



Corridor Management Committee

June 11, 2015



Today's Topics

- Outreach Update
- Environmental Update
- Preliminary Park and Ride Space Demand
- TI #8: 63rd Ave Park and Ride Recommendation
- TI #9: Brooklyn Blvd Station Recommendation
- Freight Rail Update



Outreach Update



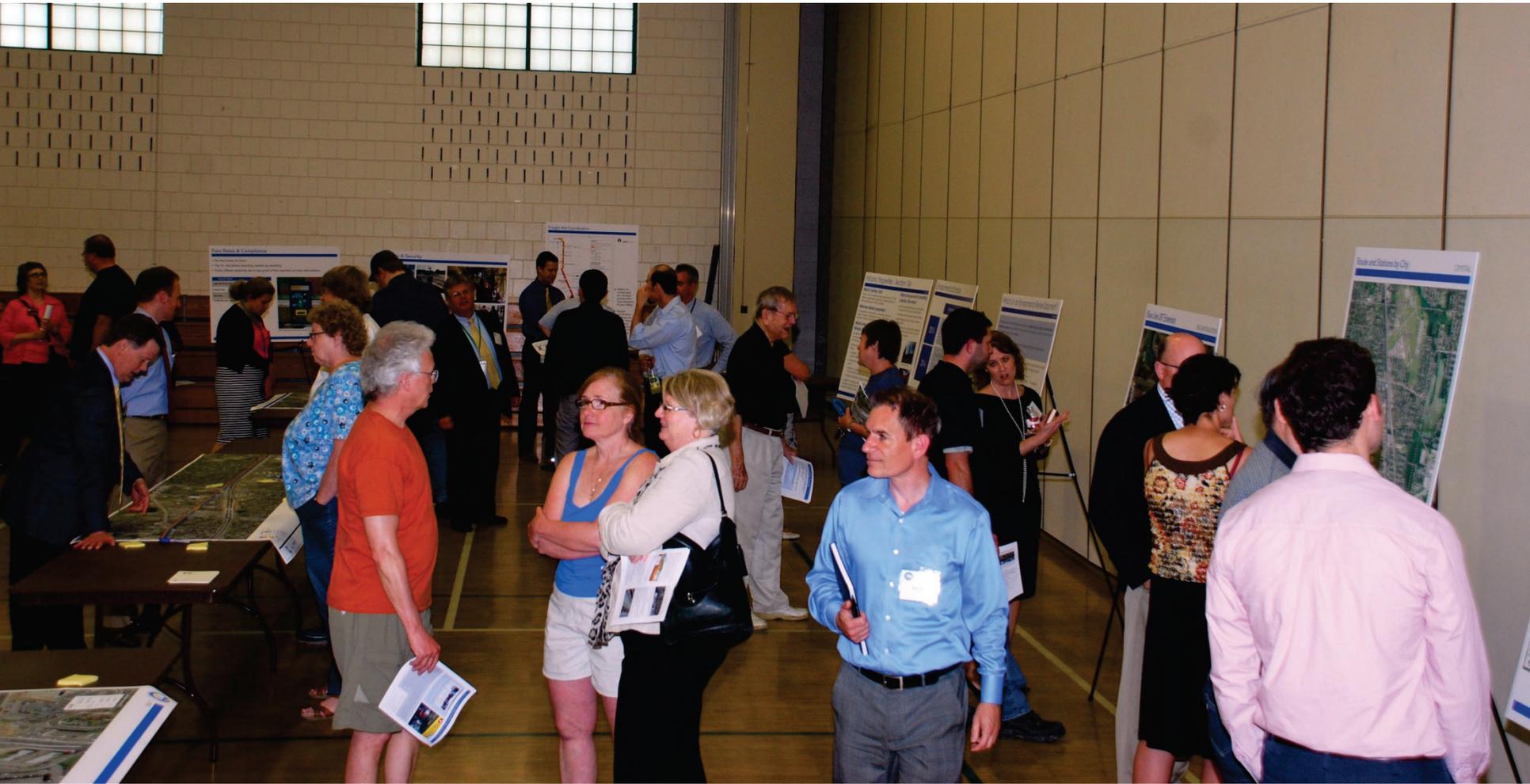
Community Open Houses

- Dates and Locations:

Date	Location	No. of Attendees
May 28	Crystal: Crystal Community Center	50
June 4	Minneapolis and Golden Valley: Harrison Recreation Center	137
June 11	Robbinsdale: Robbinsdale Middle School	TBD
June 17	Brooklyn Park: Brooklyn Park Community Center	TBD



Crystal Open House



Minneapolis and Golden Valley Community Meeting



Environmental Update



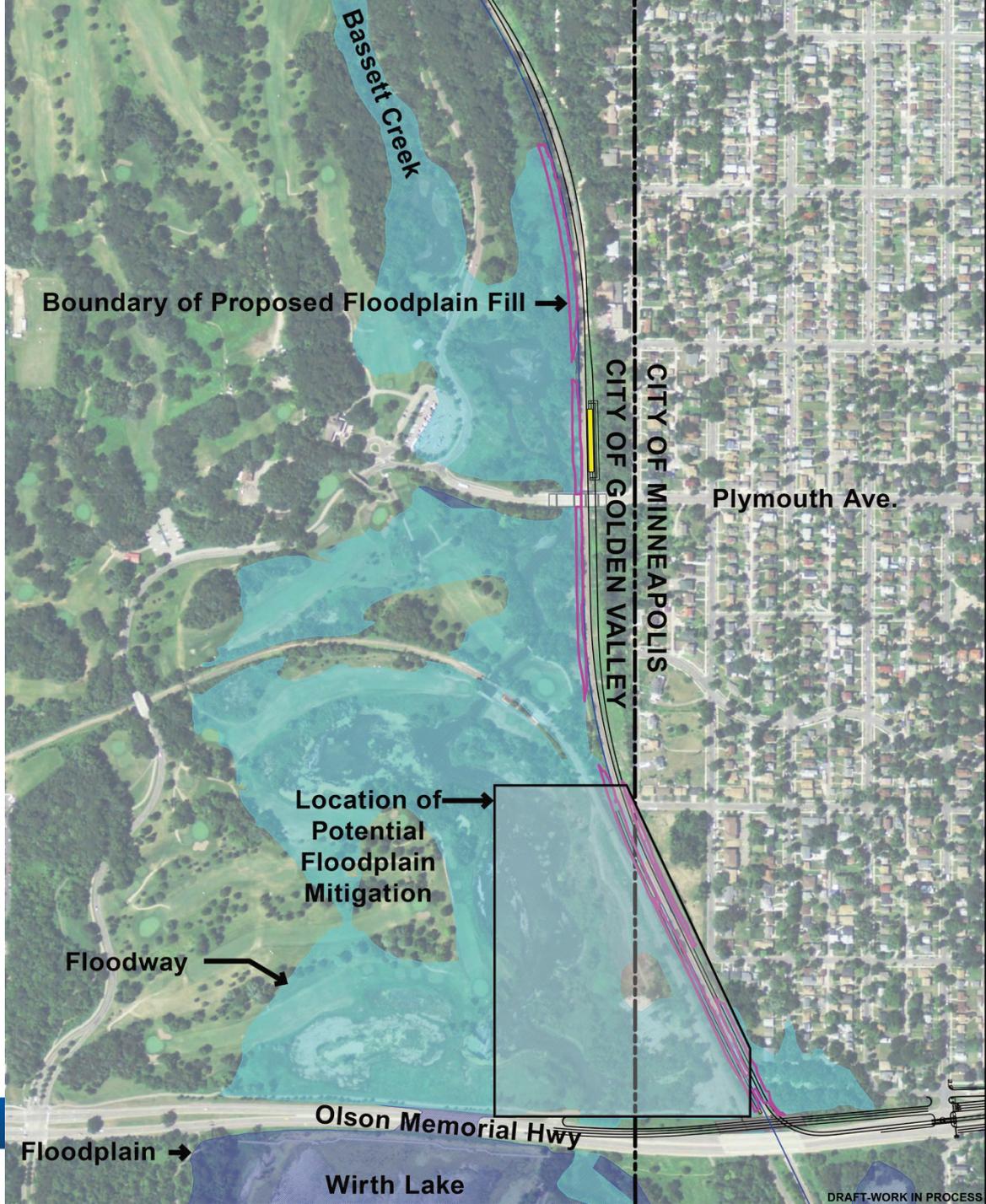
Technical Issue #5 Golden Valley Alignment Update: Floodplains

