



# Community Advisory Committee

September 8, 2015



# 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:
  - § Supportive of project
  - § Concerned about
    - Traffic impacts
    - Parking
    - Safety/security
    - Property impacts
- Meeting materials and comment summaries available on project website



# Upcoming Community Open Houses

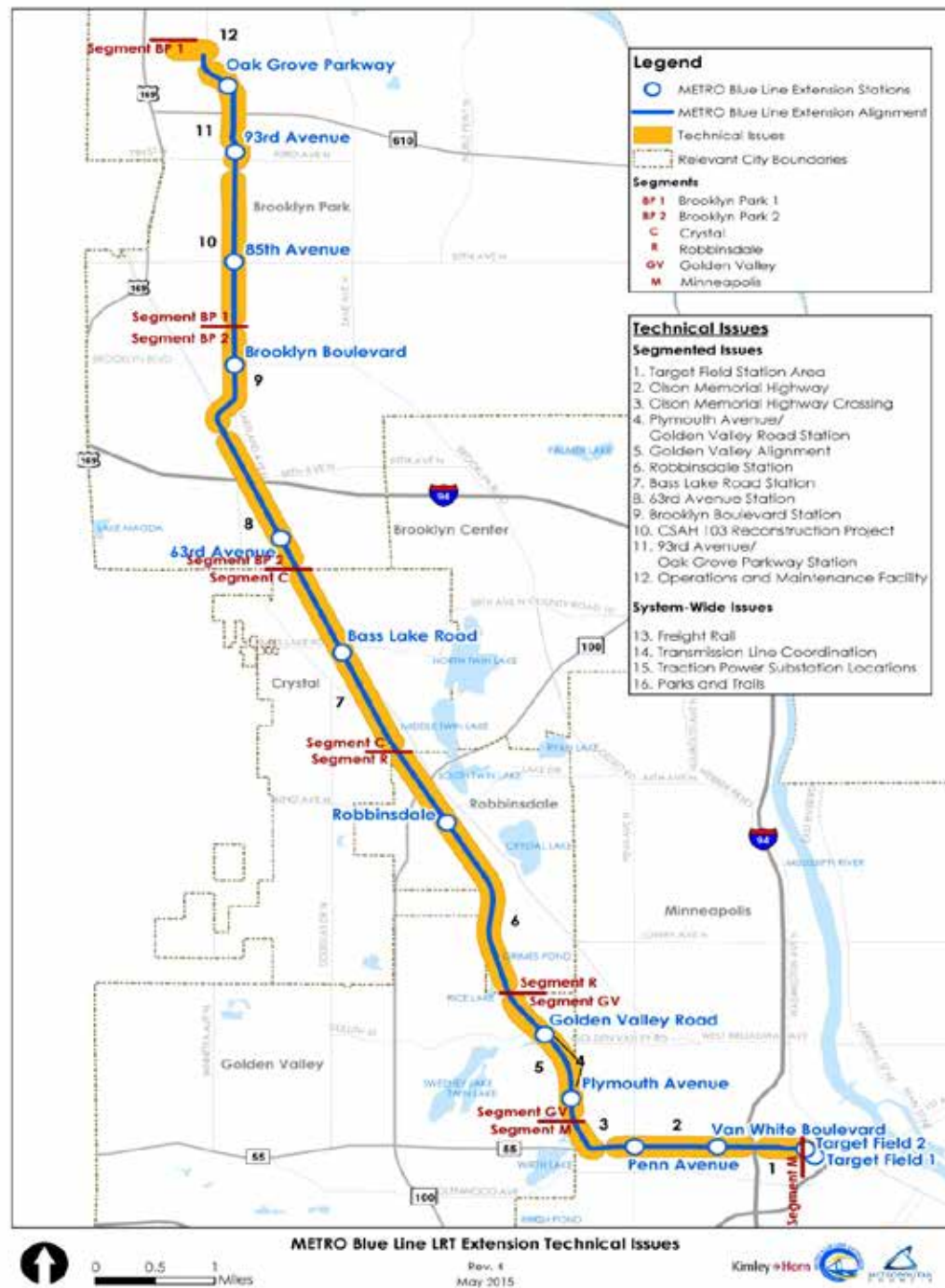
- Targeting Oct 15 – 28
- Environmentally focused:
  - § Noise/vibration
  - § Water resources
  - § Stormwater
  - § Cultural resources
  - § Wildlife
- Updated roll-plots



# Technical Issues Update



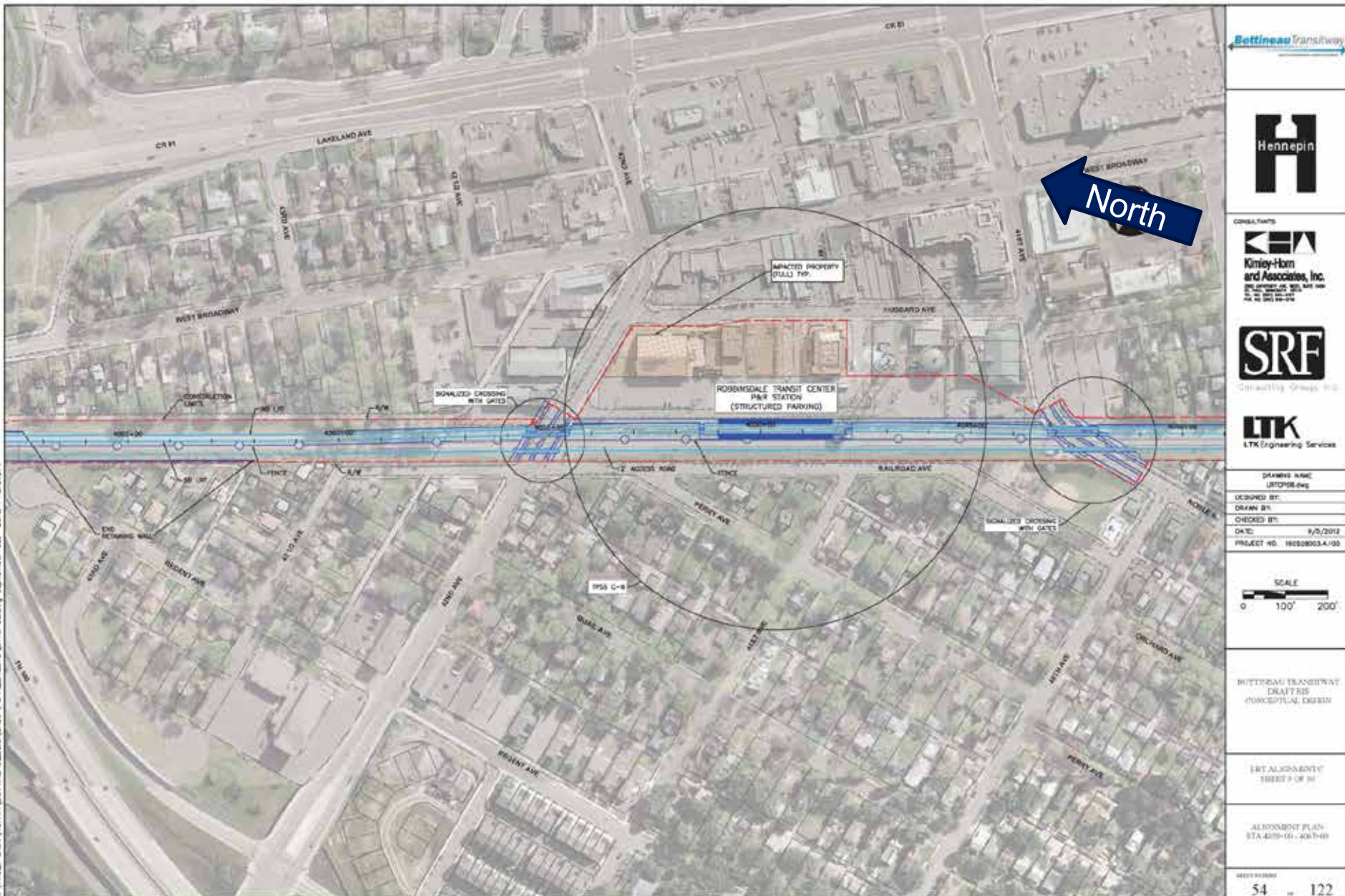
# Technical Issues



# **Technical Issue #6: Robbinsdale Station**







# Robbinsdale Station: Issues to be Resolved

- Pedestrian movements at 41<sup>st</sup> Ave N
  - § Study grade separation of pedestrian crossing
- Grade separation of LRT at 42<sup>nd</sup> 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



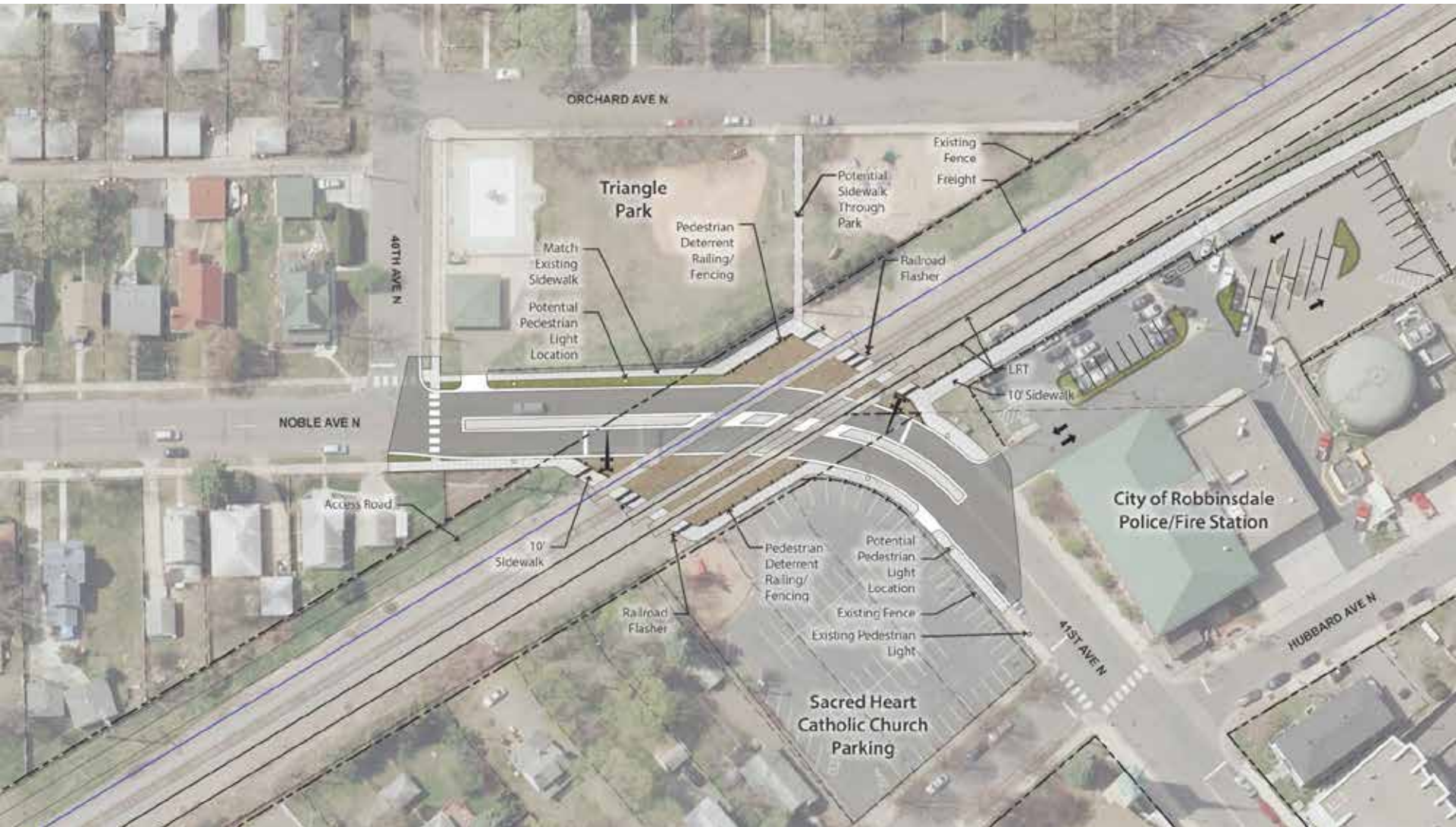
# Robbinsdale Station: Pedestrian Movements at 41<sup>st</sup> Ave N

