Corridor Management Committee

April 12, 2018

BROOKLYN PARK | CRYSTAL | ROBBINSDALE | GOLDEN VALLEY | MINNEAPOLIS

Today's Topics

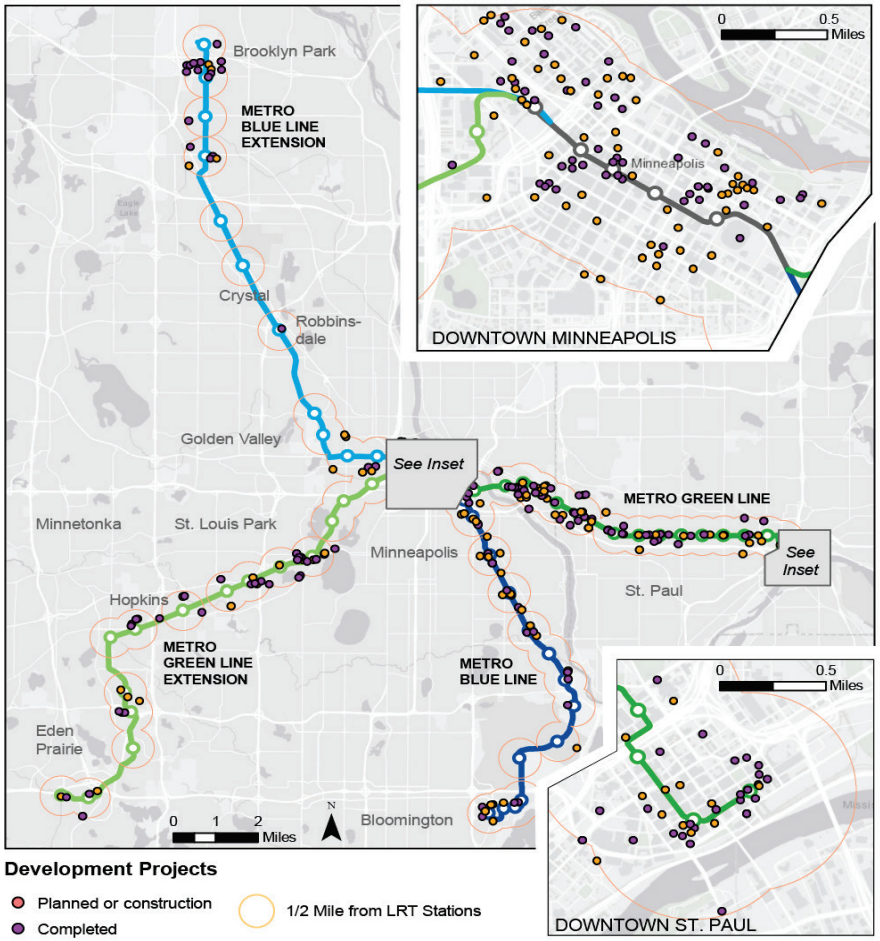
- Chair's Update
- 90% Cost Estimate
- Olson Memorial Highway Design
- City of Crystal Update
- 2018 Look Ahead

Chair’s Update

Nearly $8.4B in Development Along LRT

- $2.8B near 5 Blue and Green Line shared stations in downtown Minneapolis.
- $2.9B along Green Line between West Bank and Downtown St. Paul
- $1.0B along Blue Line outside of downtown
- $1.0B development planned or underway along Green Line Extension
- $506M development planned or underway along Blue Line Extension

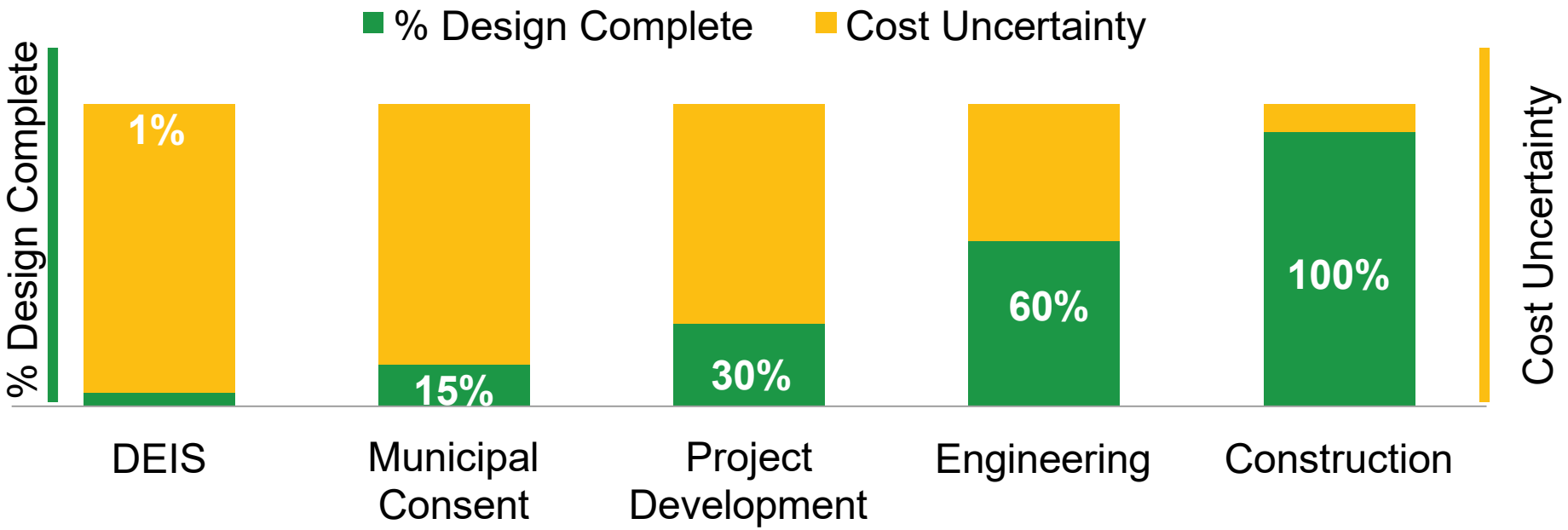
Development projects within one-half mile of light rail transit stations in the Minneapolis-St. Paul metropolitan area (December 2017)