- Floodplains are defined as the surface area of land covered by the 100-Year Water Surface Elevation
- Any filling of floodplains require mitigation
- Mitigation includes floodplain replacement on a 1:1 basis of the displaced volume
- Mitigation needs to occur within the reach where floodplain impact occurs



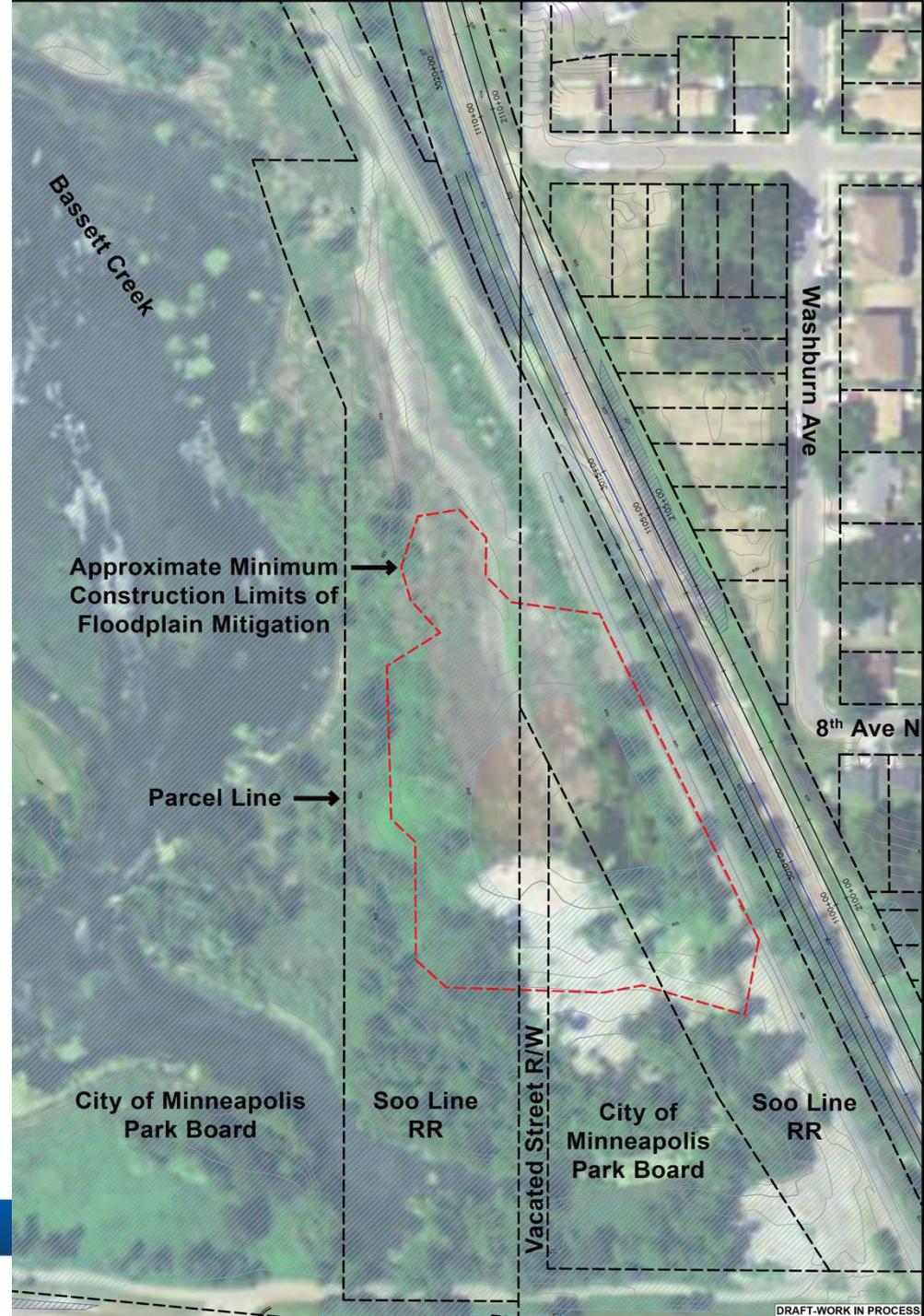
Technical Issue #5 Golden Valley Alignment Update: Floodplains

- Bassett Creek
Main Stem
(downstream)



Technical Issue #5 Golden Valley Alignment Update: Floodplains

- No incremental impacts with construction of either Golden Valley Road or Plymouth Avenue stations



Next Steps

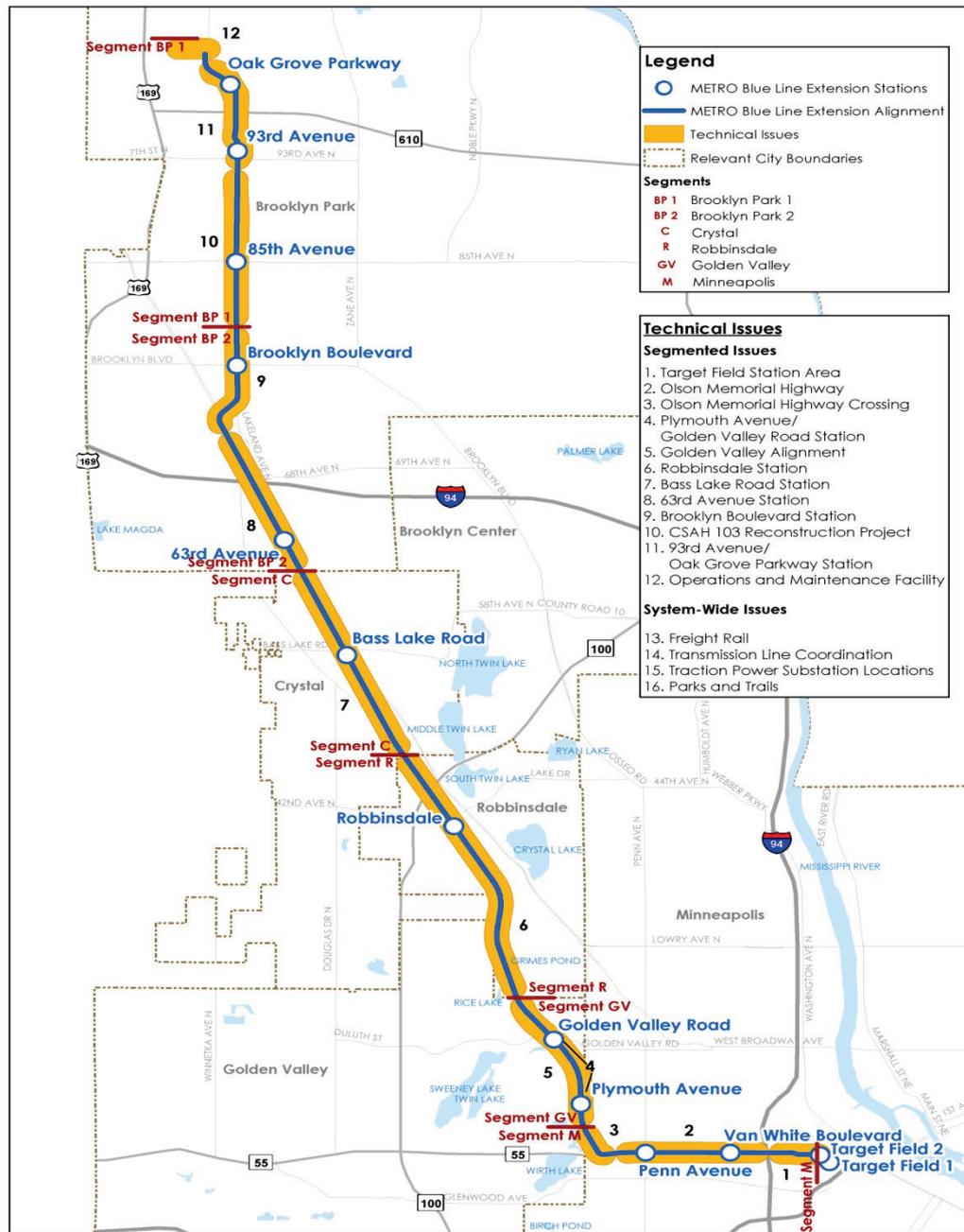
- MPRB meeting June 17
- Finalize BLRT floodplain impacts
- Work with MPRB / City of Mpls. / permitting agencies staff to determine final mitigation measures and actions
- Document decisions in Project's Final EIS



Technical Issues Update



Technical Issues



Legend

- METRO Blue Line Extension Stations
- METRO Blue Line Extension Alignment
- Technical Issues
- Relevant City Boundaries