- Analyzed potential to grade separate pedestrian crossing at 41<sup>st</sup> 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 41<sup>st</sup> Ave N



# Robbinsdale Station: Pedestrian Movements at 41<sup>st</sup> Ave N



View from 41<sup>st</sup> Avenue North Towards Police Station





# Robbinsdale Station: Pedestrian Movements at 41<sup>st</sup> Ave N



View from 41<sup>st</sup> Avenue North Towards Police Station



# Robbinsdale Station: Grade Separation of LRT at 42<sup>nd</sup> Ave N

- Concerns about traffic impacts with at grade crossing
- Analyzed grade separation: LRT over and LRT under at 42<sup>nd</sup> Ave N
- LRT Over 42<sup>nd</sup> Ave N: more right of way impacts and visual impacts to downtown
- LRT Under 42<sup>nd</sup> 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 42<sup>nd</sup> and 41<sup>st</sup>
- § 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



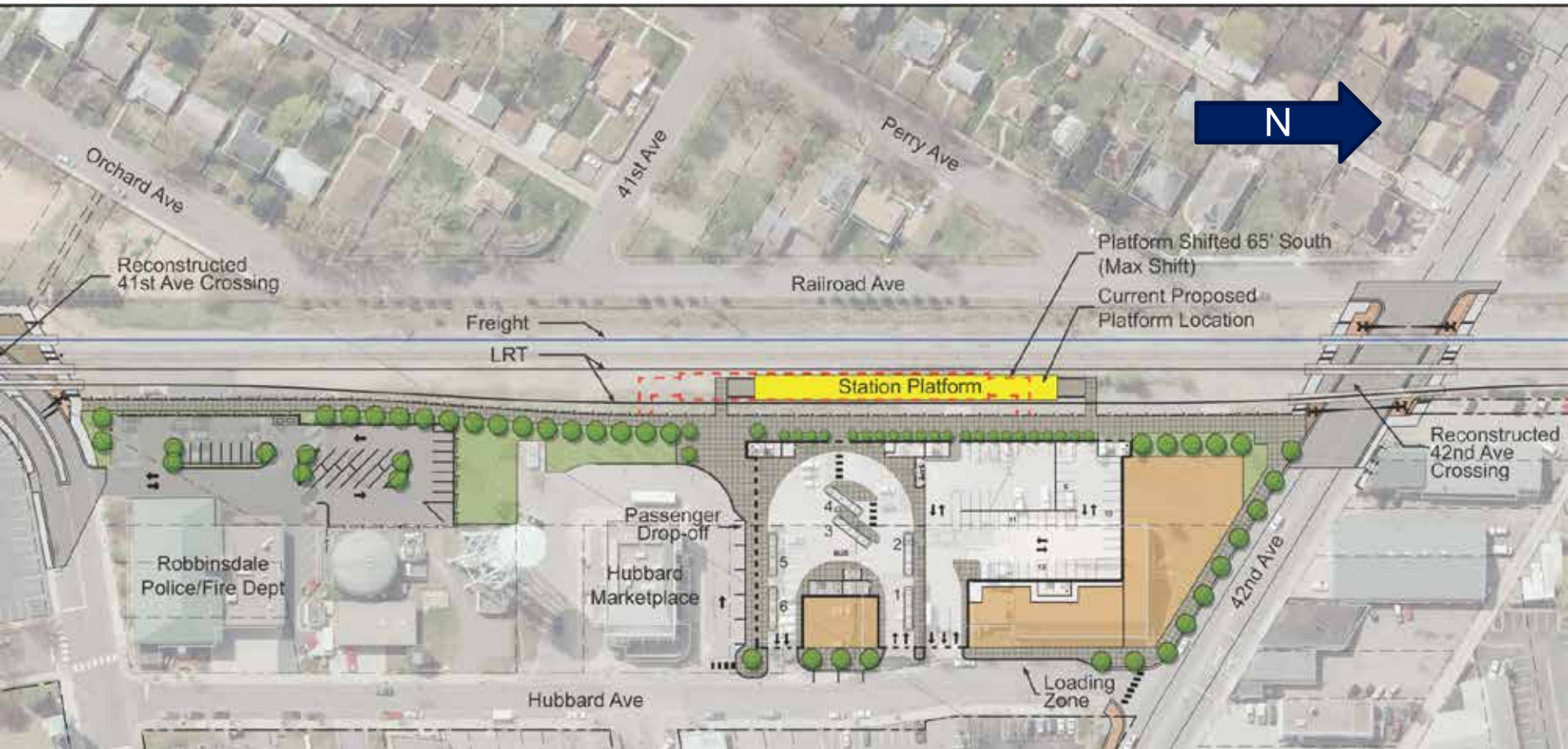


# Robbinsdale Station: Station, Parking Ramp Location & Development Opportunities Cont.

- Parking ramp (continued)
  - § Relocate transit center function currently at Hubbard Marketplace into parking ramp
  - § 550 space park and ride structure
- Development opportunities
  - § 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

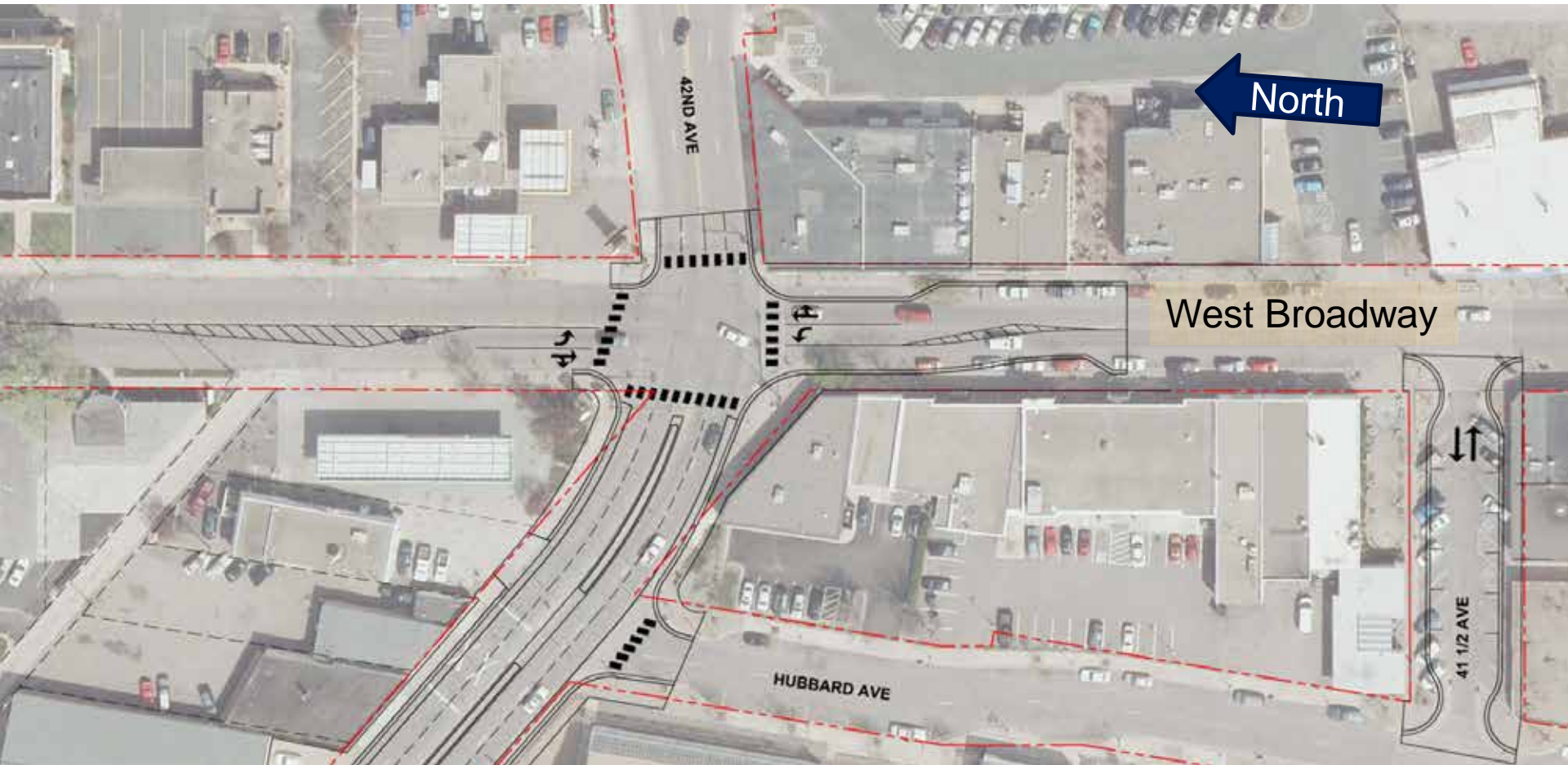
# Robbinsdale Station: Traffic Improvements

- Existing and future traffic analyzed
- Improvements to be made:
  - § Left-turn lanes on West Broadway to 42<sup>nd</sup> Ave
  - § Left-turn phasing on West Broadway and westbound on 42<sup>nd</sup>
  - § Retiming the West Broadway and 42<sup>nd</sup> traffic signal to optimize operations
- With improvements, West Broadway and 42<sup>nd</sup> will operate with acceptable levels





# Robbinsdale Station: Traffic Improvements



# Robbinsdale Station: Recommendations

- Pedestrian movements at 41<sup>st</sup> Ave N
  - § Maintain at grade
  - § Continue to explore design and safety aspects of crossing
- LRT crossing at 42<sup>nd</sup> Ave N
  - § Maintain at grade crossing with gates at 42<sup>nd</sup> 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 42<sup>nd</sup> Ave

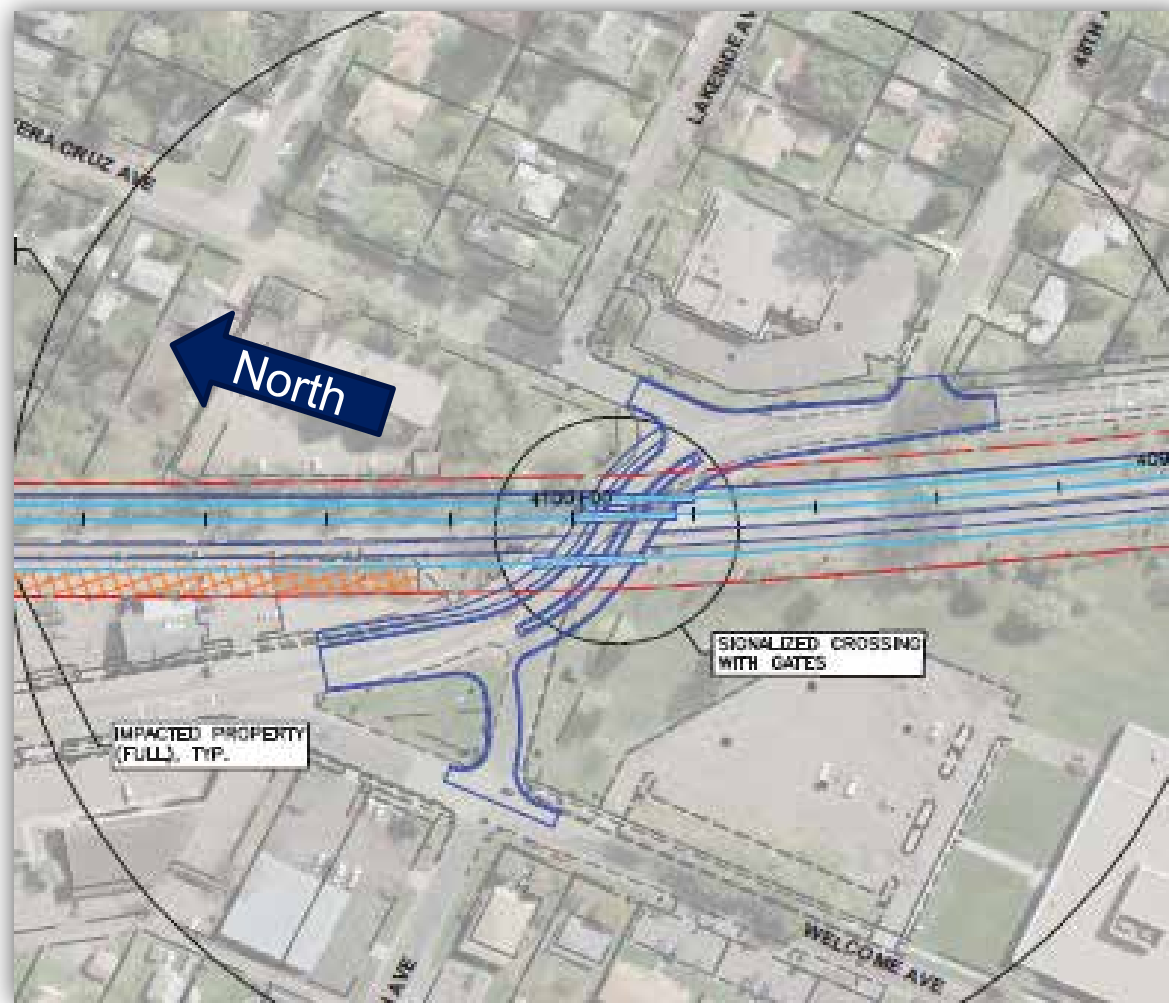


# **Technical Issue #7: West Broadway Crossing**





# 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
  - § Quiet zone ready design
  - § Roundabout on east side
  - § Maintain full access to 48<sup>th</sup> Ave/Welcome Ave
- Continue coordination with City of Crystal and Hennepin County



