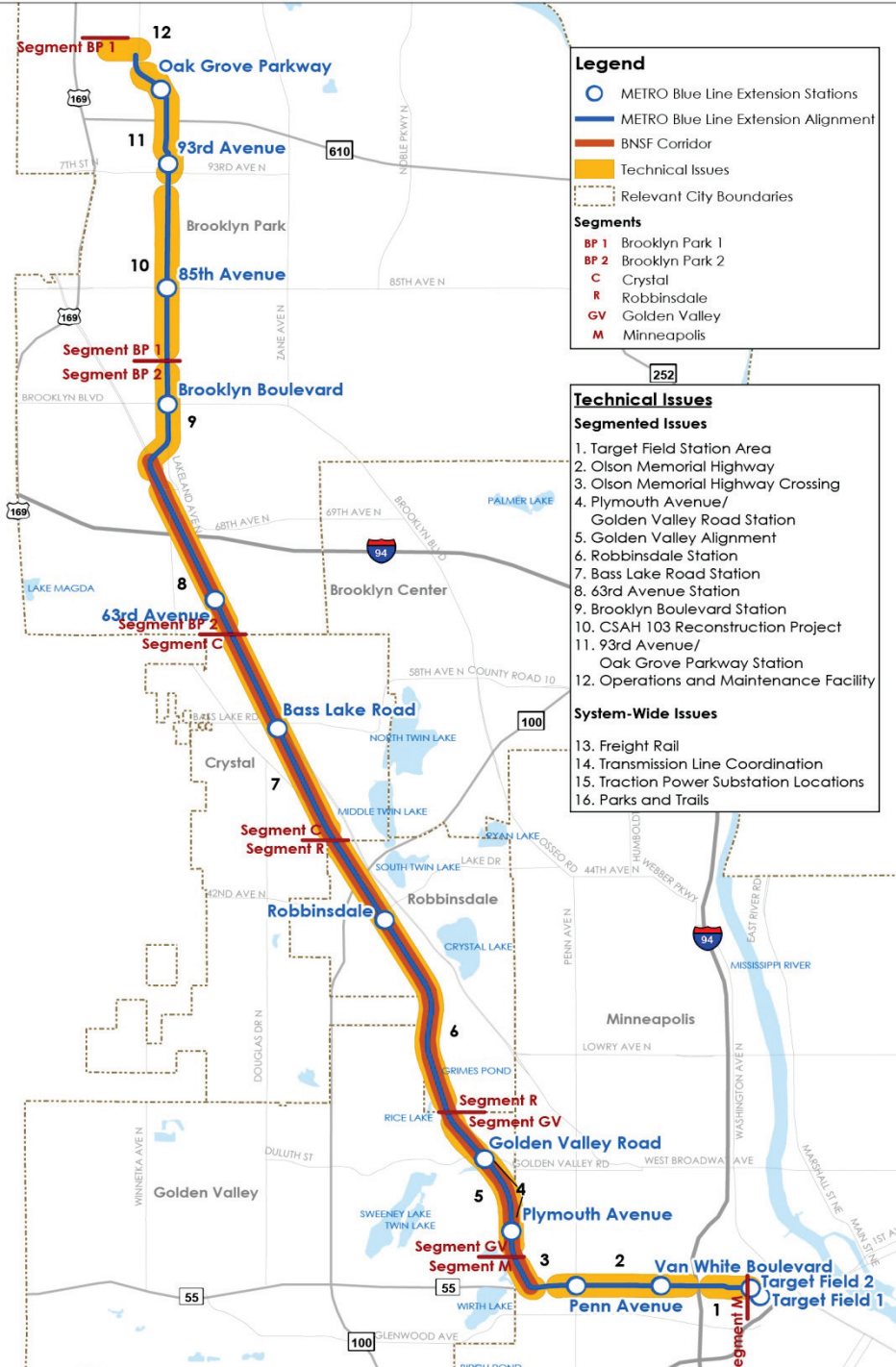
DRAFT-WORK IN PROCESS



Freight Rail Update



BNSF Railway Corridor

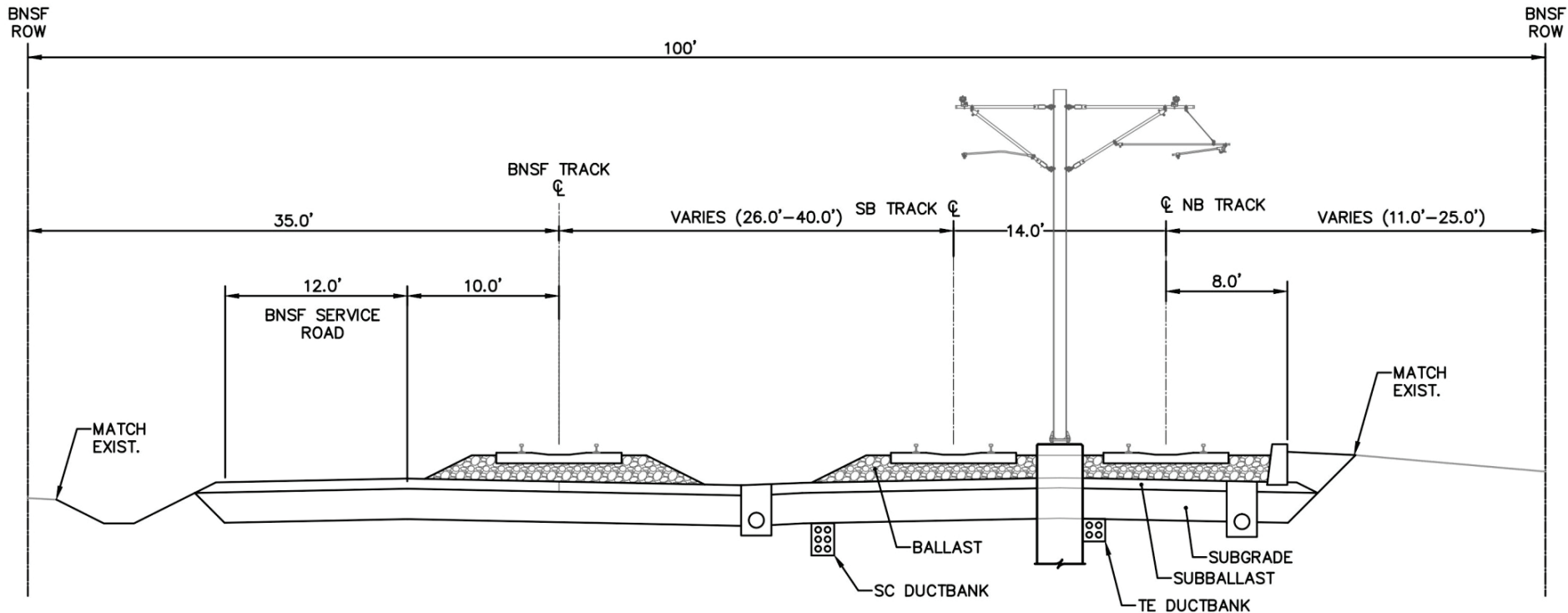


BNSF Collaboration and Feedback

- BNSF continues to work with BPO
- Discussions focus on improvements necessary to complete BLRT
- BNSF feedback to BPO:
 - Railroad intends to own and operate freight trains on the approximate western 50 feet
 - Protect BNSF's ability to make future freight track or capacity improvements within the western 50 feet
 - Shift and build freight track closer to LRT tracks
 - Design and build appropriate physical barrier to ensure safe operations