Segments

- BP 1** Brooklyn Park 1
- BP 2** Brooklyn Park 2
- C** Crystal
- R** Robbinsdale
- GV** Golden Valley
- M** Minneapolis

Technical Issues

Segmented Issues

1. Target Field Station Area
2. Olson Memorial Highway
3. Olson Memorial Highway Crossing
4. Plymouth Avenue/
Golden Valley Road Station
5. Golden Valley Alignment
6. Robbinsdale Station
7. Bass Lake Road Station
8. 63rd Avenue Station
9. Brooklyn Boulevard Station
10. CSAH 103 Reconstruction Project
11. 93rd Avenue/
Oak Grove Parkway Station
12. Operations and Maintenance Facility

System-Wide Issues

13. Freight Rail
14. Transmission Line Coordination
15. Traction Power Substation Locations
16. Parks and Trails

METRO Blue Line LRT Extension Technical Issues



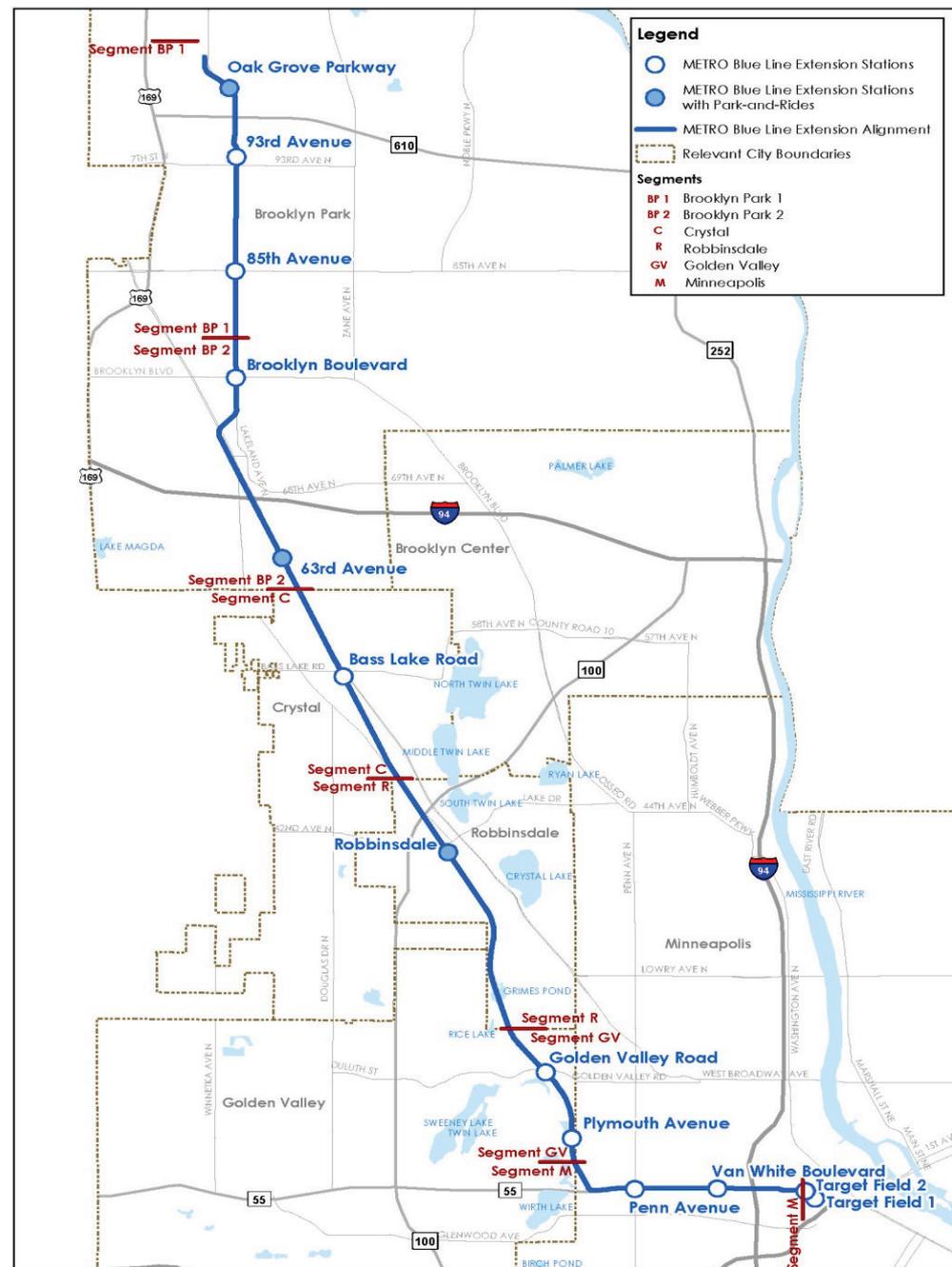
Rev. 4
May 2015



Preliminary Park and Ride Space Demand



Preliminary Park and Ride Space Demand



METRO Blue Line LRT Extension Park-and-Rides