# Technical Issue #11: Oak Grove Parkway





# Oak Grove Parkway: DEIS Station Location





Bottineau Transitway



Hennepin

CONSULTANTS



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TEL: 734.963.4000 FAX: 734.963.4001



SRF



LTK  
LTK Engineering Services

DESIGNED BY: LTK ENGINEERING

DRAWN BY: LTK ENGINEERING

CHECKED BY: LTK ENGINEERING

DATE: 5/10/2014

PROJECT NO: 10028003 & 100

SCALE



0 100 200

BOTTINEAU TRANSITWAY  
DRAFT EIS  
CONCEPTUAL DESIGN

LRT SEGMENT B  
SHEET 2 OF 24

ALIGNMENT PLAN  
STA 1100+00 - 1100+00

SHEET NUMBER  
23 OF 122

# Issues To Be Resolved:

- Location of LRT station and park and ride facility
  - § Determine location of LRT station north of TH 610
  - § Determine location of park and ride facility
  - § Determine roadway and utility network necessary for BLRT opening day
  - § Analyze how BLRT improvement fits within future development scenarios
  - § 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

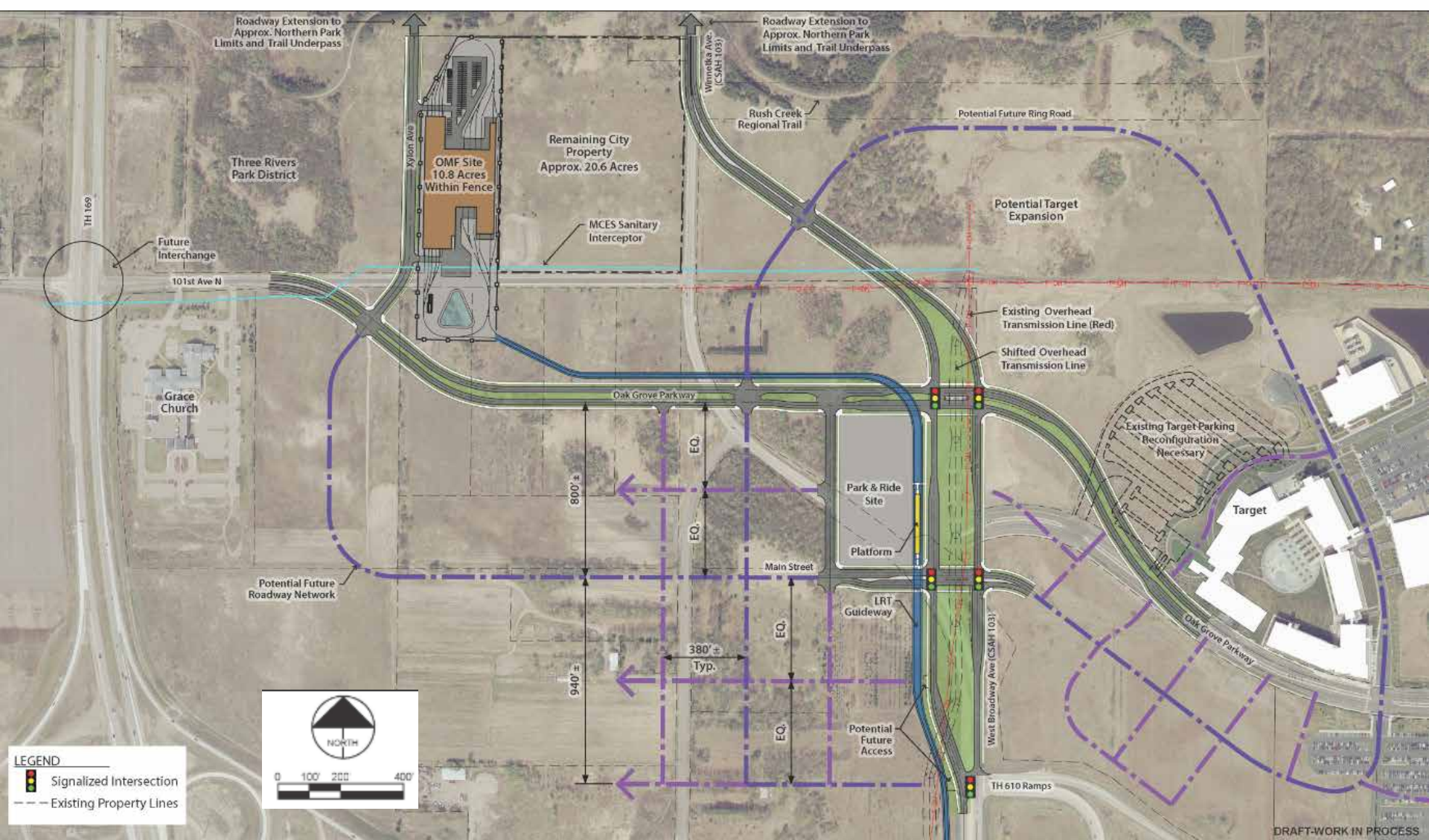
- Parking ramp

- § DEIS proposed 900 capacity parking ramp adjacent to station
- § Analysis Indicates required parking capacity of 750
- § Support development opportunities



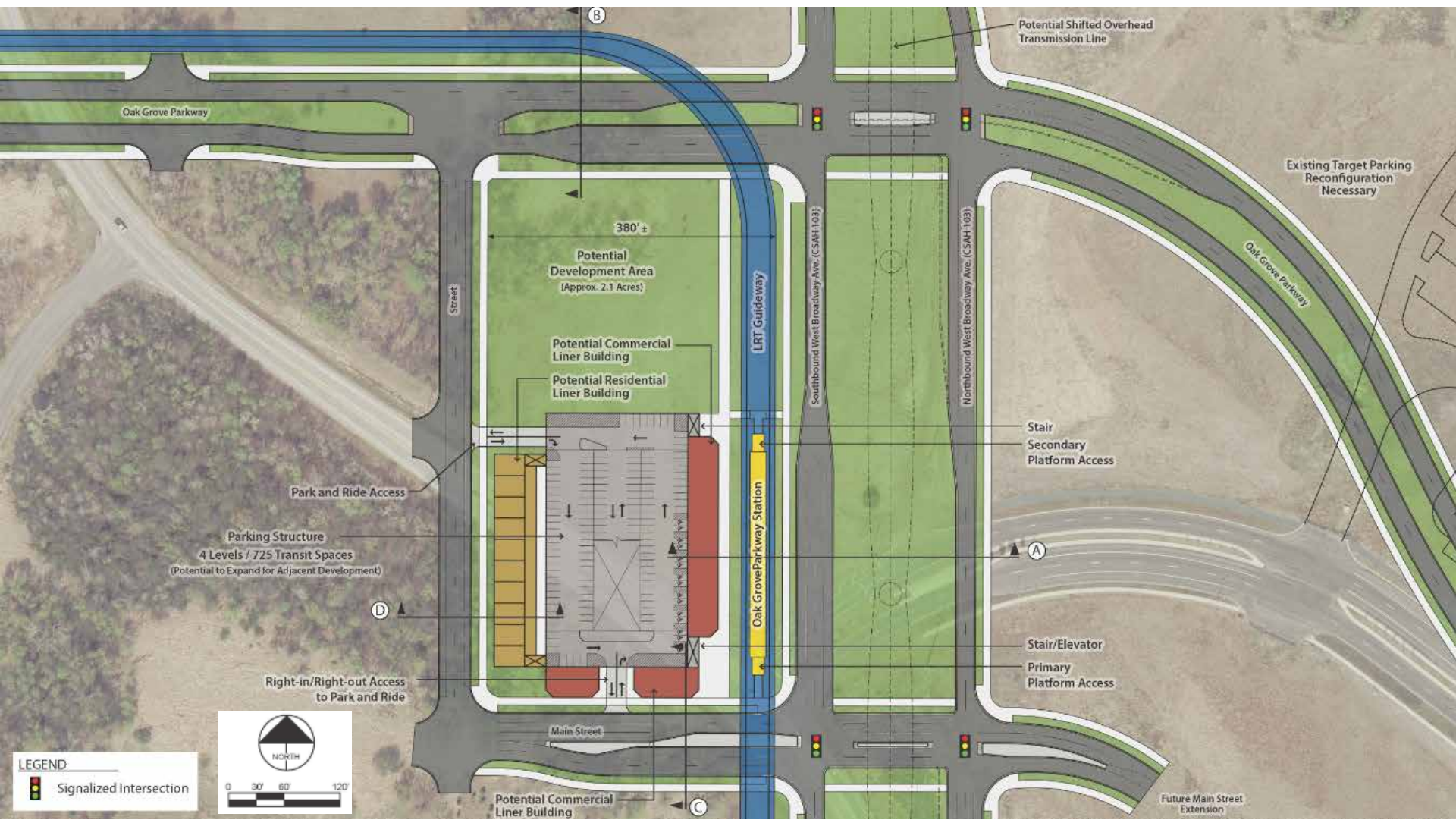


# Oak Grove Parkway: Station Location





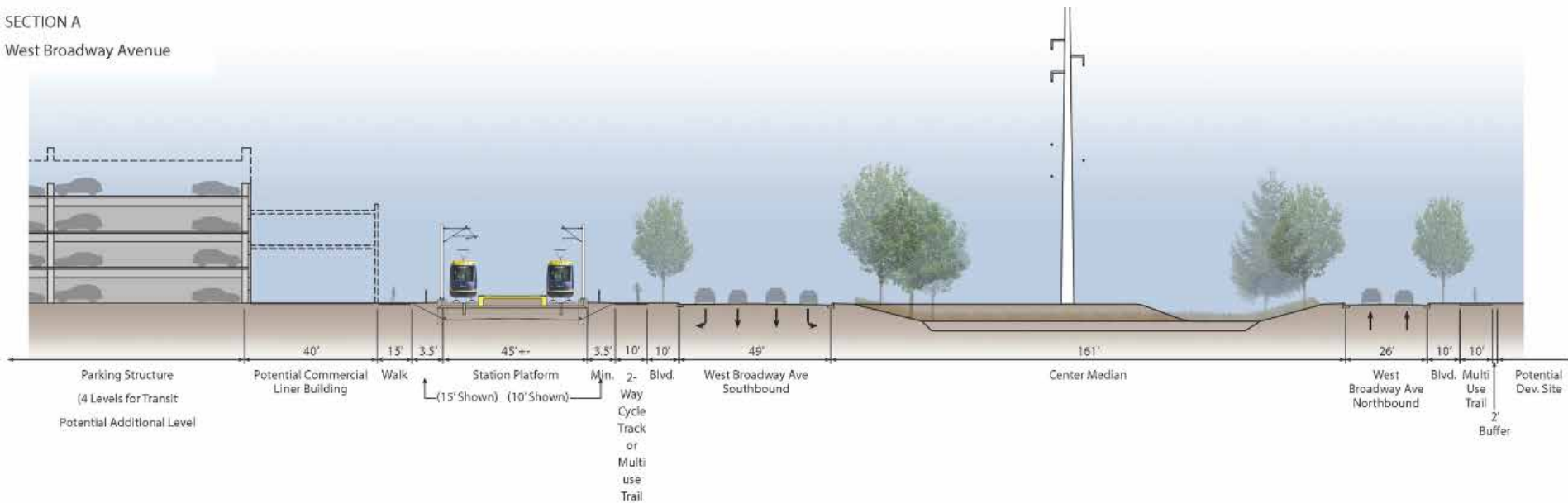
# Oak Grove Parkway: Park & Ride Location