Proposed BNSF Corridor: Potential Typical Section

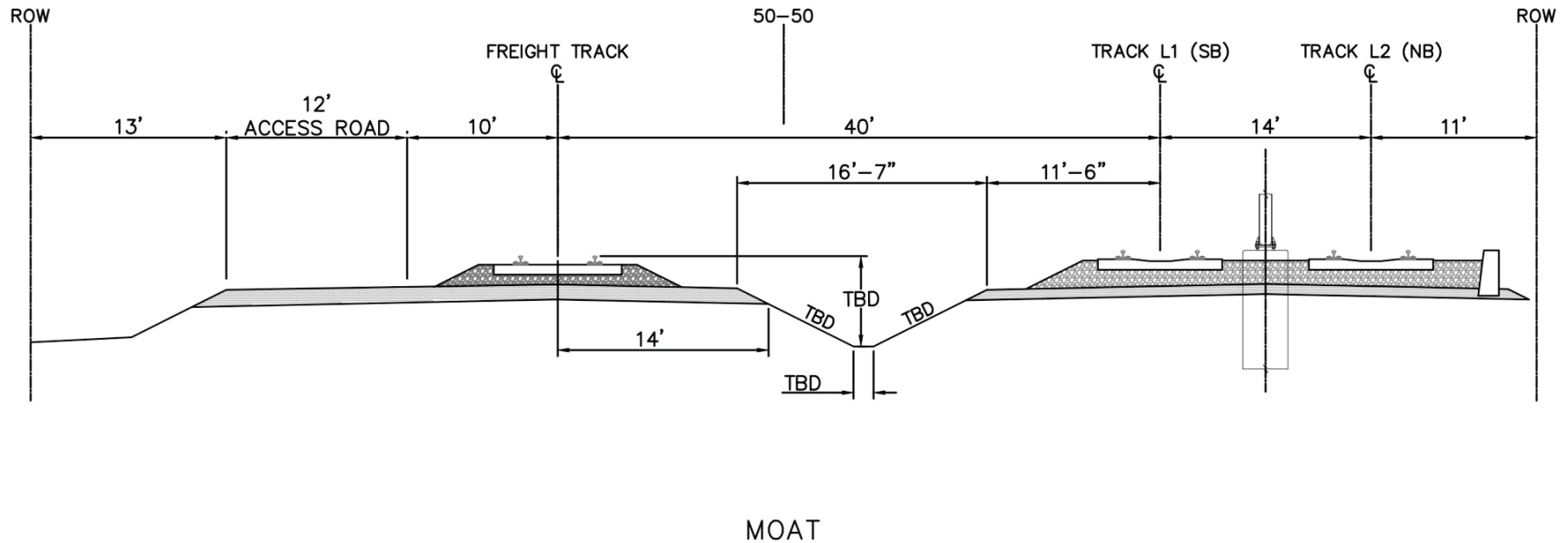


Potential Corridor Protection Treatments

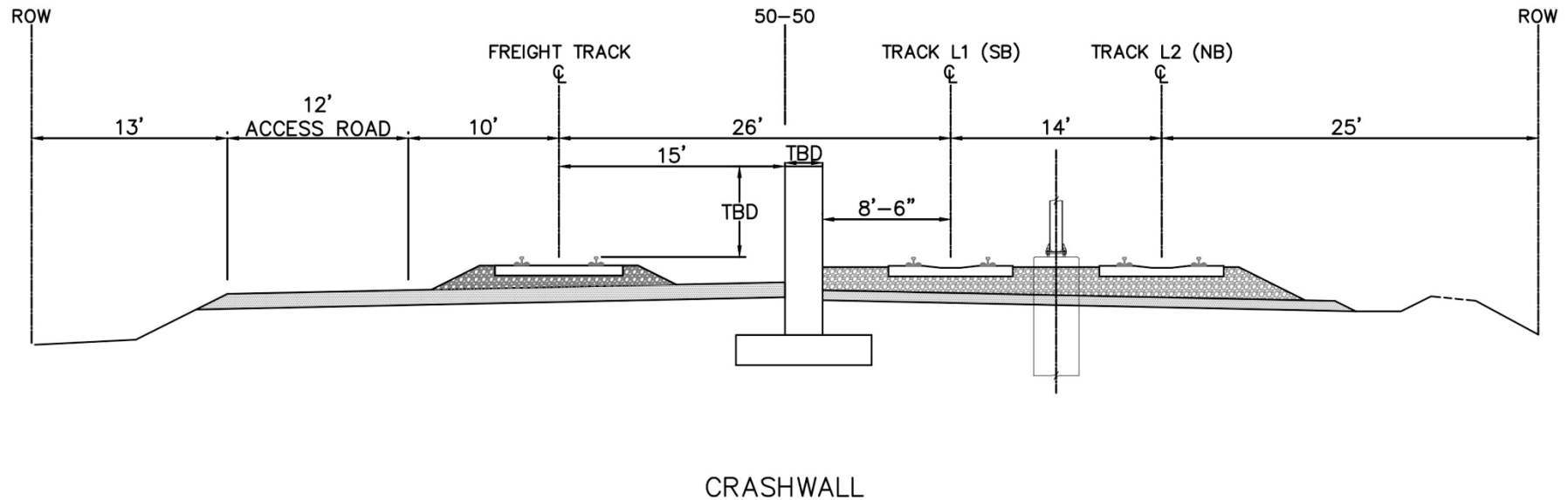
- Safety is a shared mutual goal for BPO and the railroad
- Advance a range of corridor protection treatments
 - Intrusion detection
 - Increased track separation
 - Crash wall
 - Moat
 - Retained embankment
- Address other locations
 - Shared freight/LRT at-grade crossings
 - Right of Way pinch points