Staff compiled data reported by developers about recently completed developments and projects that are under construction or design. For each LRT line, only projects initiated after the beginning of the design process are included.

90% Cost Estimate

Cost Uncertainty By Project Phase



Project Budget: 90% Engineering

	60% Estimate (IMPS Rev 02)	90% Estimate (IMPS Rev 03)
Project Budget	$1.536 B	$1.536 B
Total Project Contingency	25%	21%
Escalation Factor	3%	3%
Base Year Estimate	2017	2018
Forecast Year	$YOE (2018, 2019 and 2020)	$YOE (2019, 2020 and 2021)

Project Budget (YOE$) (X,000)

FTA SCC Description		60% Estimate	90% Estimate
10	Guideway and track	$292,306	$296,083
20	Stations, stops, terminals	$89,695	$80,445
30	Support facilities	$84,419	$89,060
40	Sitework and special conditions	$229,769	$229,357
50	Systems	$211,334	$220,650
60	ROW, land & existing improvements	$65,927	$63,760
70	Vehicles	$131,930	$130,394
80	Professional services	$262,000	$260,755
90	Unallocated contingency	$138,794	$125,671
100	Finance charges	$30,000	$40,000
	Total Project Budget	$1,536,175	$1,536,175

Contingency: Allocated/Unallocated

Type	60% Estimate (Millions)	90% Estimate (Millions)
Allocated ($YOE)	$158	$137
Unallocated ($YOE)	$139	$125
Total ($YOE)	$297	$262

90% Cost Estimate Primary Cost Drivers

- Design Refinement: $10-15M
  - Bridges/retaining walls
  - Brooklyn Park OMF
  - Contaminated soil
  - Systems integration
- Schedule Refinement: $15-20M
  - Revenue service date from 2021 to 2022
- Finance Charges: $10M
  - Revised local funding disbursement schedule

Contingency and Risk

- Contingency is budget set aside to account for project risks

Requirements	Design	Market	Construction
• BNSF Negotiations • Xcel Transmission Towers	~~• Floodplains~~ ~~• Poor Soils~~ ~~• Utilities~~	• Construction Bids • Right-of-Way • Schedule Delay	• Unforeseen Conditions • Contaminated Soils

Olson Memorial Highway Design

Olson Memorial Highway (OMH) Design

- Roadway Design
- Pedestrian Facilities
- Median and Landscaping
- Stations
- Overhead Contact System (OCS) Poles

OMH: Design Overview

- Key Issues Identified in 2015:
  - Designated principal arterial
  - Functions as reliever for I-394
  - Pedestrian crossings in poor condition
  - No bicycle facilities

- Public Feedback:
  - Slow vehicles down; exceed posted speeds
  - Prioritize pedestrian safety and walkability, including north/south connections
  - Add bike lanes