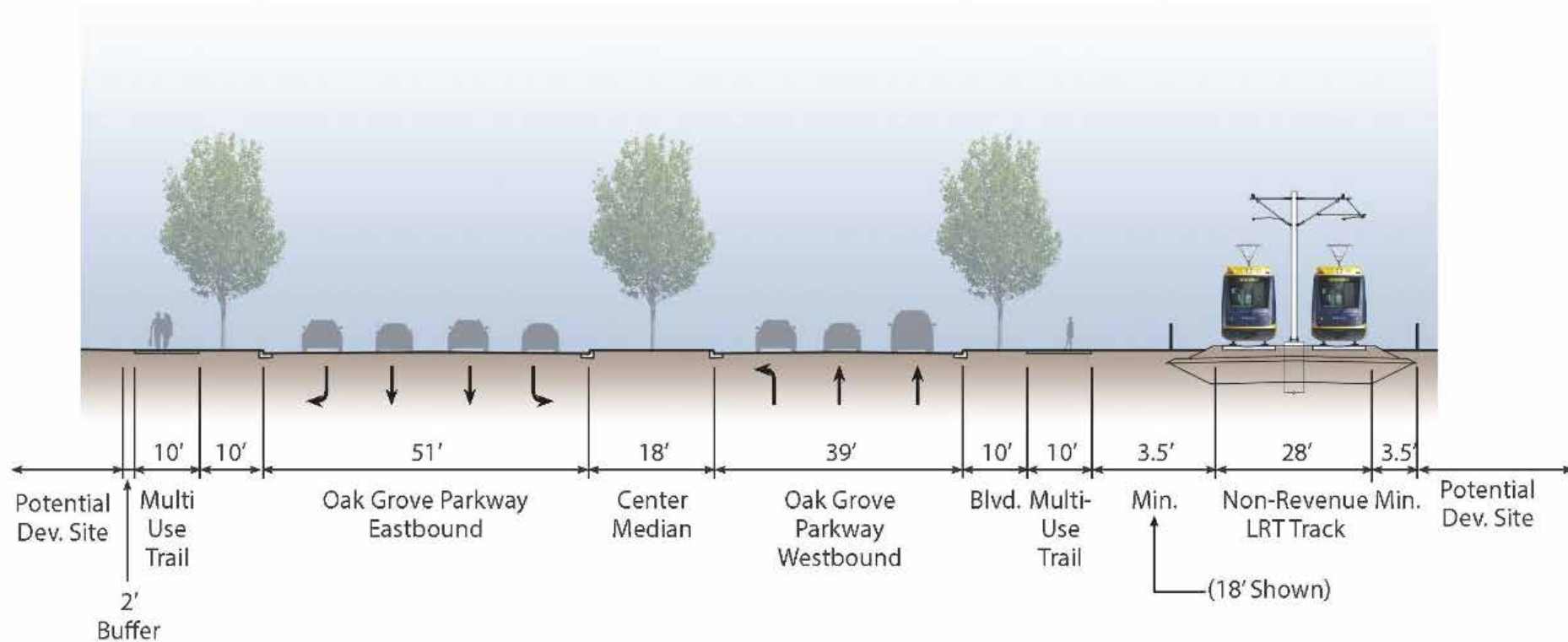
# Oak Grove Parkway: West Broadway Cross Section

SECTION A

West Broadway Avenue



# Oak Grove Parkway: Oak Grove Parkway Cross Section



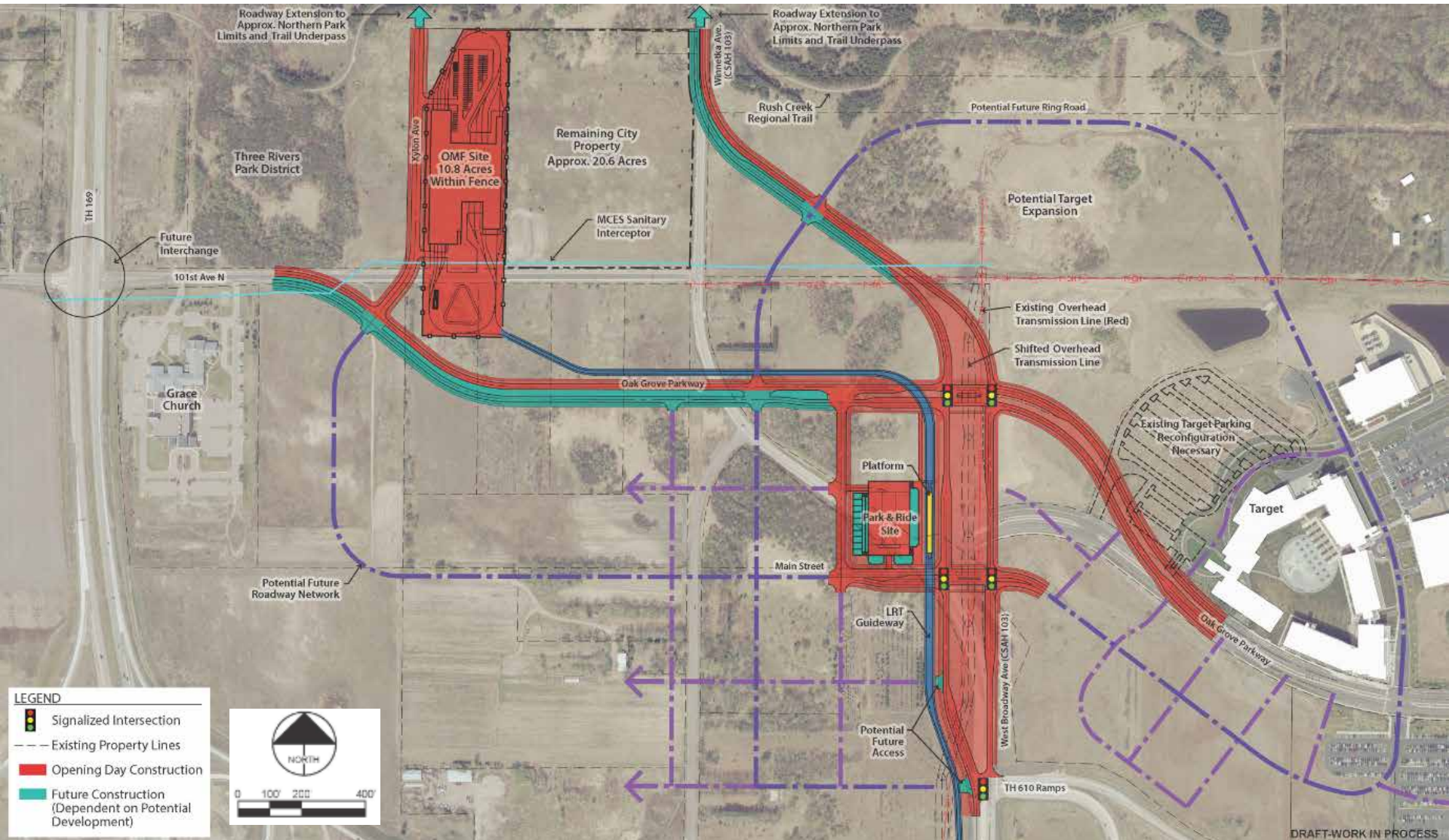
# Oak Grove Parkway: BLRT Opening Day Requirements

- 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

- § Included two OMF locations:

- § 1: 93<sup>rd</sup> Ave N/West Broadway

- § 2: 101<sup>st</sup> Ave N/Winnetka Ave N

- § Private development on 93<sup>rd</sup> site eliminated this location

- Size

- § Up to 15 acre site



# Operations and Maintenance Facility: Location & Size

- Location

- § Property at 101<sup>st</sup> Ave N/Winnetka analyzed

- § Recommended location considered preserving property for future development, avoiding wetlands, and avoiding park and trail impacts

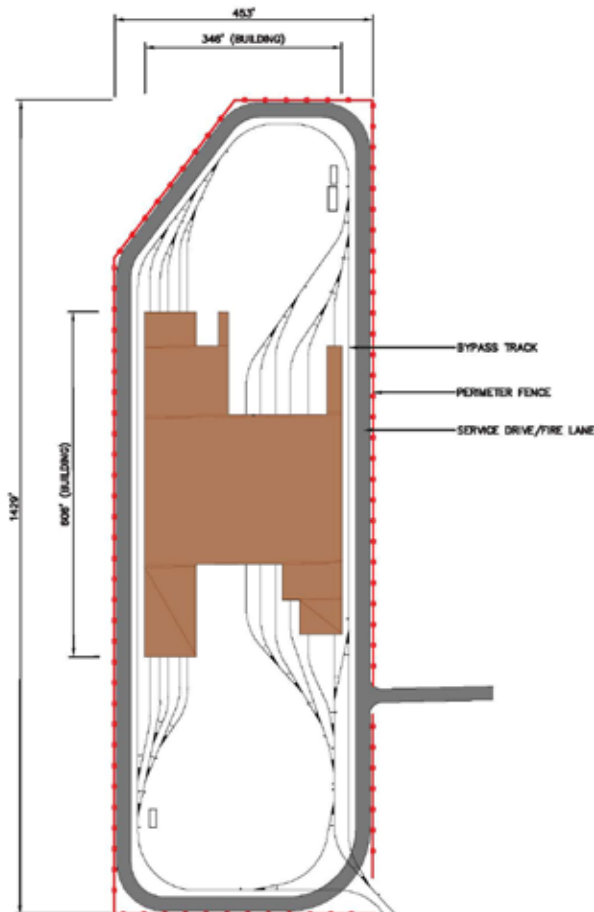
- Size

- § Initially proposed 14.25 acre site

- § Reduced footprint by tightening track radius, realigning internal functions, and eliminating ring road