0 0.5 1 Miles

Rev. 1
May 2015

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

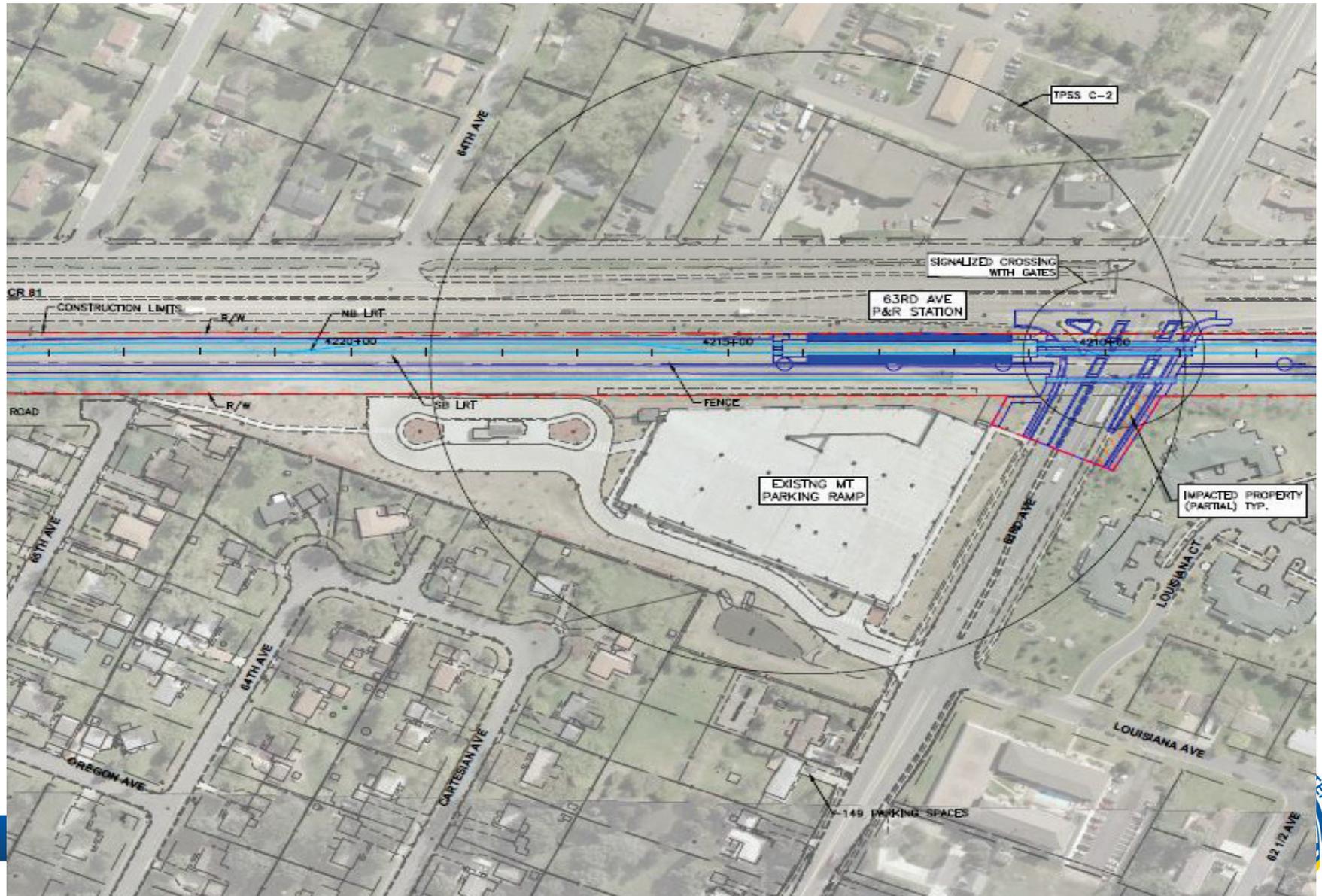


Technical Issue #8: 63rd Station and Park and Ride from DEIS

- 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



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



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

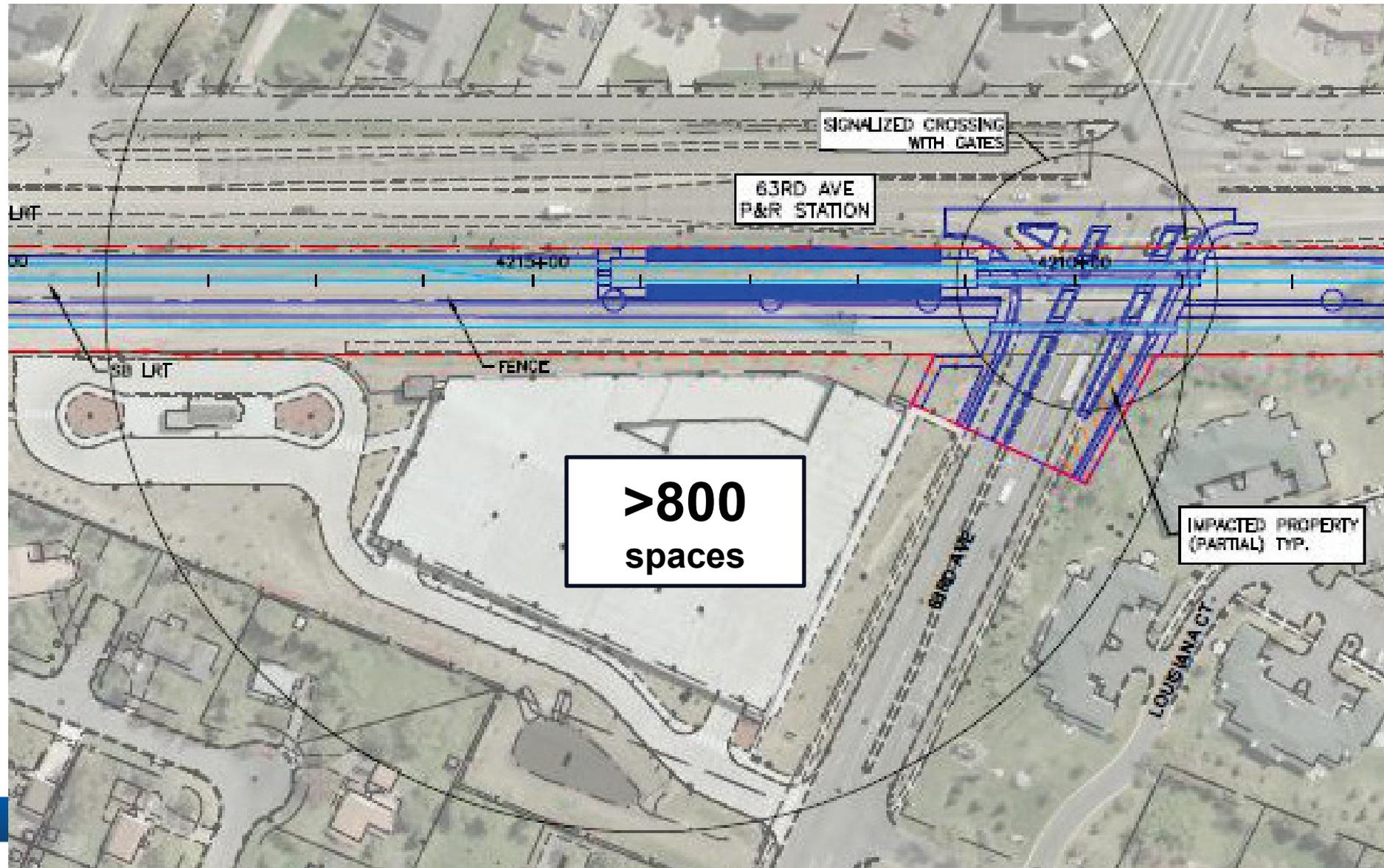
- Current spaces in two-story ramp: 566
- Ridership model indicates demand of 800 spaces
- Park and ride expansion options

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

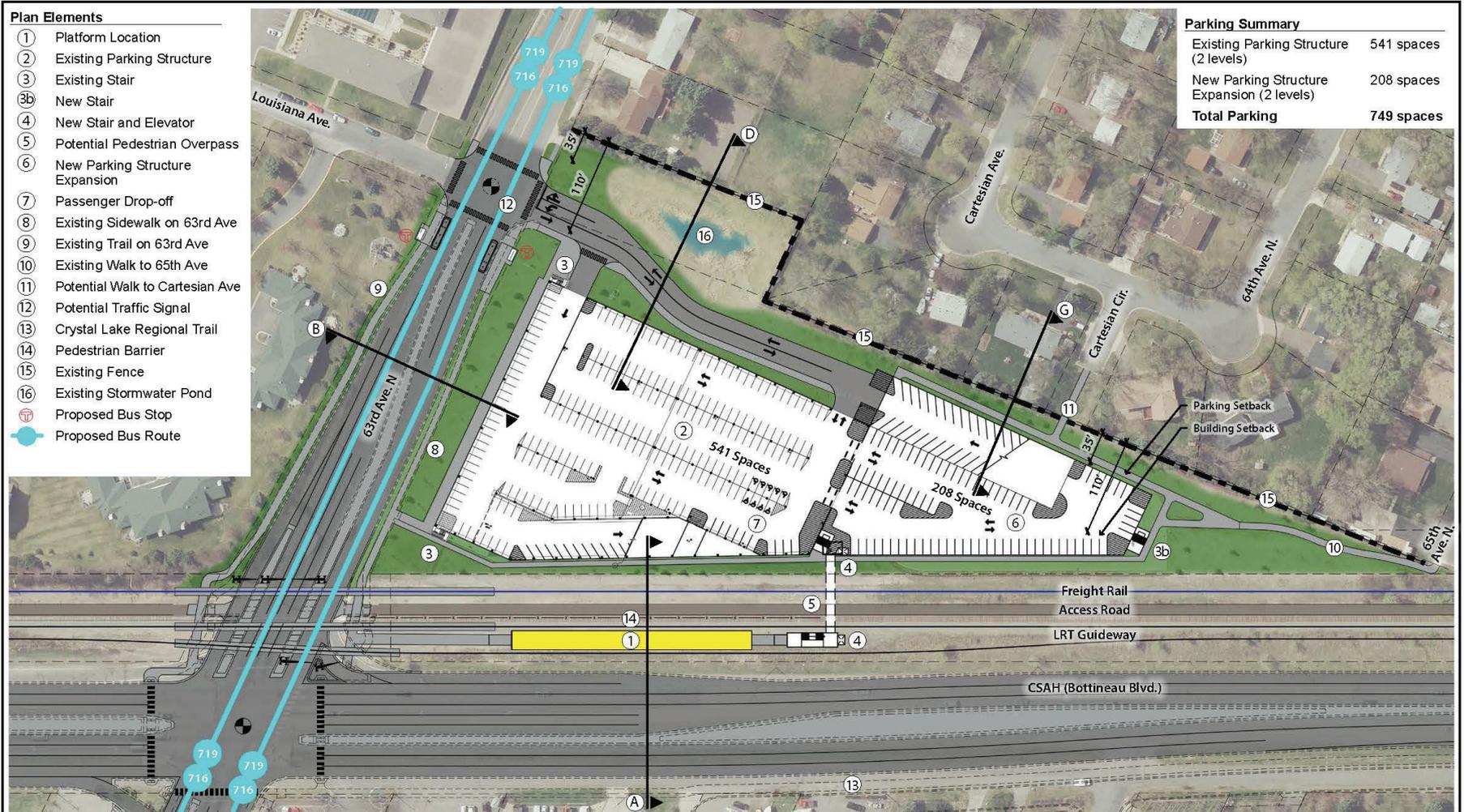


Technical Issue #8: 63rd Park and Ride Option 1



Technical Issue #8: 63rd Park and Ride

Option 2

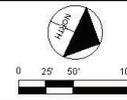


DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION
 CITY OF BROOKLYN PARK
 63RD AVENUE PARK & RIDE STATION
 SITE PLAN - ALTERNATE 2

