Today’s Topics

• Outreach Update
• TI #6: Robbinsdale Station
• TI #7: West Broadway Crossing
• TI #11: Oak Grove Parkway
• TI #12: OMF
• Freight Update
• Environmental Update
• Station Area Planning Update
Outreach Update
July/Aug Community Open Houses

• Estimated attendees: 260
• Number of comments received: 125
• Key themes:
  ß Supportive of project
  ß Concerned about
    • Traffic impacts
    • Parking
    • Safety/security
    • Property impacts
• Meeting materials and comment summaries available on project website
Upcoming Community Open Houses

• Targeting Oct 15 – 28
• Environmentally focused:
  ß Noise/vibration
  ß Water resources
  ß Stormwater
  ß Cultural resources
  ß Wildlife
• Updated roll-plots
Technical Issues Update
Technical Issues
Technical Issue #6: Robbinsdale Station
Robbinsdale Station: DEIS
Robbinsdale Station: Issues to be Resolved

- Pedestrian movements at 41st Ave N
  - Study grade separation of pedestrian crossing
- Grade separation of LRT at 42nd Ave N
- Station location, parking ramp and future development
  - Location of station and parking ramp, size of ramp with room for development
- Traffic improvements
  - Analyze traffic with addition of LRT and parking ramp
Robbinsdale Station: Pedestrian Movements at 41st Ave N

- Analyzed potential to grade separate pedestrian crossing at 41st Ave N
- Grade separation on north side impacts park land and public safety complex
- Grade separation on south side impacts residential and institutional (Sacred Heart Church parking lot)
- Advance design and safety measures for at-grade design
Robbinsdale Station: Pedestrian Movements at 41st Ave N
Robbinsdale Station: Pedestrian Movements at 41st Ave N

View from 41st Avenue North Towards Police Station
Robbinsdale Station: Pedestrian Movements at 41st Ave N

View from 41st Avenue North Towards Police Station
Robbinsdale Station: Grade Separation of LRT at 42\textsuperscript{nd} Ave N

- Concerns about traffic impacts with at grade crossing
- Analyzed grade separation: LRT over and LRT under at 42\textsuperscript{nd} Ave N
- LRT Over 42\textsuperscript{nd} Ave N: more right of way impacts and visual impacts to downtown
- LRT Under 42\textsuperscript{nd} Ave N: below grade station with high retaining walls and limited visibility to and from downtown
Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities

• Station
  - DEIS side platform between 42nd and 41st
  - Desire to improve visibility to and from platform to downtown: explore shifting platform to improve visibility
  - Passenger drop off on south side of parking ramp

• Parking ramp
  - DEIS proposed 500 capacity parking ramp
  - Analyzed other sites for parking ramp, but parking ramp adjacent to station provides best access to/from station
Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities Cont.

• Parking ramp (continued)
  ß Relocate transit center function currently at Hubbard Marketplace into parking ramp
  ß 550 space park and ride structure

• Development opportunities
  ß Room for development on north and east sides of ramp
Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities
Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities

Alternative Development Opportunity
Robbinsdale Station: Traffic Improvements

• Existing and future traffic analyzed

• Improvements to be made:
  β Left-turn lanes on West Broadway to 42\textsuperscript{nd} Ave
  β Left-turn phasing on West Broadway and westbound on 42\textsuperscript{nd}
  β Retiming the West Broadway and 42\textsuperscript{nd} traffic signal to optimize operations

• With improvements, West Broadway and 42\textsuperscript{nd} will operate with acceptable levels
Robbinsdale Station: Traffic Improvements
Robbinsdale Station: Recommendations

- Pedestrian movements at 41\textsuperscript{st} Ave N
  - Maintain at grade
  - Continue to explore design and safety aspects of crossing

- LRT crossing at 42\textsuperscript{nd} Ave N
  - Maintain at grade crossing with gates at 42\textsuperscript{nd} Ave N
Robbinsdale Station: Recommendations

• Station, parking ramp location and development opportunities
  - Center platform with opportunity to shift south for better connections and visibility into downtown
  - 550 space park and ride adjacent to station with incorporated transit center function
  - Opportunity for development

