Today’s Topics

- Welcome and Introductions
- Approval of Meeting Minutes
- Outreach Activities
- Design Update/Discussion
- Environmental Update
- Locally Requested Capital Improvements (LRCI) Overview
Advisory Committee Update
BAC/CAC Kick-off April 15
CAC/BAC Meetings

- **CAC**: First Monday of every month, 6:00 – 8:00 PM
- **BAC**: First Tuesday of every month, 8:00 – 9:30 AM
BAC Survey Results

• Top 5 Topics:
  - Station location and station area plans
  - Transit oriented development (TOD)
  - Station and platform design, Multi-modal connections (tied for #3)
  - Safety
  - Housing

• Other:
  - Environmental process
  - Trails, parks and bike impacts
  - Outreach to traditionally underserved/under represented groups
CAC Survey Results

• Top 5 Topics:
  ▪ Station location and station area plans
  ▪ Trails, parks and bike impacts
  ▪ Multi-modal connections, Safety (tied for #3)
  ▪ Station and platform design
  ▪ Transit oriented development (TOD)

• Other:
  o Environmental process
  o Housing
  o Outreach to traditionally underserved/under represented groups
Community Outreach Coordinators
Community Outreach Coordinators

• Staff:
  ▪ Juan Rangel: Brooklyn Park
  ▪ David Davies: Crystal, Robbinsdale, Golden Valley
  ▪ Sophia Ginis: Minneapolis
  ▪ Dan Pfeiffer: Assistant Public Involvement Manager

• Meet and greets:
  ▪ Attend IRT, TPAC,BAC/CAC, CMC meetings
  ▪ Introduce at city council, planning commission meetings/workshops
  ▪ Attend station area planning meetings
Community Open Houses
Community Open Houses

• Dates and Locations:

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
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</thead>
<tbody>
<tr>
<td>May 28</td>
<td>Crystal: Crystal Community Center</td>
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<tr>
<td>June 4</td>
<td>Minneapolis and Golden Valley: Harrison Recreation Center</td>
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<tr>
<td>June 11</td>
<td>Robbinsdale: TBD</td>
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<tr>
<td>June 17</td>
<td>Brooklyn Park: Community Center</td>
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• 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.
Technical Issues Update
Technical Issues

Segmented Issues
1. Target Field Station Area
2. Olton Memorial Highway
3. Olton 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

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
G Robbinsdale
GV Golden Valley
MN Minneapolis
Technical Issues #2 and #3: Olson Memorial Highway and Crossing
Technical Issue #2 Olson Memorial Highway

• Olson Memorial Highway (OMH) in three segments:
  ▪ Intersection of 7\textsuperscript{th} and TH 55
  ▪ I-94 Interchange
  ▪ I-94 to freight rail corridor
Technical Issue #2: Section Diagram

4 lane and 6 lane locations along Olson Memorial Highway
Technical Issue #2: Issues to Resolve

• Vehicles
  ▪ Number of lanes, turn lanes, I-94 interchange, design speed

• LRT
  ▪ Station configuration, pedestrian access

• Buses
  ▪ Coordination with C-Line Bus Rapid Transit and local routes

• Pedestrians
  ▪ Crossings, safety

• Bicycles
  ▪ Crossings, bicycle facilities
Technical Issue #2: OMH/7th St. Intersection

LEGEND

- PROP ROADWAY (BLRT)
- PROP ROADWAY (BY OTHERS)
- GUIDEWAY
- BIKE LANE
- SIDEWALK
- LANDSCAPING
- PROP PED XING LENGTH
- EXIST PED XING LENGTH

LANE WIDTHS SHOWN ARE DIMENSIONED TO FACE OF CURB
Technical Issue #2: Van White Station Access

[Map Diagram Showing Van White Station Access]
Technical Issue #2: Penn Station Access
Technical Issue #2: Next Steps

• Evaluate road section for current and future traffic conditions

• Work with MnDOT, Cities of Minneapolis and Golden Valley, Hennepin County and MTS towards design of Highway 55
  ▪ Issue Resolution Team
  ▪ Topic specific group

• Seek input from CAC and BAC

• Hold community meeting in June

• Provide updates to CMC
Technical Issue #3 OMH Crossing Update

• LRT center running on OMH
• Connection to freight rail corridor
• Reconstruct westbound OMH span
• Eastbound OMH span remains in place
Technical Issue #3 OMH Crossing Update

Legend:
- PROJ LRT E
- PROJ FREIGHT RAIL E
- EXIST FREIGHT RAIL E
- EXIST ROADWAY
- PROJ ROADWAY
- EXIST ROW

LRT
FREIGHT RAIL

THEODORE WIRTH PARK

NEW WESTBOUND ROADWAY BRIDGE

REMOVE EXISTING WESTBOUND ROADWAY BRIDGE

EXISTING EASTBOUND ROADWAY BRIDGE TO REMAIN

VINCENT AVE

OLSON MEMORIAL HIGHWAY

DRAFT WORK IN PROGRESS
Technical Issue #3 OMH Crossing Update

Cross section east of bridges, looking west
Technical Issue #3 OMH Crossing Update