TI #8
 Rev 1
 05/20/2015



Kimley»Horn

SRI miller dunwiddie
 Consulting Group, Inc. ARCHITECTURE

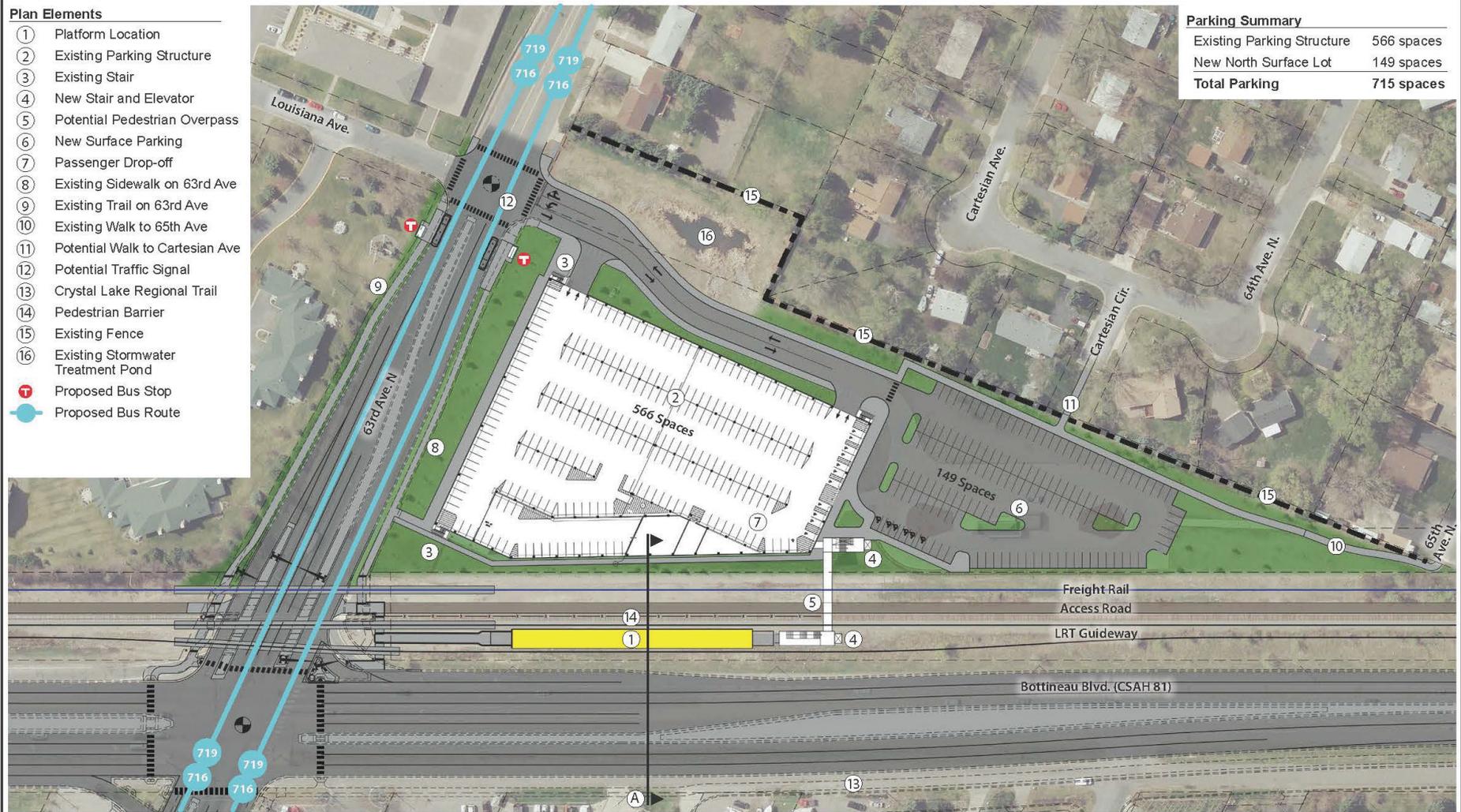
Technical Issue #8: 63rd Park and Ride

Option 3

- Plan Elements**
- ① Platform Location
 - ② Existing Parking Structure
 - ③ Existing Stair
 - ④ New Stair and Elevator
 - ⑤ Potential Pedestrian Overpass
 - ⑥ New Surface Parking
 - ⑦ Passenger Drop-off
 - ⑧ Existing Sidewalk on 63rd Ave
 - ⑨ Existing Trail on 63rd Ave
 - ⑩ Existing Walk to 65th Ave
 - ⑪ Potential Walk to Cartesian Ave
 - ⑫ Potential Traffic Signal
 - ⑬ Crystal Lake Regional Trail
 - ⑭ Pedestrian Barrier
 - ⑮ Existing Fence
 - ⑯ Existing Stormwater Treatment Pond
 - T Proposed Bus Stop
 - Proposed Bus Route

Parking Summary

Existing Parking Structure	566 spaces
New North Surface Lot	149 spaces
Total Parking	715 spaces

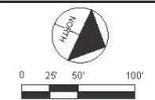


DRAFT-WORK IN PROCESS



BLUE LINE LRT EXTENSION
 CITY OF BROOKLYN PARK
 63RD AVENUE PARK & RIDE STATION
 SITE PLAN - ALTERNATE 1

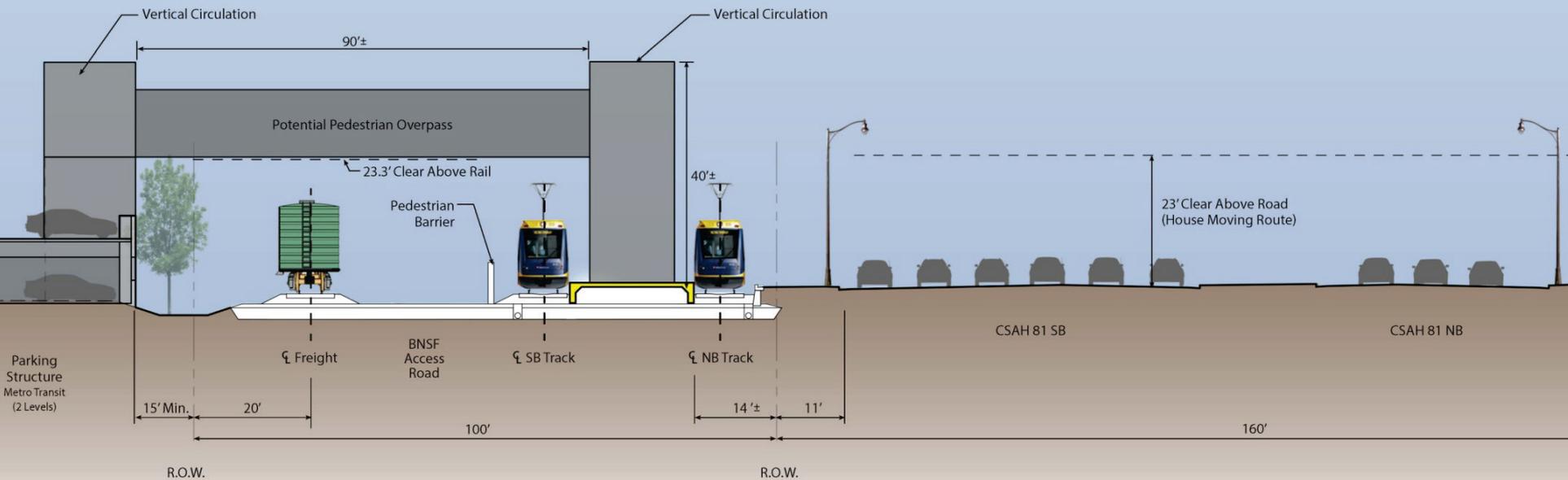
TI #8
 Rev 2
 06/05/2015



Kimley & Horn

SRI miller dunwiddie
 Consulting Group, Inc. ARCHITECTURE

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
 - Provides most flexibility in the future
- Pedestrian overpass from parking ramp over freight and LRT track to platform