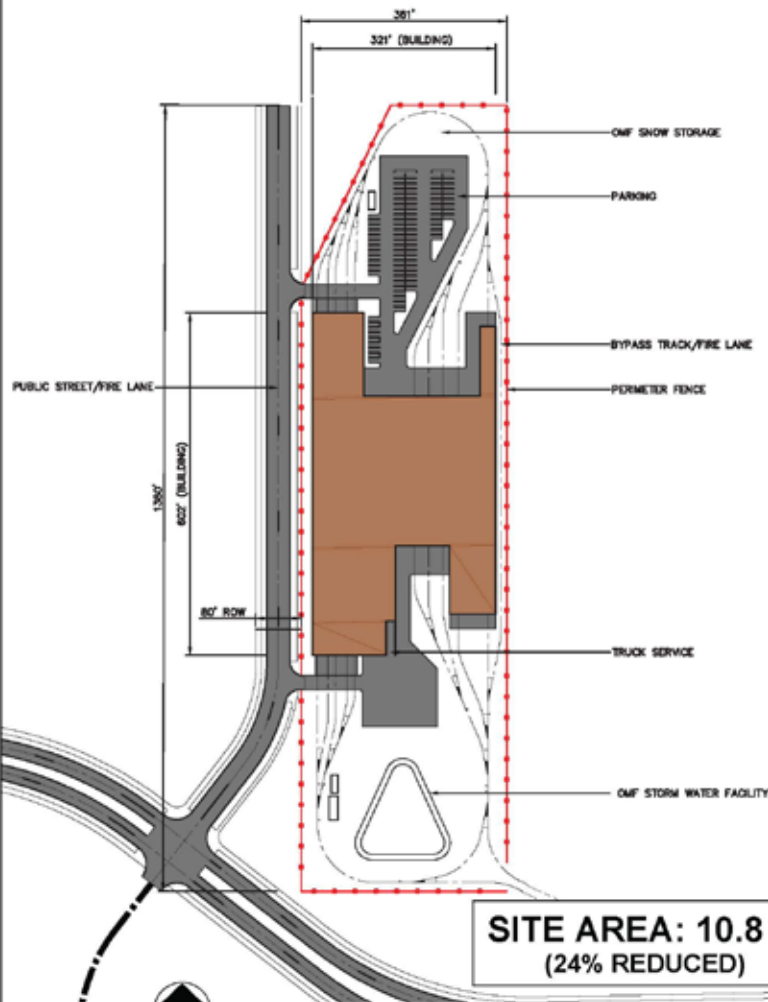


# Operations and Maintenance Facility



**SITE AREA: 14.25 AC**

**PROPOSED OMF FACILITIES**



**SITE AREA: 10.8 AC  
(24% REDUCED)**

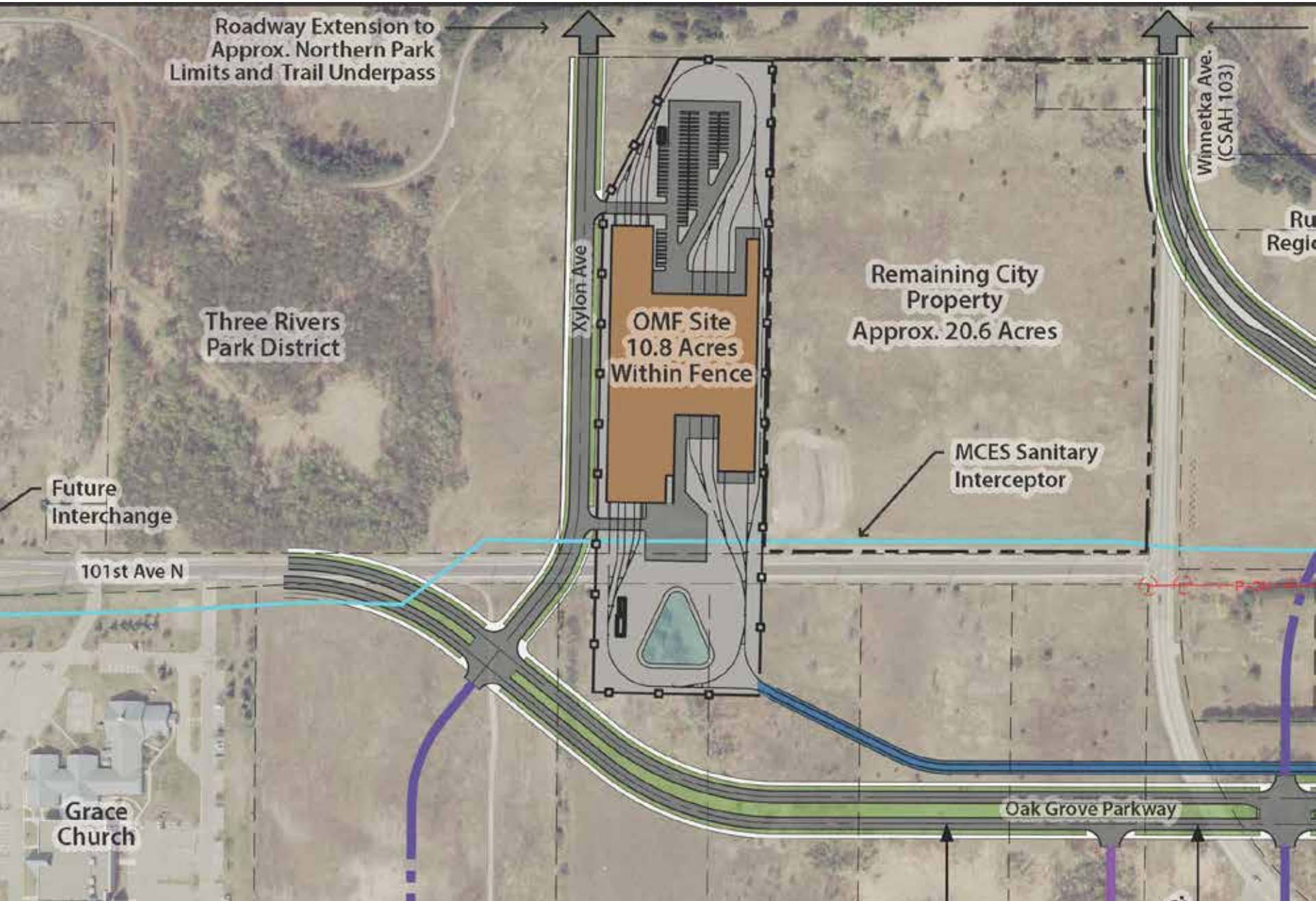
**PROPOSED OMF FACILITIES- DOWNSIZED**

DRAFT-WORK IN PROCESS





# Operations and Maintenance Facility



# OMF Recommendation

- Location near 101<sup>st</sup> 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
  - § “Any commuter operation cannot degrade BNSF’s freight service, negatively affect BNSF’s freight customers or BNSF’s ability to provide them with service”
  - § “BNSF will not incur any liability for commuter operations that it would not have but for those operations”



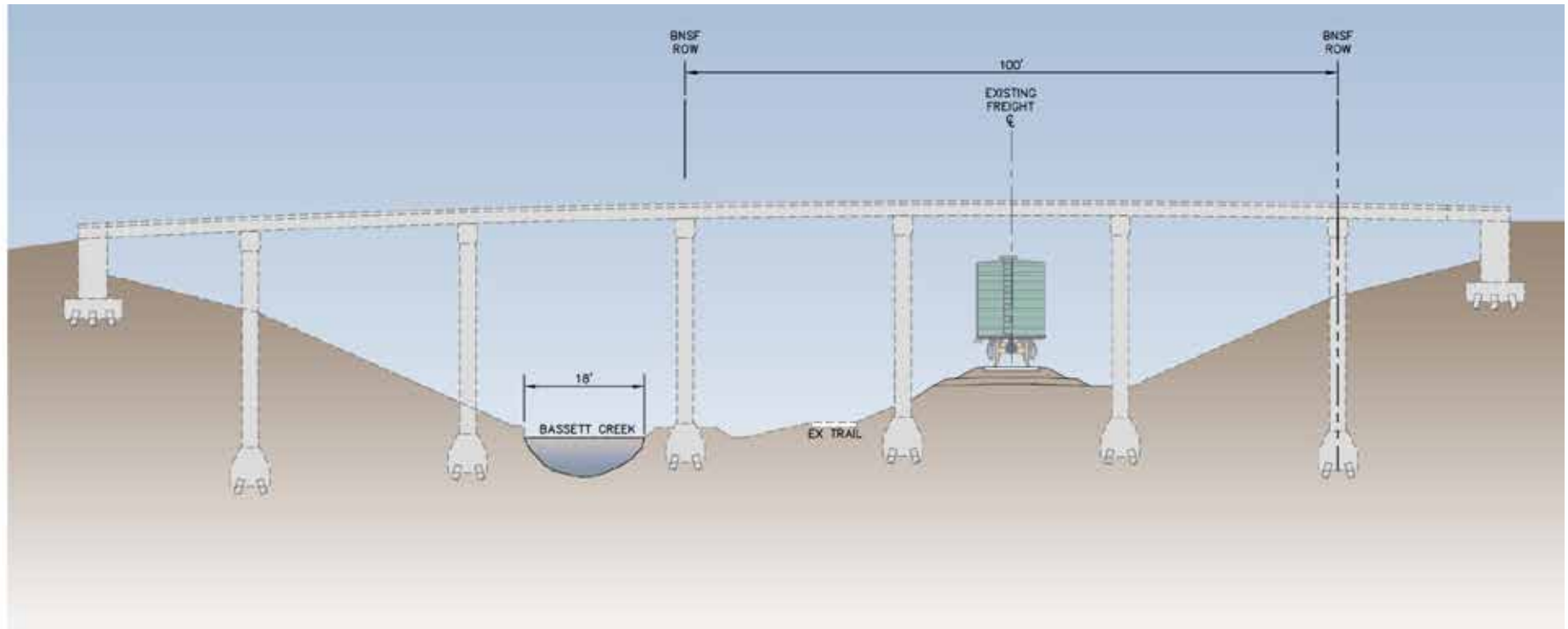
# Managing Potential Impacts to Current/Future BNSF Freight Service