• Associated traffic improvements
  - Acceptable traffic operations in 2040 with LRT and ramp with modifications to West Broadway and 42nd Ave
Technical Issue #7:
West Broadway Crossing
West Broadway Crossing: DEIS Configuration
Issues To Be Resolved:

• Rail crossing of West Broadway in Crystal
  ◆ Provide quiet zone ready crossing
  ◆ Provide for safe pedestrian, bicycle and vehicle crossing
  ◆ Maintain access to neighborhoods on east and west sides
  ◆ Maintain continuity of the County Road
  ◆ Limit property impacts
West Broadway Crossing: Proposed Crossing
West Broadway Crossing Recommendation

• Proceed with design
  ß Quiet zone ready design
  ß Roundabout on east side
  ß Maintain full access to 48th Ave/Welcome Ave

• Continue coordination with City of Crystal and Hennepin County
Technical Issue #11: Oak Grove Parkway
Oak Grove Parkway: DEIS Station Location
Issues To Be Resolved:

• Location of LRT station and park and ride facility
  ß Determine location of LRT station north of TH 610
  ß Determine location of park and ride facility
  ß Determine roadway and utility network necessary for BLRT opening day
  ß Analyze how BLRT improvement fits within future development scenarios
  ß Continue collaboration with City of Brooklyn Park, Hennepin County, Target and MnDOT
Oak Grove Parkway: Station, Parking Ramp Location & Future Development

• Station
  - DEIS located station west side of existing West Broadway south of Oak Grove Parkway
  - Desire to improve visibility to and from platform to downtown: explore shifting platform to improve visibility
  - Provide pedestrian and bicycle friendly environment
  - Provide center platform

• Parking ramp
  - DEIS proposed 900 capacity parking ramp adjacent to station
  - Analysis Indicates required parking capacity of 750
  - Support development opportunities
Oak Grove Parkway: Station Location
Oak Grove Parkway: Park & Ride Location
Oak Grove Parkway: West Broadway Cross Section

SECTION A
West Broadway Avenue
Oak Grove Parkway: BLRT Opening Day Requirements

- Station
- Parking ramp
  - 750 space park and ride
  - Accommodate development opportunities
- Roadway network
  - West Broadway from TH 610 through Oak Grove Parkway
  - Oak Grove Parkway through West Broadway intersection
  - Main Street through West Broadway intersection
  - Road west of ramp from Oak Grove Parkway to Main
Oak Grove Parkway: Opening Day Requirements
Oak Grove Parkway: Recommendation

• Station
  • Center platform station west of West Broadway between Oak Grove Parkway and Main Street

• Parking ramp
  • Approximately 750 space park and ride west of West Broadway between Oak Grove Parkway and Main Street
  • Ramp designed to support development opportunities
Oak Grove Parkway: Recommendation (Cont.)

• Roadway
  • Construct West Broadway with wide center median
  • Account for Xcel transmission lines
  • Construct Oak Grove Parkway from Target Campus to 101st west of OMF
  • Construct Main Street and intersection to ramp
  • Construct road west of Park and Ride from Oak Grove Parkway to Main Street
  • Develop cost participation scenario for roadway improvements
Technical Issue #12: Operations and Maintenance Facility (OMF)
OMF DEIS Locations
DEIS Assumptions

• Location
  ß Included two OMF locations:
    ß 1: 93rd Ave N/West Broadway
    ß 2: 101st Ave N/Winnetka Ave N
  ß Private development on 93rd site eliminated this location

• Size
  ß Up to 15 acre site
Operations and Maintenance Facility: Location & Size

• Location
  β Property at 101st Ave N/Winnetka analyzed
  β Recommended location considered preserving property for future development, avoiding wetlands, and avoiding park and trail impacts

• Size
  β Initially proposed 14.25 acre site
  β Reduced footprint by tightening track radius, realigning internal functions, and eliminating ring road
Operations and Maintenance Facility
Operations and Maintenance Facility