Technical Issue #9: Brooklyn Boulevard Station

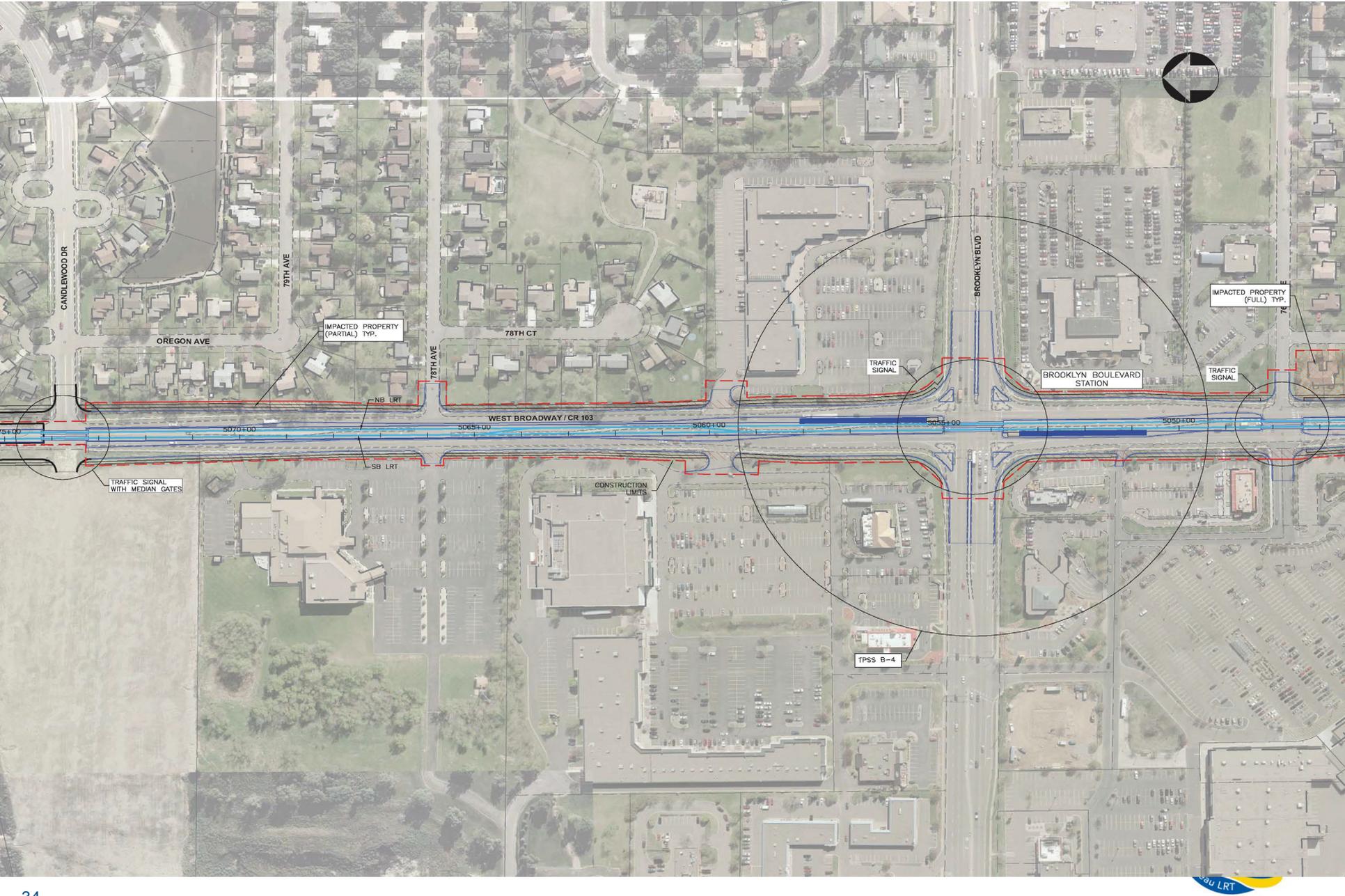


Technical Issue #9: Brooklyn Blvd Station from DEIS

- 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

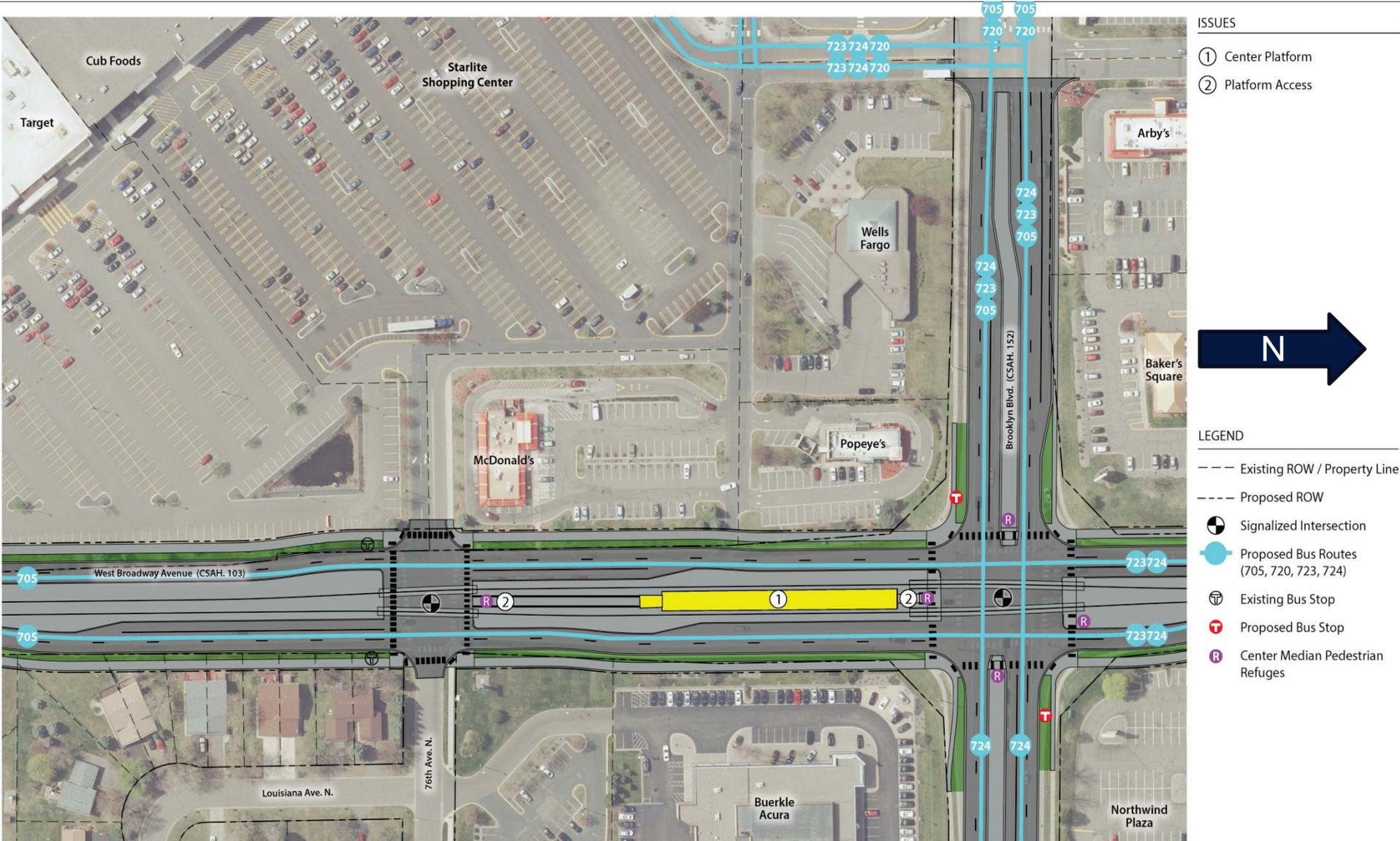


Technical Issue #9: Brooklyn Blvd Station Issues Recommendation

- 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



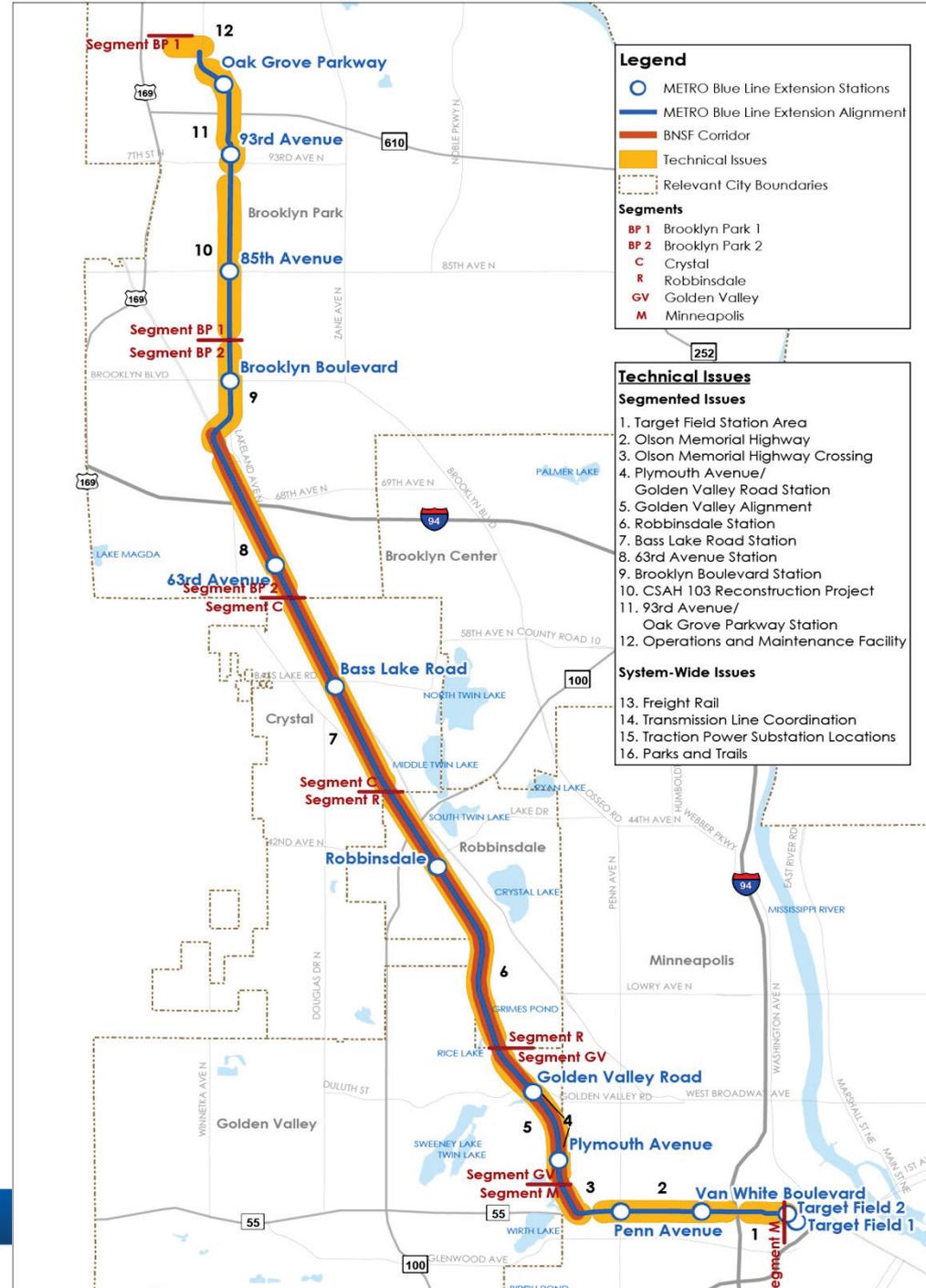
DRAFT-WORK IN PROCESS



Freight Rail Update



BNSF Railway Corridor

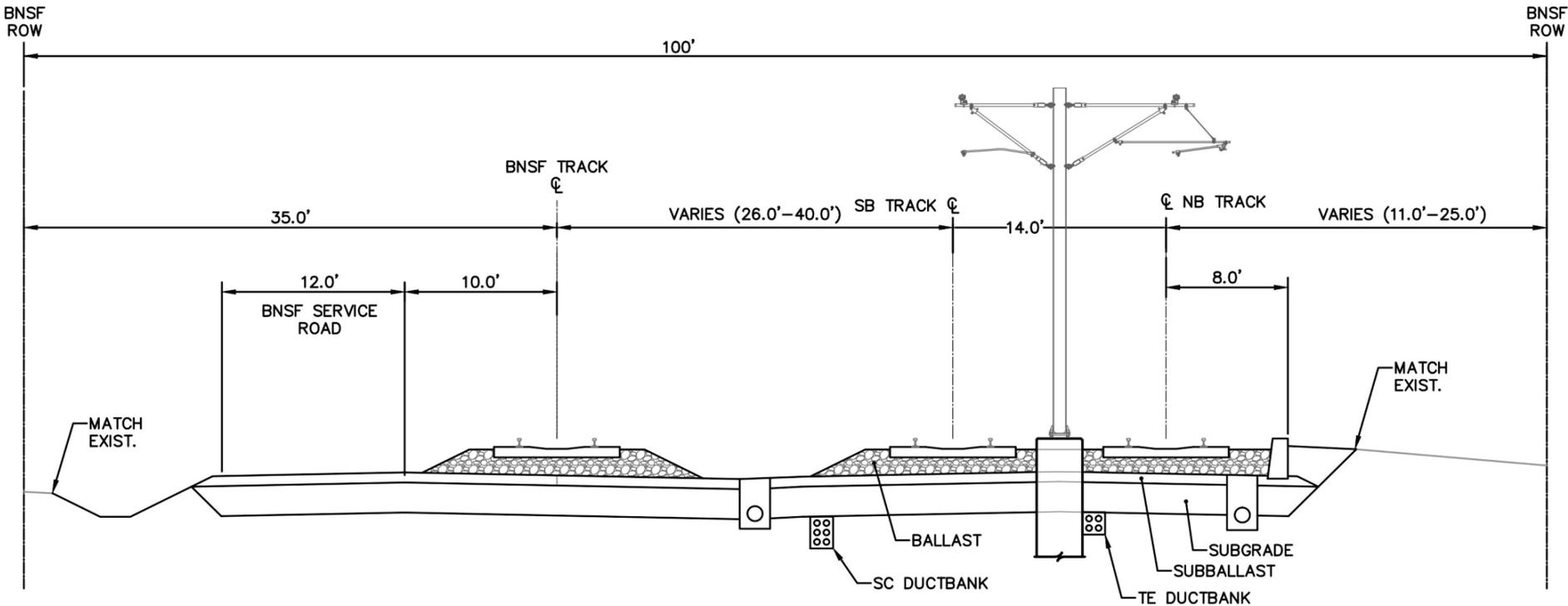


BNSF Collaboration and Feedback

- 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

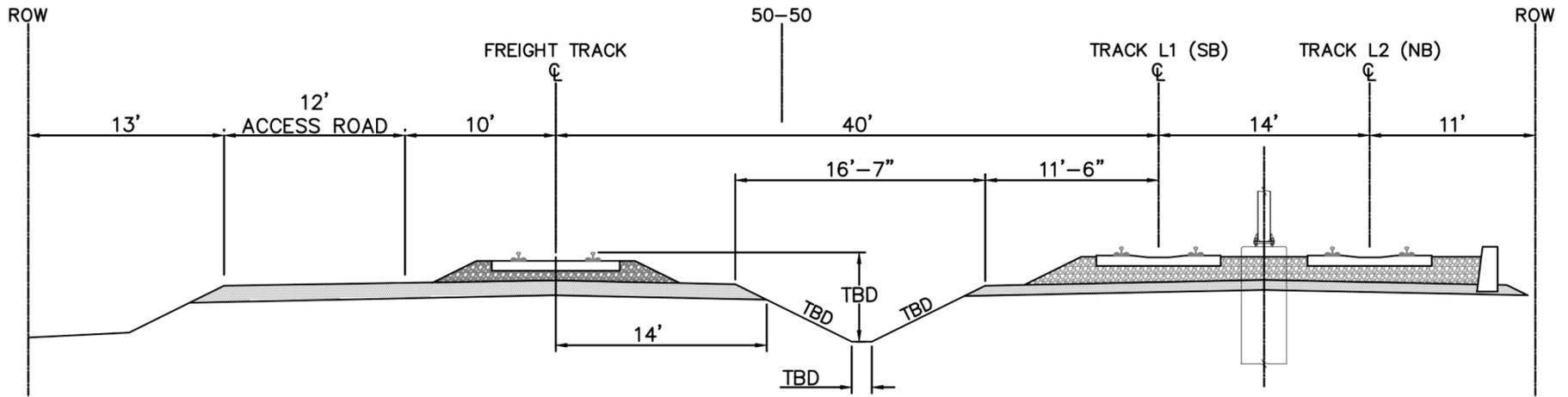


Potential Corridor Protection Treatments

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



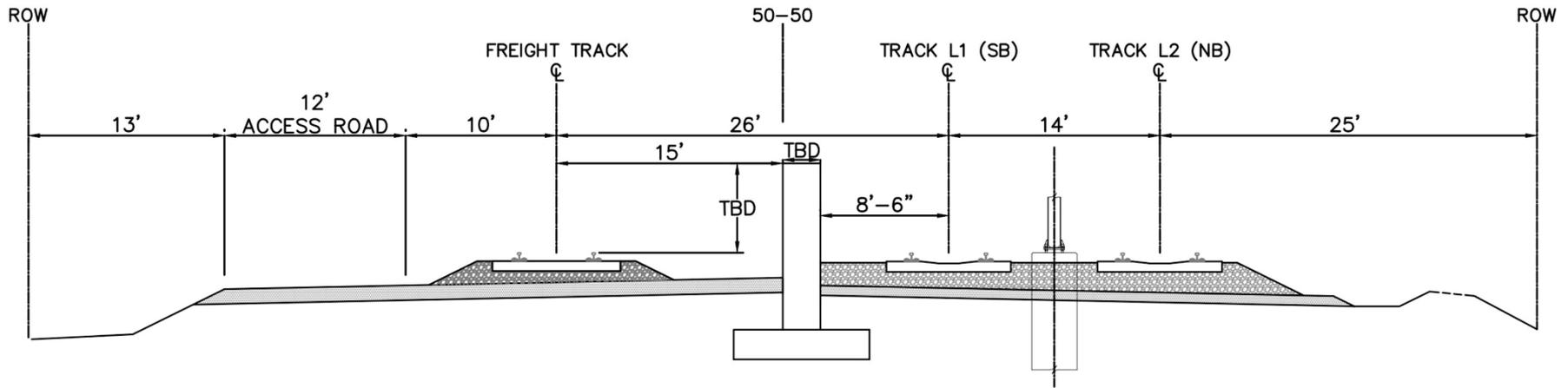