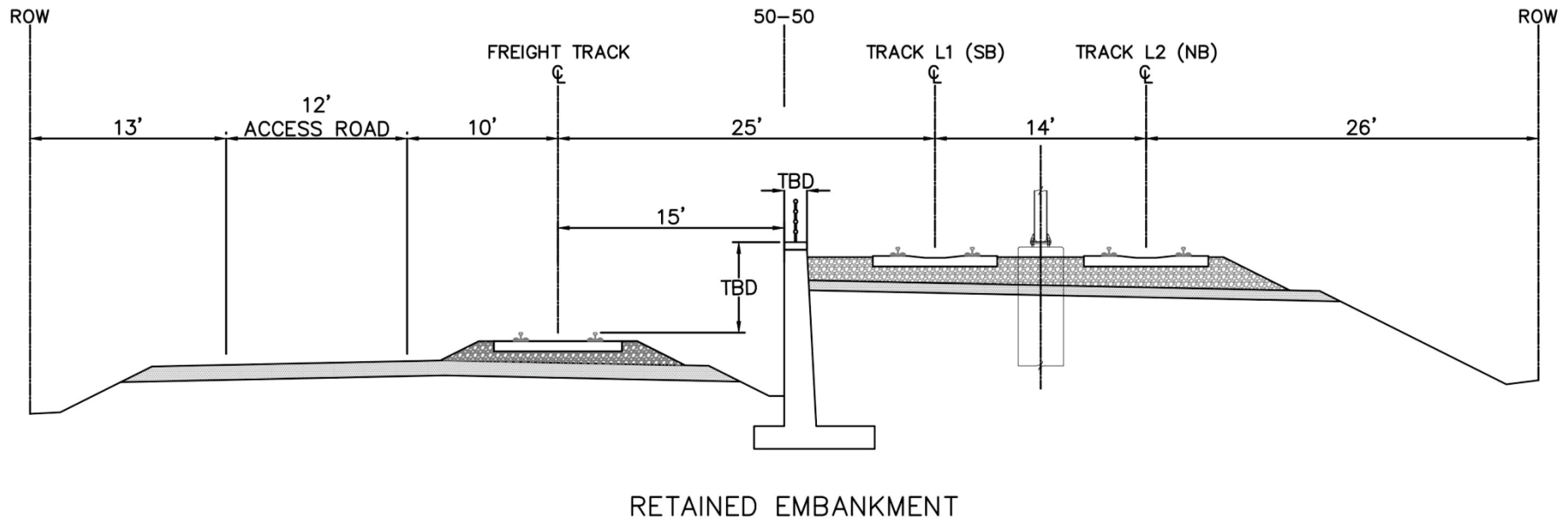
Potential Corridor Protection Treatment: Moat



Potential Corridor Protection Treatment: Crash Wall



Potential Corridor Protection Treatment: Retained Embankment



Right of Way Pinch Points

- BNSF corridor typically 100 feet wide accommodates freight and LRT project needs
- Approximately 10 locations less than 100 feet necessitate varying design treatments
- Locations with significant impacts, as noted in the DEIS, include:
 - South of 71st Ave: West Broadway Ave road and sidewalk
 - West Broadway Ave crossings of BNSF corridor: parking lot at Steve O's Bar and Grill
 - North of 42nd Ave N: parking lot at Sawhorse Designers & Builders



Freight Rail Next Steps

- Continue monthly coordination meetings
- Advance improvements necessary for BLRT
- Ensure improvements covered in FEIS
- Meeting with BNSF Fort Worth representatives late June



