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:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>No. of Attendees</th>
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<tbody>
<tr>
<td>May 28</td>
<td>Crystal: Crystal Community Center</td>
<td>50</td>
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<td>June 4</td>
<td>Minneapolis and Golden Valley: Harrison Rec. Ctr</td>
<td>137</td>
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<td>June 11</td>
<td>Robbinsdale: Robbinsdale Middle School</td>
<td>TBD</td>
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<td>June 17</td>
<td>Brooklyn Park: Brooklyn Park Community C. Ctr</td>
<td>TBD</td>
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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
- O METRO Blue Line Extension Stations
- METRO Blue Line Extension Alignment
- Technical Issues
- Relevant City Boundaries

Segments
- SP 1: Brooklyn Park 1
- SP 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
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

<table>
<thead>
<tr>
<th>Park and Ride Station</th>
<th>DEIS 2030 Forecast</th>
<th>2040 Build Capacity Unconstrained</th>
<th>2040 Build Capacity Constrained</th>
<th>2020 Build Capacity Constrained</th>
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<tr>
<td>Oak Grove Pkwy</td>
<td>800</td>
<td>725</td>
<td>725</td>
<td>550</td>
</tr>
<tr>
<td>63rd Ave</td>
<td>725</td>
<td>800</td>
<td>775</td>
<td>675</td>
</tr>
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<td>Robbinsdale Transit Center</td>
<td>500</td>
<td>850</td>
<td>525</td>
<td>450</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2025</strong></td>
<td><strong>2375</strong></td>
<td><strong>2025</strong></td>
<td><strong>1675</strong></td>
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- 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: 63$^{rd}$ Station and Park and Ride from DEIS

- Platform north of 63$^{rd}$ Ave
- Park and ride
  - Called for 160 additional spaces; on top of 566 existing spaces
  - Capacity added with 3$^{rd}$ level to existing 2-level ramp
- Pedestrian access from 63$^{rd}$ 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

<table>
<thead>
<tr>
<th>Option</th>
<th># of Spaces Added</th>
<th>Total Spaces</th>
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<tbody>
<tr>
<td>1. Add 3rd level to existing ramp*</td>
<td>~270</td>
<td>&gt;800</td>
</tr>
<tr>
<td>2. Add 2nd new ramp north of existing ramp</td>
<td>208</td>
<td>749</td>
</tr>
<tr>
<td>3. Add surface lot north of existing ramp</td>
<td>149</td>
<td>715</td>
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*Current parking ramp not designed to accommodate additional levels without substantial structural modifications
Technical Issue #8: 63rd Park and Ride Option 1

>800 spaces
Technical Issue #8: 63rd Park and Ride

Option 2

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

Parking Summary
- Existing Parking Structure (2 levels) 541 spaces
- New Parking Structure Expansion (2 levels) 206 spaces
- Total Parking 749 spaces
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
- Proposed Bus Stop
- Proposed Bus Route

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

ISSUES

1. Center Platform
2. Platform Access

LEGEND

- Existing ROW / Property Line
- Proposed ROW
- Signalized Intersection
- Proposed Bus Routes (705, 720, 723, 724)
- Existing Bus Stop
- Proposed Bus Stop
- Center Median Pedestrian Refuges
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
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 in July
Next Meeting: July 9, 2015
More Information

Website: BlueLineExt.org
Email: BlueLineExt@metrotransit.org
Twitter: @BlueLineExt