- 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 36<sup>th</sup> Avenue

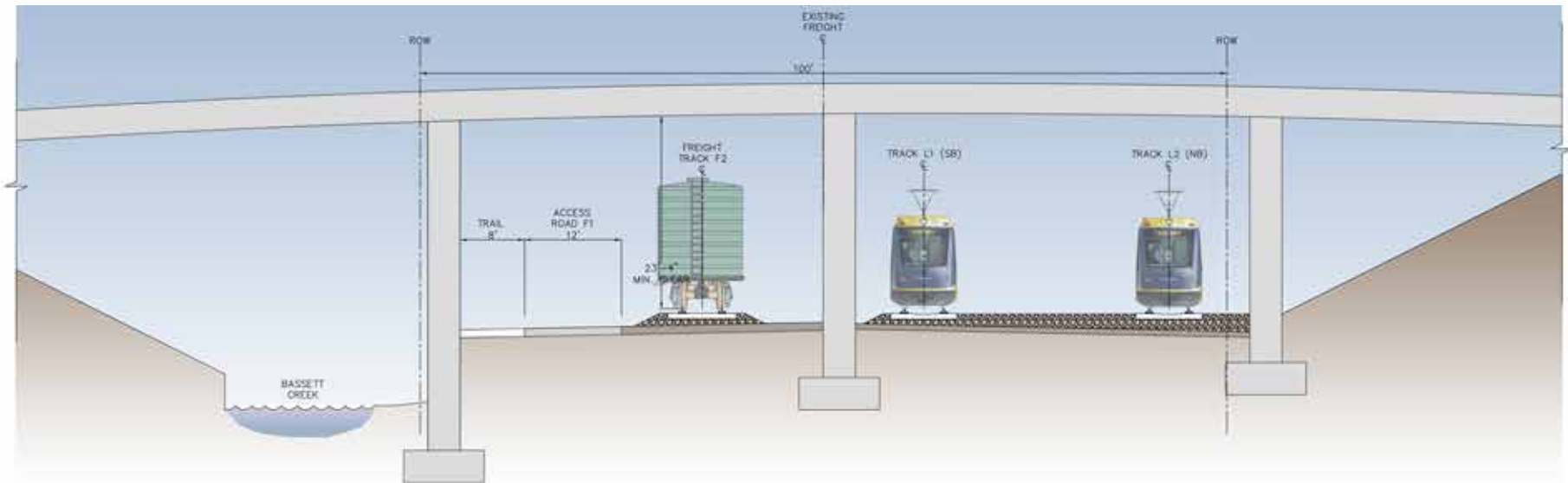




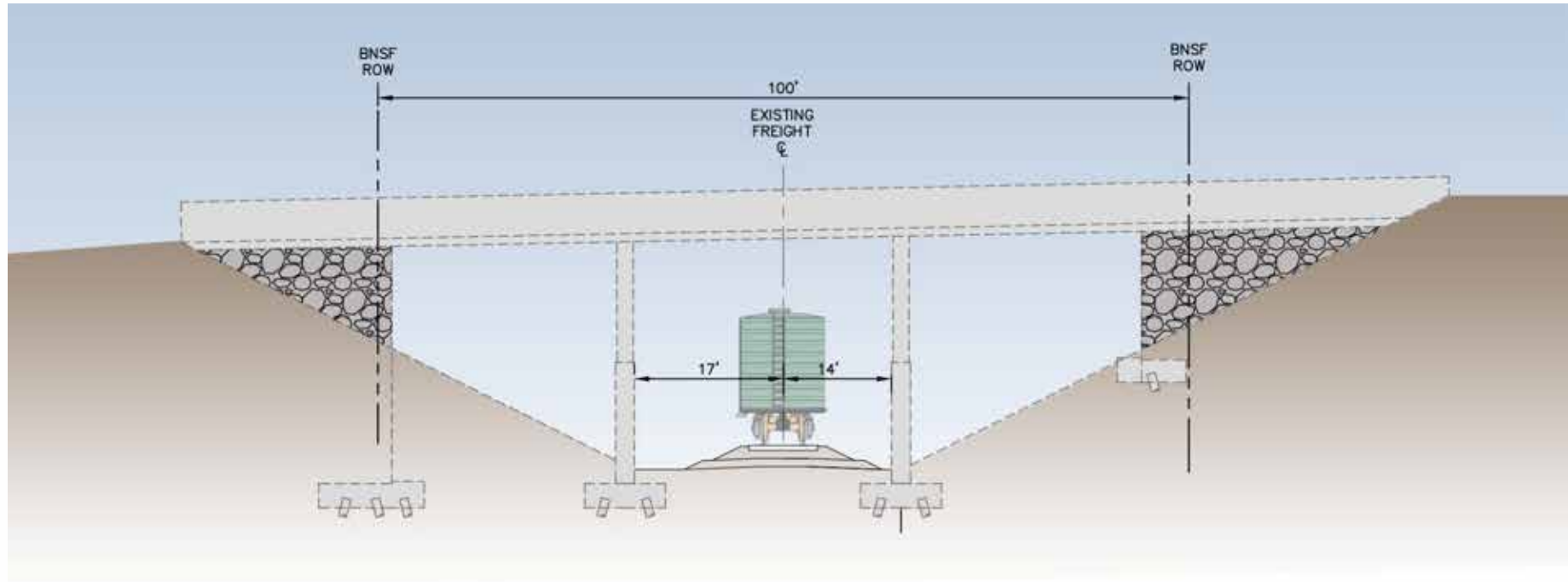
# Plymouth Avenue: Existing Freight



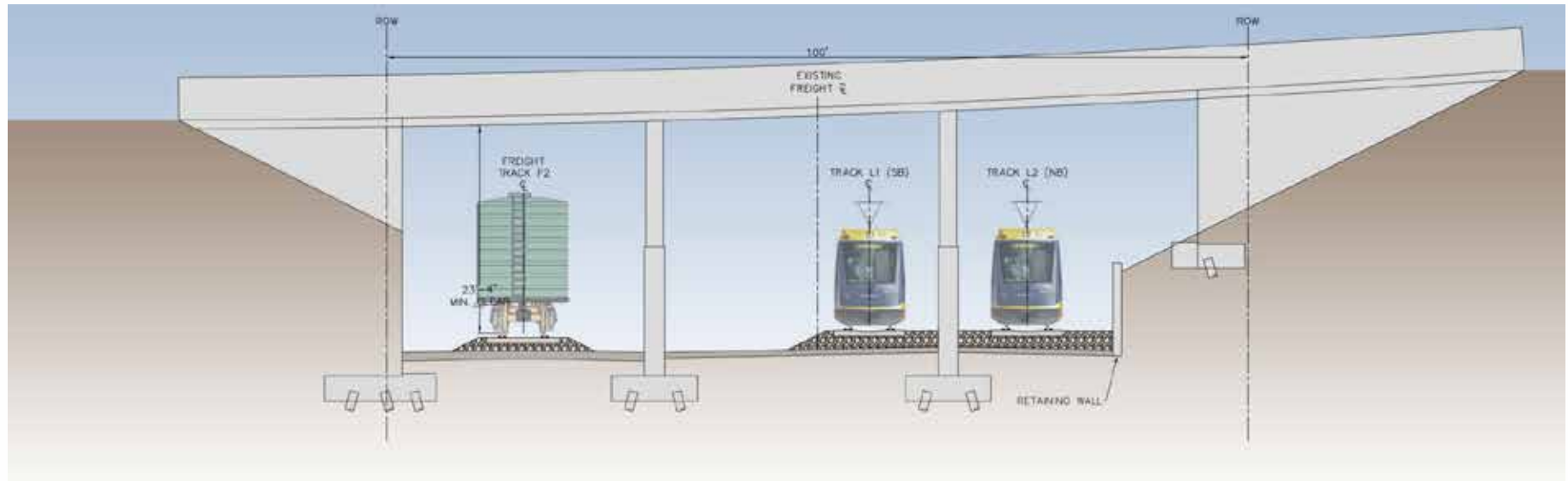
# Plymouth Avenue: Proposed Opening Day



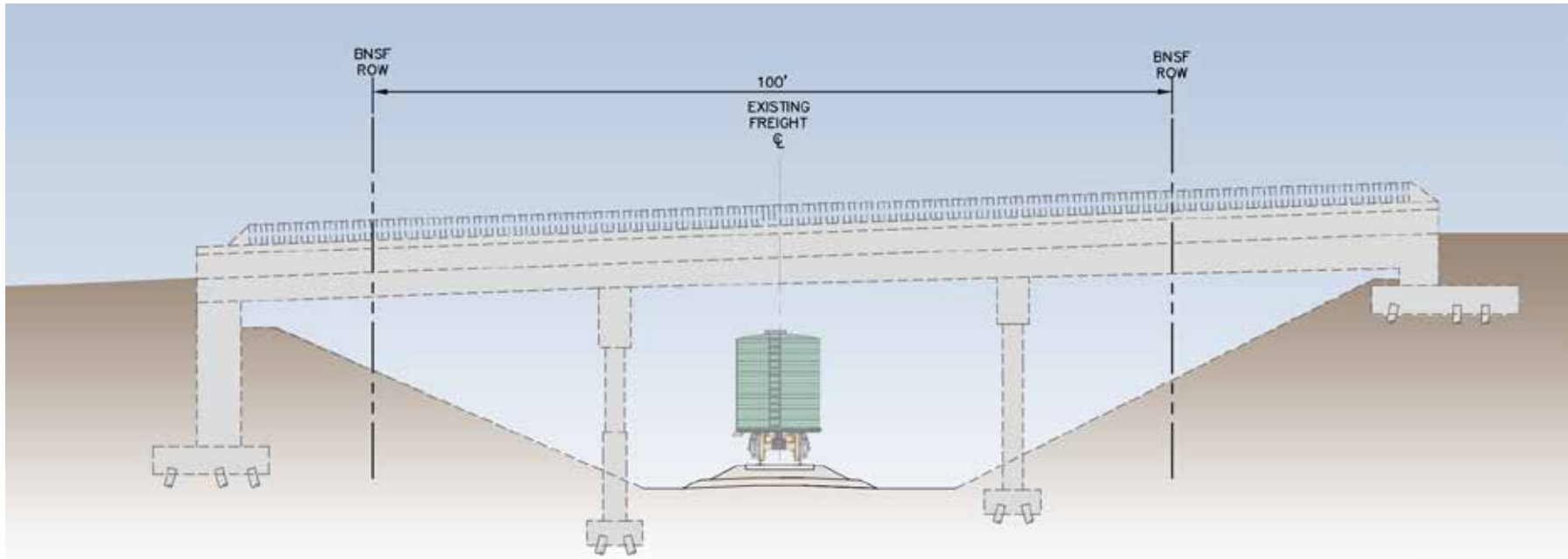
# Theodore Wirth Parkway: Existing Freight