June 11 CMC Agenda

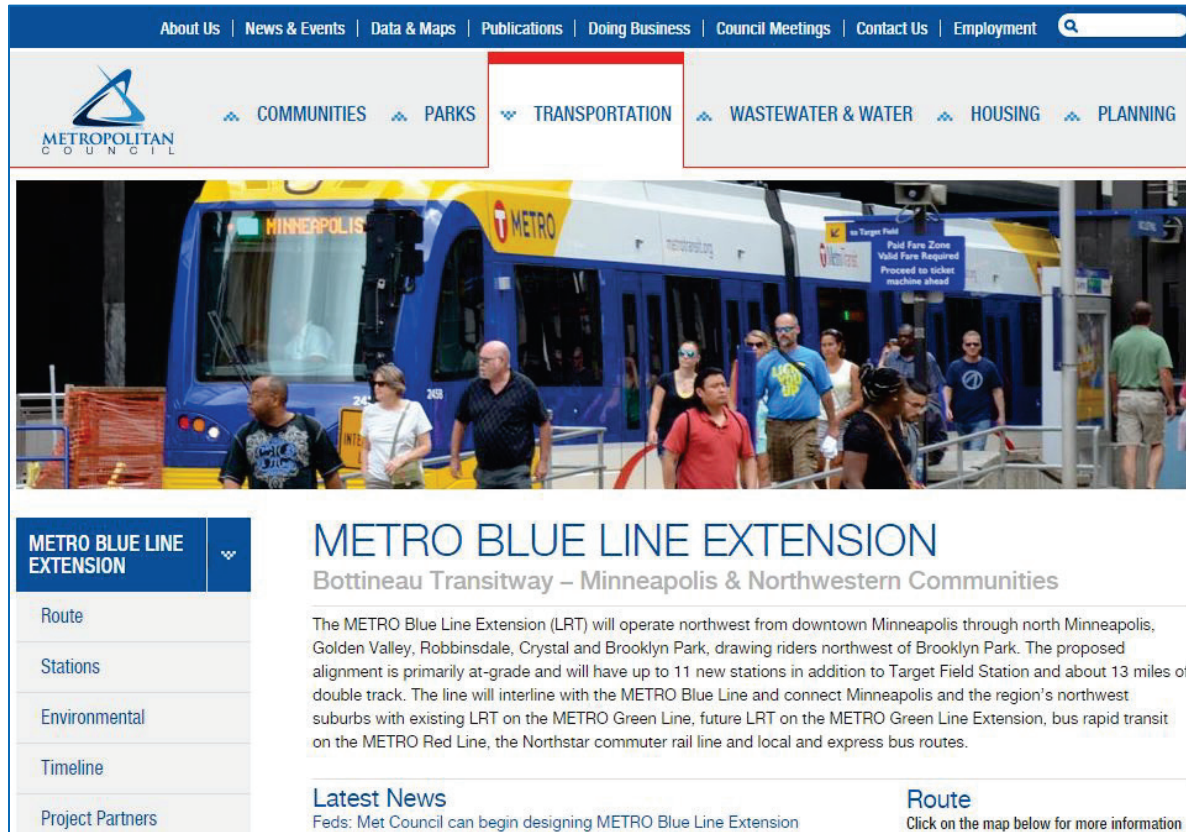
- Call to order
- Approval of May 14, 2015 meeting minutes
- Outreach Update
- TI #8: 63rd Ave Park and Ride Recommendation
- TI #9: Brooklyn Blvd Station Recommendation
- Freight Rail Update
- Preliminary Park and Ride Space Demand



Next Meeting: July 7, 2015



More Information



The screenshot shows the Metropolitan Council website with the 'TRANSPORTATION' menu item highlighted. Below the navigation bar is a large photo of a blue and yellow METRO train at a station. The main content area is titled 'METRO BLUE LINE EXTENSION' with the subtitle 'Bottineau Transitway – Minneapolis & Northwestern Communities'. A sidebar on the left contains links for 'Route', 'Stations', 'Environmental', 'Timeline', and 'Project Partners'. The main text describes the METRO Blue Line Extension (LRT) route from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park. It mentions 11 new stations and a 13-mile alignment. A 'Latest News' section at the bottom left states that the Met Council can begin designing the extension. A 'Route' link at the bottom right invites users to click on a map for more information.

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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)