Potential Corridor Protection Treatment: Moat



MOAT

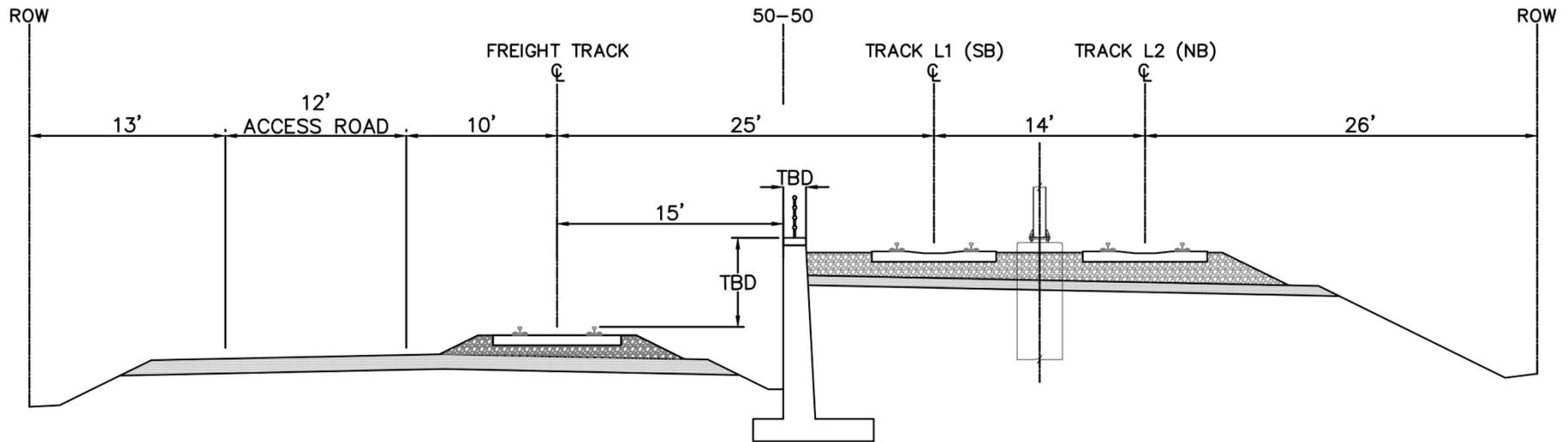


Potential Corridor Protection Treatment: Crash Wall



CRASHWALL

Potential Corridor Protection Treatment: Retained Embankment



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

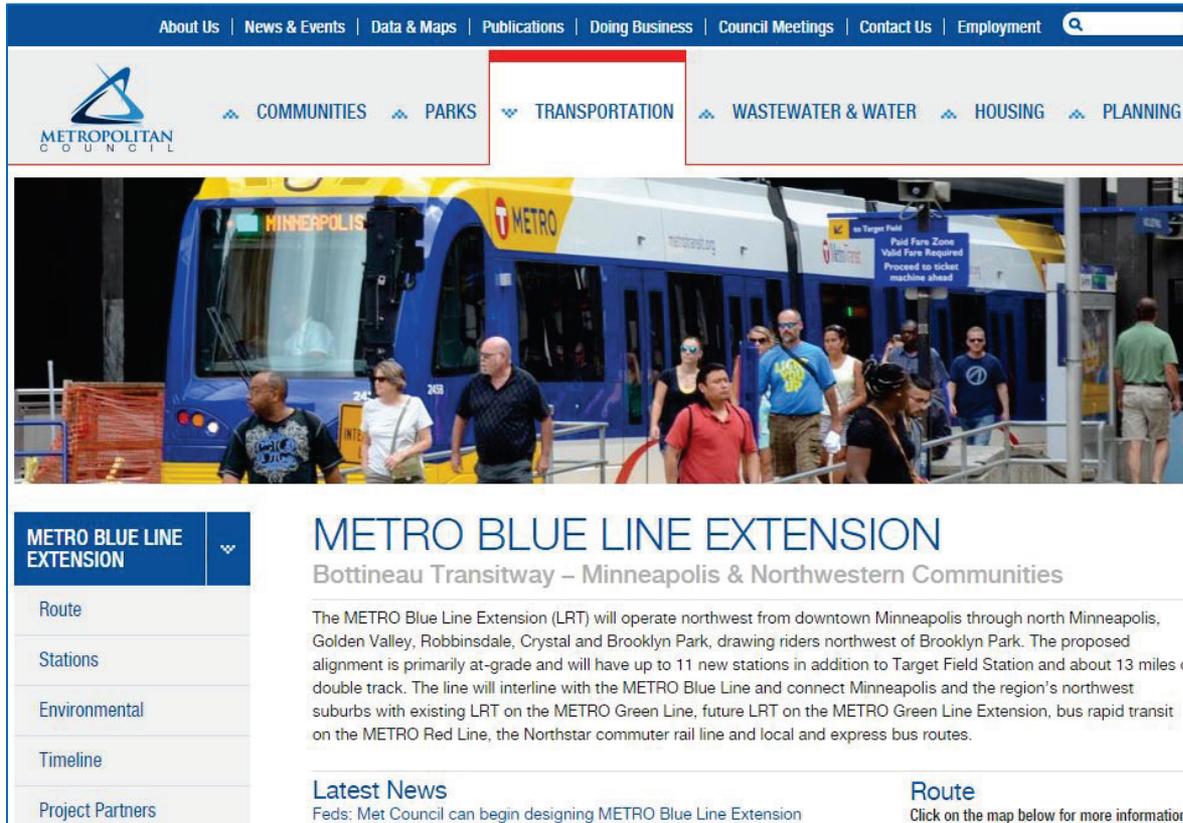
- Continue monthly coordination meetings
- Advance improvements necessary for BLRT
- Ensure improvements covered in FEIS
- Meeting with BNSF Fort Worth representatives in July



Next Meeting: July 9, 2015



More Information



The screenshot shows the Metropolitan Council website's navigation menu with 'TRANSPORTATION' selected. Below the menu is a photograph of a blue and yellow METRO Blue Line train at a station platform with passengers. The main content area features a sidebar with a dropdown menu for 'METRO BLUE LINE EXTENSION' and a main text block. The sidebar menu includes options for Route, Stations, Environmental, Timeline, and Project Partners. The main text block is titled 'METRO BLUE LINE EXTENSION' and 'Bottineau Transitway – Minneapolis & Northwestern Communities'. It contains a paragraph describing the project and two sections: 'Latest News' with a link to 'Feds: Met Council can begin designing METRO Blue Line Extension' and 'Route' with a link to 'Click on the map below for more information'.

About Us | News & Events | Data & Maps | Publications | Doing Business | Council Meetings | Contact Us | Employment

METROPOLITAN COUNCIL

COMMUNITIES | PARKS | **TRANSPORTATION** | WASTEWATER & WATER | HOUSING | PLANNING

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)