# Theodore Wirth Parkway: Proposed Opening Day

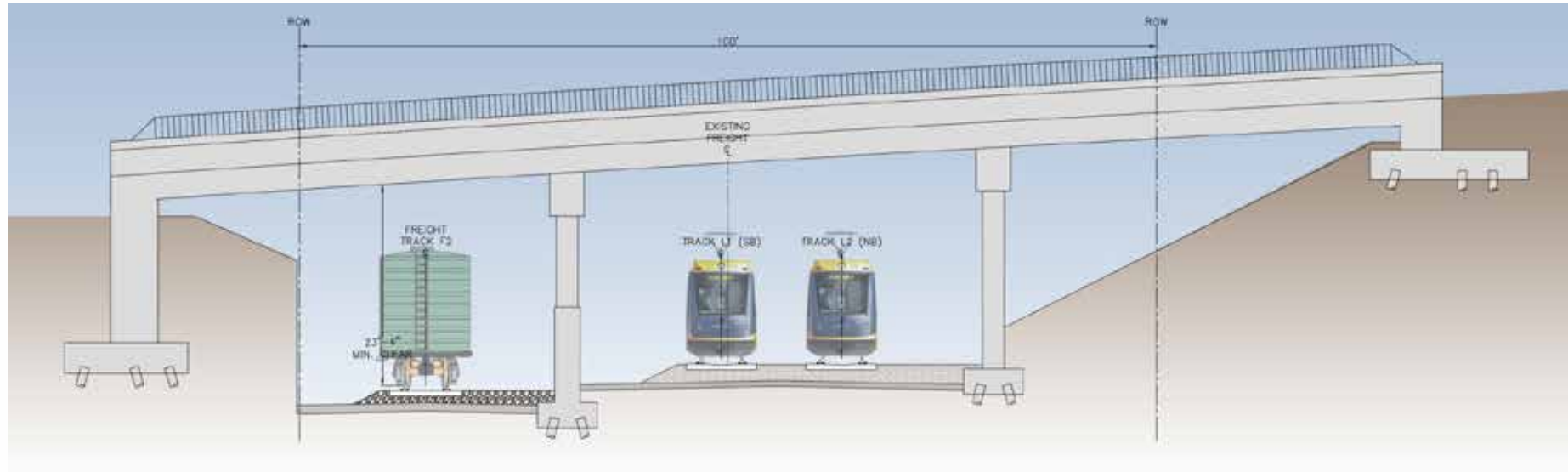


# Golden Valley Road: Existing Freight

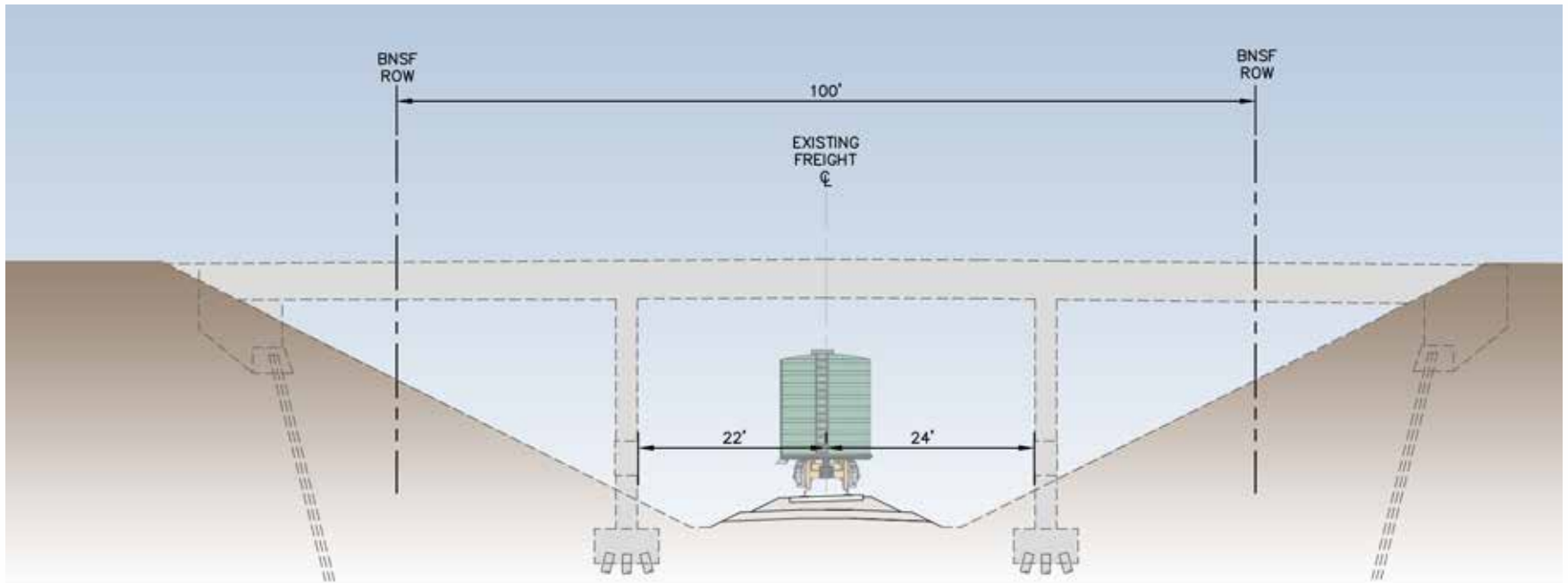




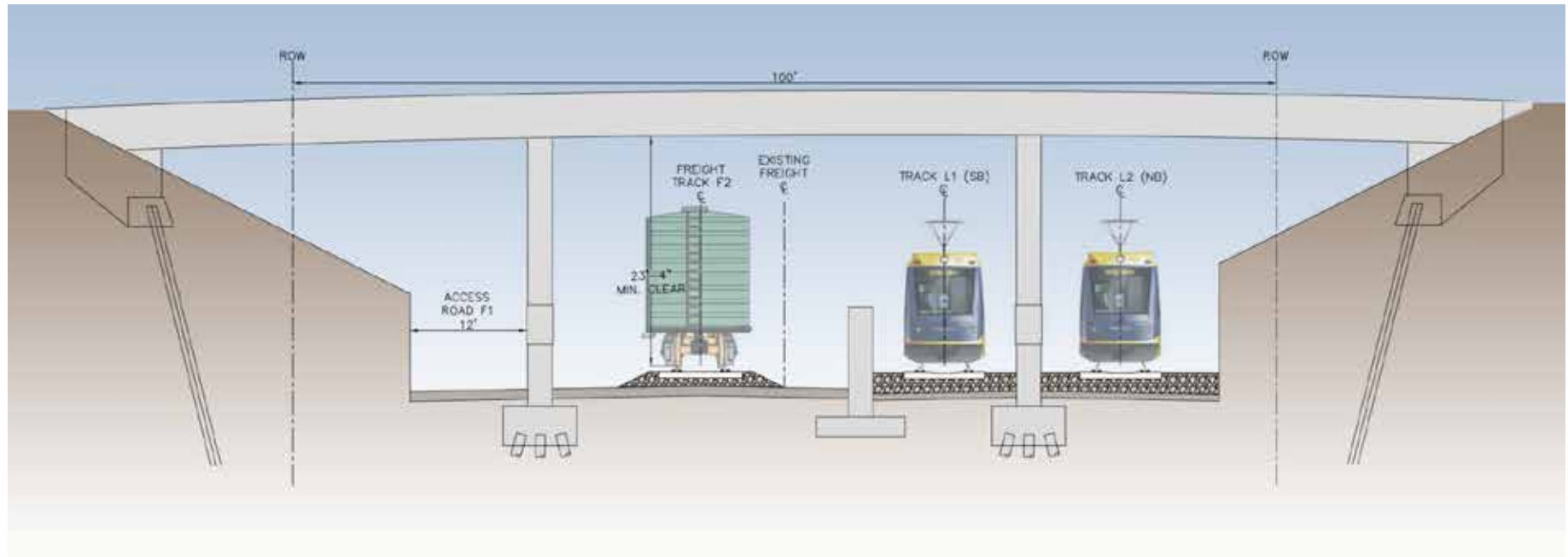
# Golden Valley Road: Proposed Opening Day



# 36<sup>th</sup> Avenue: Existing Freight



# 36<sup>th</sup> 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

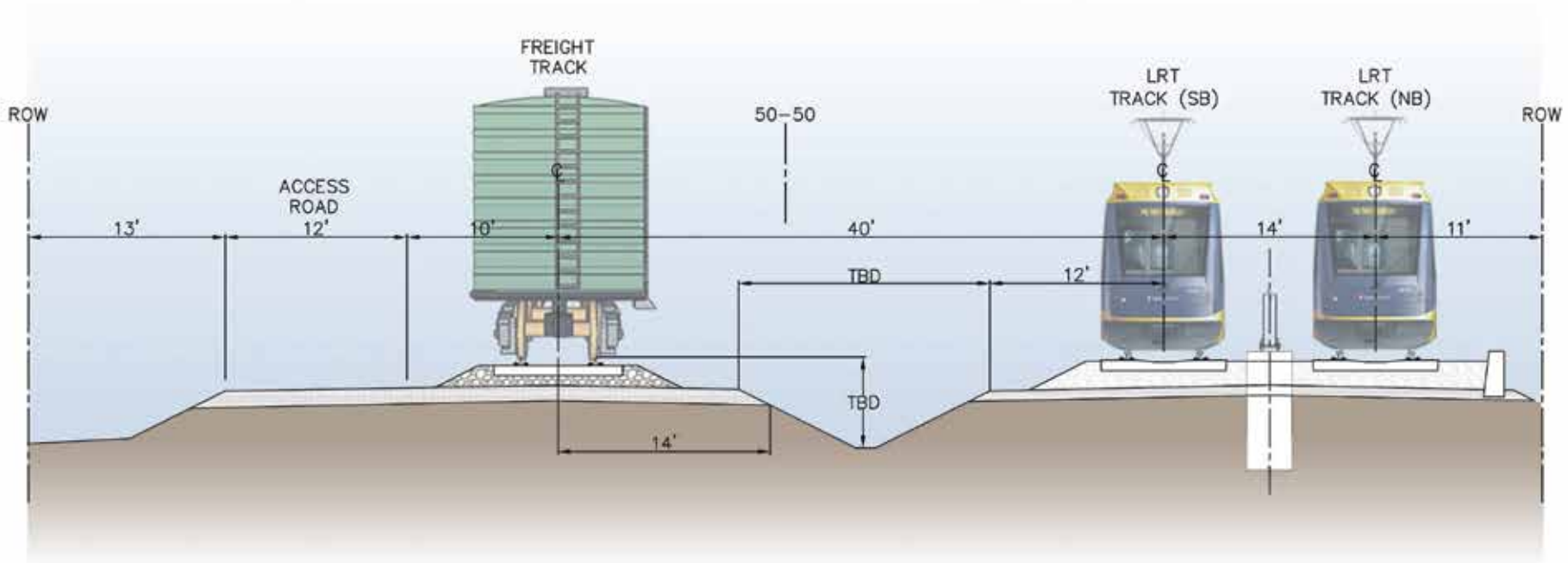
§ Wall

§ Retained embankment

§ Intrusion detection

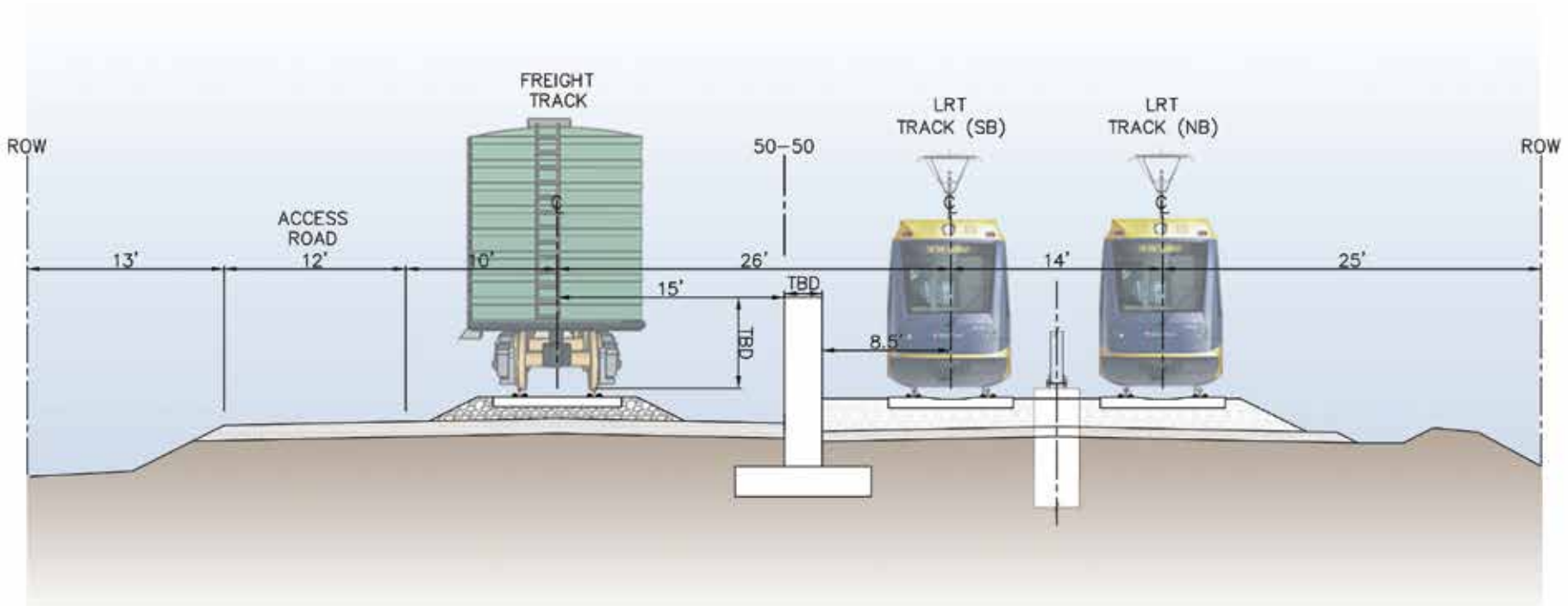


# Potential Corridor Protection Treatment: Ditch

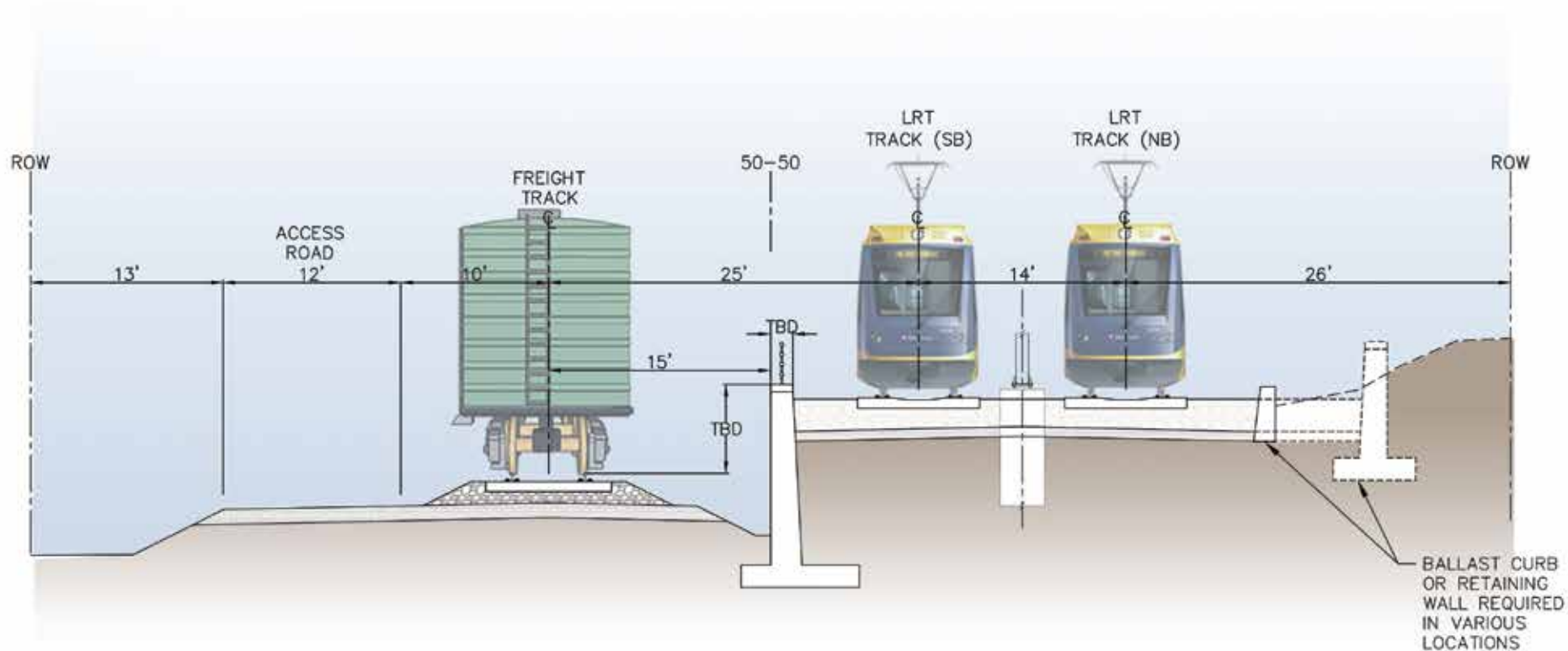




# Potential Corridor Protection Treatment: Wall



# Potential Corridor Protection Treatment: Retained Embankment



# Locations With Poor Soil Suitability

- Located commonly on BNSF corridor from TH 55 to 36<sup>th</sup> 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