Roadway Extension to Approx. Northern Park Limits and Trail Underpass

Three Rivers Park District

OMF Site 10.8 Acres Within Fence

Remaining City Property Approx. 20.6 Acres

MCES Sanitary Interceptor

Future Interchange

101st Ave N

Grace Church

Oak Grove Parkway
OMF Recommendation

• Location near 101st Ave N and new Xylon Ave N in north/south orientation

• Continued design coordination with City
Technical Issue #13:
Freight Rail Update
BNSF Coordination Update

• Dialogue continues regarding use of BNSF corridor
• BPO must propose improvements consistent with BNSF Commuter Principles
  β “Any commuter operation cannot degrade BNSF’s freight service, negatively affect BNSF’s freight customers or BNSF’s ability to provide them with service”
  β “BNSF will not incur any liability for commuter operations that it would not have but for those operations”
Managing Potential Impacts to Current/Future BNSF Freight Service

• Preserve BNSF’s ability to make a future capacity improvement within the remaining right of way in a configuration that can be constructed today without any LRT facilities

• Meeting this Commuter Principle will require reconstruction of bridges over the BNSF corridor at Plymouth Avenue, Theodore Wirth Parkway, Golden Valley Road, and 36th Avenue
Plymouth Avenue: Existing Freight
Plymouth Avenue: Proposed Opening Day
Theodore Wirth Parkway: Existing Freight
Theodore Wirth Parkway: Proposed Opening Day
Golden Valley Road: Existing Freight
Golden Valley Road: Proposed Opening Day
36th Avenue: Existing Freight
36th Avenue: Proposed Opening Day
Managing Potential Liability Due to LRT Facilities

• Design and build appropriate separation or physical barrier to ensure safe operations in the event of a freight or LRT derailment

• Implement Corridor Protection Treatments, combining horizontal and vertical separation with other physical and technical solutions
  - Ditch
  - Wall
  - Retained embankment
  - Intrusion detection
Potential Corridor Protection Treatment: Ditch
Potential Corridor Protection Treatment: Wall
Potential Corridor Protection Treatment: Retained Embankment
Locations With Poor Soil Suitability

- Located commonly on BNSF corridor from TH 55 to 36th Avenue
- Geotechnical explorations found peat, organic clay, and soft clay, often at significant depth
- Range of soil stabilization techniques necessary to support LRT and freight in some locations
  - Load transfer platform over controlled modulus columns
  - Conventional bridge
Soil Stabilization Example: Load Transfer Platform Over Controlled Modulus Columns

Two way grid of engineered columns

Image from DGI-Menard, Inc.
Soil Stabilization Example: Conventional Bridge At Grimes & Golden Valley Ponds
Soil Stabilization Example: Conventional Bridge At Grimes & Golden Valley Ponds
BNSF Coordination Next Steps

• Continue policy and technical dialogue with local and national BNSF representatives
• Inform BLRT committees and the public
• Include necessary improvements in BLRT Final Environmental Impact Statement
Environmental Update
Environmental: Sochacki Park

• DEIS discussed potential for temporary impacts during construction

• Detailed review of options for construction access for equipment / materials indicates that use of Sochacki Park is best option to avoid other impacts
Environmental Update: Sochacki Park

Sochacki Park is approximately 37.4 acres. The park is linear with the northern segment being relatively narrow.

If the park is being used for construction access and staging, the narrow northern segment would likely need to be secured by the contractor and off limits to the public.

The southern portion of the park (approximately 13.2 acres) could likely remain open with public access provided for pedestrians and bicyclists via Dresden Lane or through Mary Hills Nature Area Trail System.
Sochacki Park: Next Steps

• Continue to engage MnDNR and NPS to complete Section 6(f) process
• Engage park stakeholders and users
• Identify options for construction use (if allowed)
  ß Limitations on type and duration of activities
  ß Commitments to maintain access for park users
  ß Provisions to ensure safety of park users / staff
  ß Commitments for restoration after use
Member and Committee Reports/Public Forum
Next CAC Meeting: October 5, 2015
More Information

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