Cross section at center of bridges, looking west
Technical Issue #3 OMH Crossing Update

Cross section at new bridge, looking south
Technical Issue #10:
West Broadway Update
West Broadway Roadway/LRT Design: An Integrated Approach
The Design Challenge

• Determine optimal roadway configuration that:
  ▪ Reduces right-of-way impacts to properties
  ▪ Accommodates LRT
  ▪ Accommodates the projected mobility needs and population growth in Brooklyn Park
West Broadway (CSAH 103): Candlewood to 93rd Avenue
West Broadway Community Meetings

- What we heard:
  - Current road in poor condition, needs repairs
  - More comments favor 4-lane design over 2-lane design
  - Better access, traffic signals at Maplebrook Parkway
  - Need for improved bicycle and pedestrian facilities
West Broadway Community Meetings

• What we heard:
  ▪ Concerns about noise, vibration and increased traffic
  ▪ Concerns about property impacts including values and acquisition
  ▪ Concerns about safety and security, better street lighting
  ▪ Minimize traffic signals; keep traffic moving
Roadway/LRT Design
Maximum Width Significantly Reduced

2014 Concept
Width 176’

March 2015 Concept
Width 141’
LRT Design:

- Center running on West Broadway from 75th to 94th
- Transitions to west side running at 94th
- Stations at Brooklyn Boulevard, 85th and 93rd
Ped/Bike:

- 10’ trail on each side
- 8’ boulevards
- Ped signal indications with countdown timers
Road Design:

- 4-lane through traffic
- 35 mph design speed
- Left-turn lanes limited to signalized intersections only
- Curb, gutter and linear stormwater system
- Minor adjustments to be made in Final Design to address concerns and mitigate impacts

Options:

- Add traffic signal and left turn lanes at Maplebrook Parkway and W. Broadway
- Add traffic signal at Maplebrook Parkway and 85th Ave.
4-Lanes with LRT, 8’ Boulevard & 10’ Trail
Next Steps

• BPO and Hennepin County continue to work with project partners and public to refine design concepts

• BPO incorporate design concepts to advance LRT engineering and FEIS

• Hennepin County incorporate design concepts to advance roadway engineering and EAW
  ▪ Publish EAW Q3 2015
  ▪ Complete environmental review process Q4 2015

• Hennepin County Community Works and City to continue station area planning activities
Environmental Update
Parks Issue Resolution Team

• Representatives include:
  ▪ Minneapolis Park and Recreation Board
  ▪ Three Rivers Park District
  ▪ Park Department staff from Golden Valley, Robbinsdale, Crystal, and Brooklyn Park

• Topics of discussion include:
  ▪ Floodplain impacts and mitigation
  ▪ Trail impacts and mitigation
  ▪ Enhancement opportunities through mitigation
  ▪ Cooperative strategies
Noise and Vibration Workshops

- Invited CAC, BAC and TPAC members; 18 attended
- Workshop topics:
  - Noise and vibration basics
  - How noise and vibration are measured and modeled as part of the environmental documentation
  - What are noise and vibration impacts and how do we determine them, including a discussion of noise and vibration criteria
  - What potential mitigation options are available to assist in mitigating potential impacts
Noise and Vibration Workshops

• Comments and feedback received:

  ▪ Attendees were appreciative of opportunity to learn more about a complex topic
  ▪ Good questions about the difference between hearing a noise and the impact of a noise
  ▪ Addressed both operational and construction noise
Locally Requested Capital Investments (LRCI) Process
Locally Requested Capital Investments

• Definition:
  - Improvements to a level beyond what is required for the functionality of the LRT project

• Framework:
  - Not part of the approved project budget (i.e., below the bottom line) but could be included as part of construction bid packages
  - Requires environmental clearance through the project
  - Assumes 100% non-FFGA local funding
Level of Schedule Impact

• Level 1A
  ▪ LRCI is beyond project footprint/ROW, requires significant design effort and/or environmental clearance

• Level 1B
  ▪ LRCI is within project footprint/ROW, requires design effort and environmental clearance

• Level 2
  ▪ LRCI is mostly aesthetic and/or does not pose a significant impact on design or environmental process
LRCI Examples

• Median landscaping and irrigation: City of St. Paul (Green Line)
• Upgraded street lighting: City of Minneapolis (Green Line)
• Station canopy enhancements and upgraded fencing: University of Minnesota (Green Line)
• Beltline Boulevard underpass at rail and trail crossing near Beltline Station: St. Louis Park (Green Line Extension)
** Non-FFGA Funding could include local funds, federal or state grant secured by others, or other funding source.
Next Steps

• Project partners consider and discuss with BPO staff possible Level 1A and Level 1B projects at May IRT meetings

• Level 1A or 1B projects to be agreed upon by both parties for advancement by early June 2015

• BPO begin developing master funding agreements and costs estimates for design and environmental clearance

• Cities, Hennepin County, others consider approving 100% local funding to pay for design and environmental effort
More Information

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