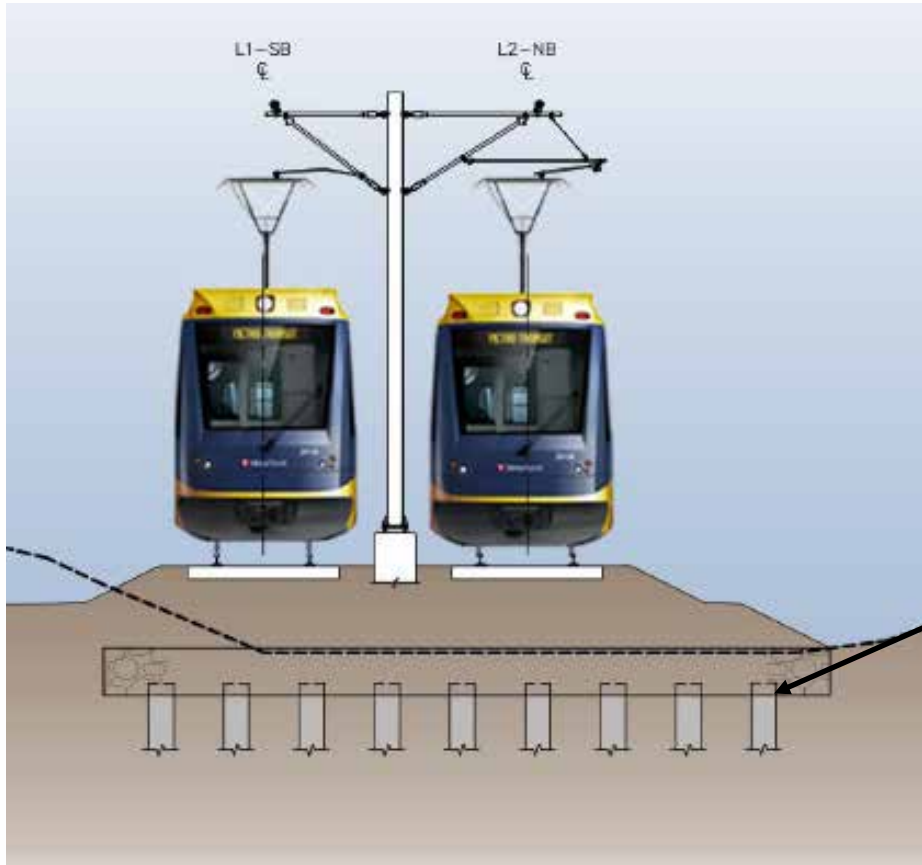


Image from DGI-Menard, Inc.

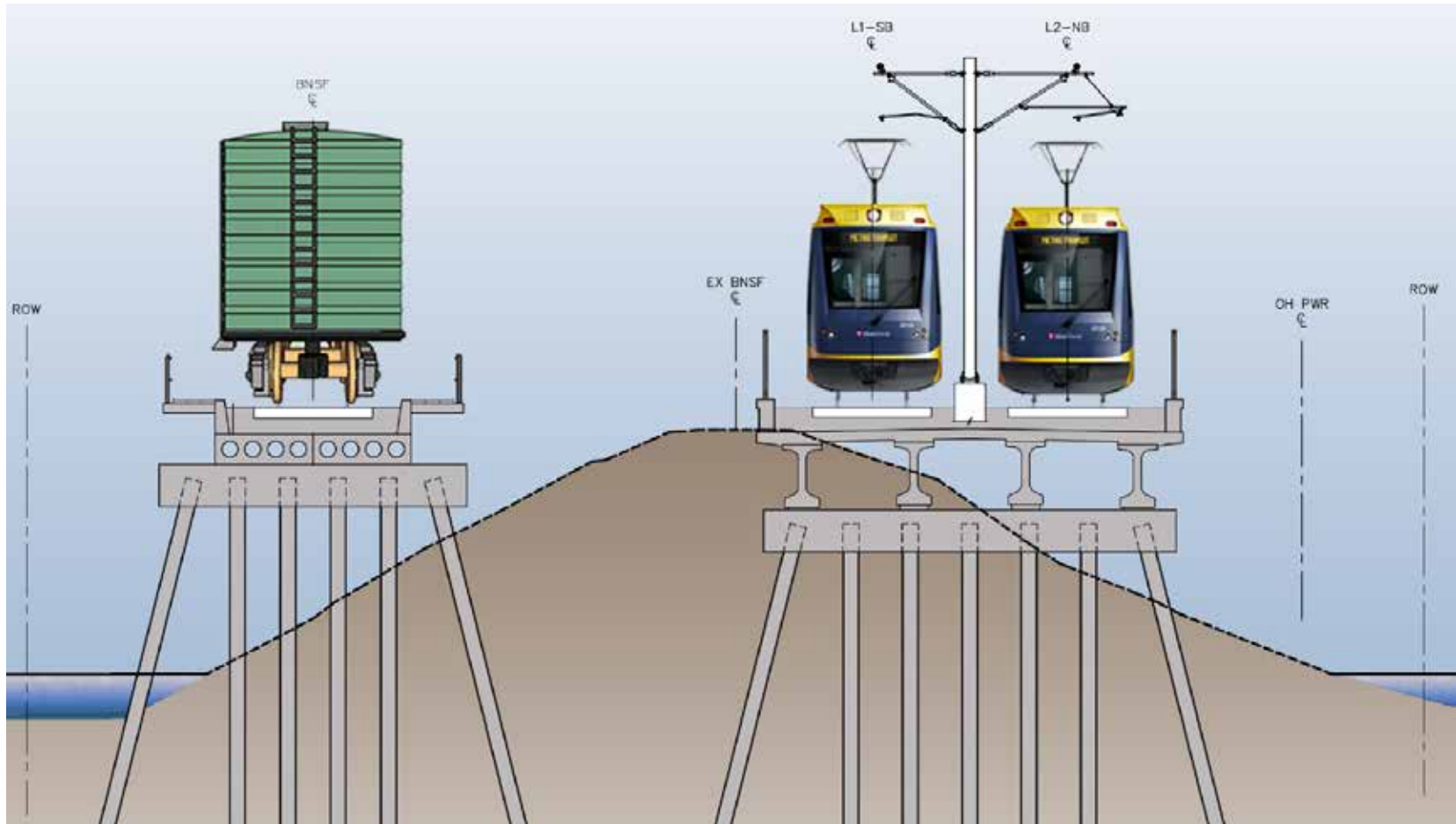
Two way grid of engineered columns

# 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



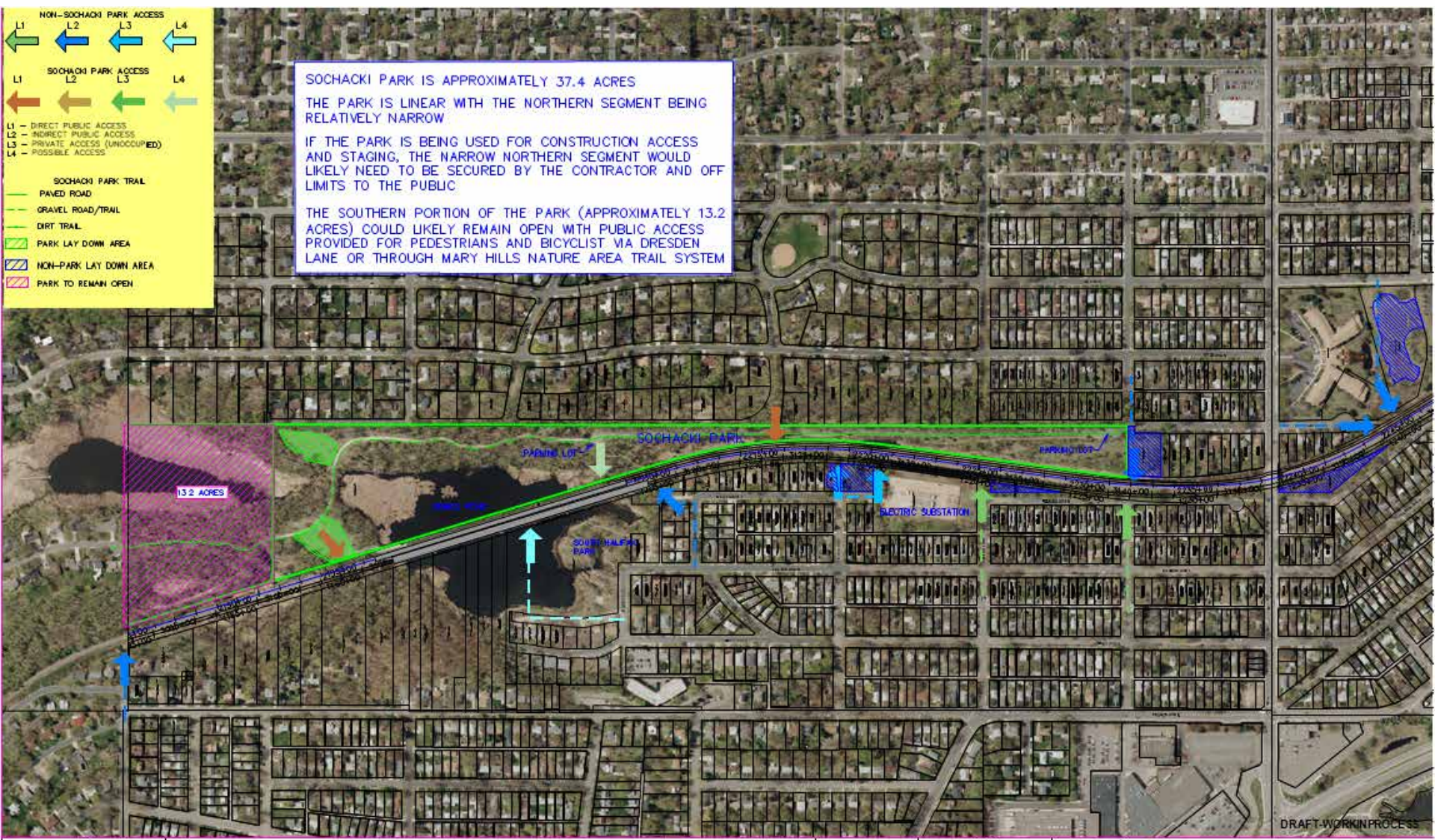
# Environmental: Sochacki Park

- 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



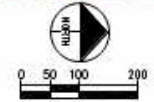


# Environmental Update: Sochacki Park



**BLUELINE LRT EXTENSION**  
SOCHACKI PARK  
PARK USE FOR CONSTRUCTION

TIXX  
RevX  
08252015



**Kimley»Horn**



# 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)
  - § Limitations on type and duration of activities
  - § Commitments to maintain access for park users
  - § Provisions to ensure safety of park users / staff
  - § Commitments for restoration after use



# Member and Committee Reports/Public Forum



**Next CAC Meeting: October 5, 2015**



# More Information



The screenshot shows the Metropolitan Council website with a navigation bar at the top. The 'TRANSPORTATION' menu item is highlighted. Below the navigation bar is a large photograph of a blue and yellow METRO bus with 'MINNEAPOLIS' and 'METRO' branding, with several people standing in front of it. Below the photo is a section titled 'METRO BLUE LINE EXTENSION' with a dropdown arrow. To the right of this title is the subtitle 'Bottineau Transitway – Minneapolis & Northwestern Communities'. Below the subtitle is a paragraph of text describing the project. At the bottom of the section are two links: 'Latest News' and 'Route'.

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](http://BlueLineExt.org)

Email: [BlueLineExt@metrotransit.org](mailto:BlueLineExt@metrotransit.org)

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