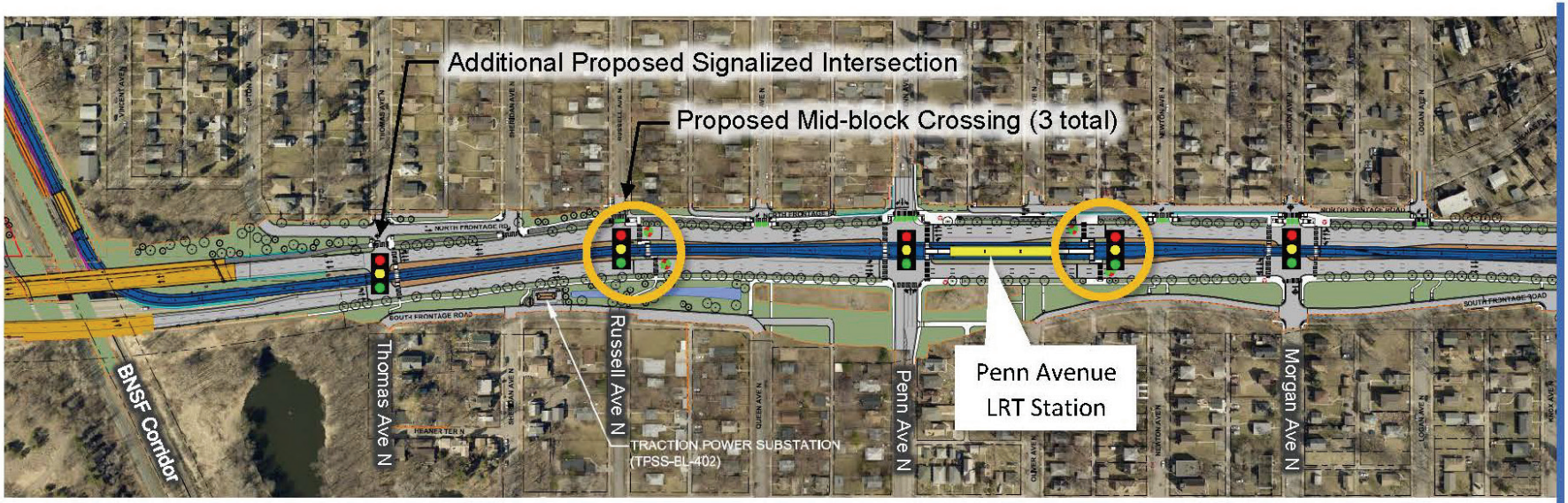
OMH Design: Roadway Design

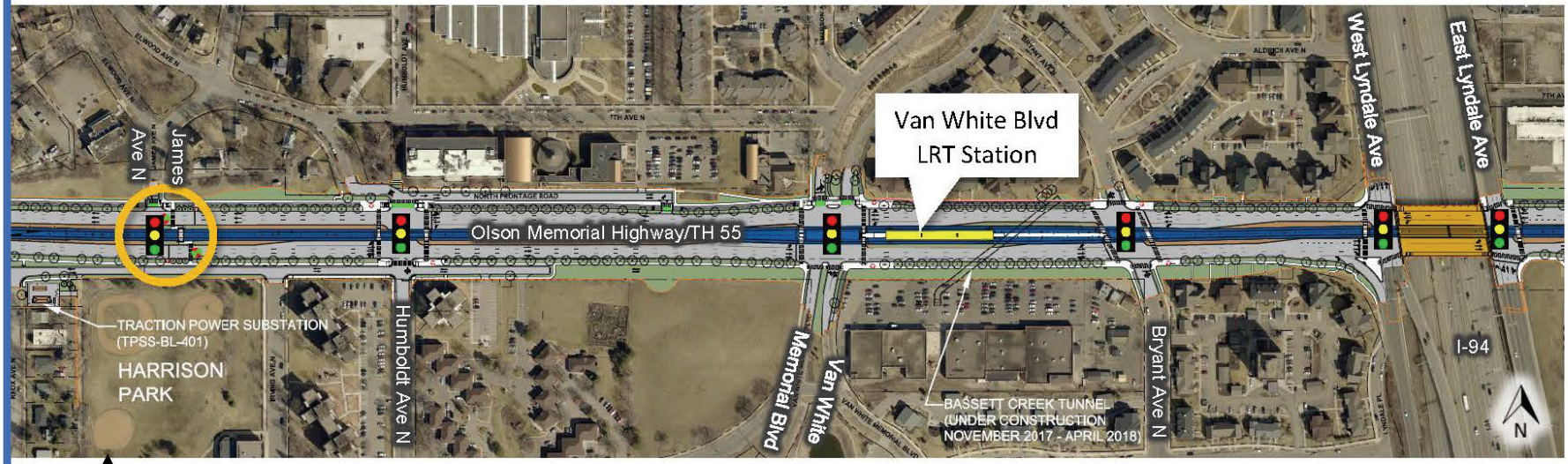
- Six lane roadway
- 35 mph speed limit with geometry to help slow down traffic
- Traffic signals and left turn lanes at:
  - Lyndale Ave
  - Bryant Ave
  - Van White Memorial Blvd
  - Humbolt Ave
  - Morgan Ave
  - Penn Ave
  - Thomas Ave (new)

OMH Design: Roadway Design

- Pedestrian crossings located at mid-block crossings and traffic signals:
  - Russell Ave
  - Secondary station access at Penn Ave Station
  - James Ave
- Lighting includes high/low fixtures based on City of Minneapolis standards

OMH Design: Roadway Design





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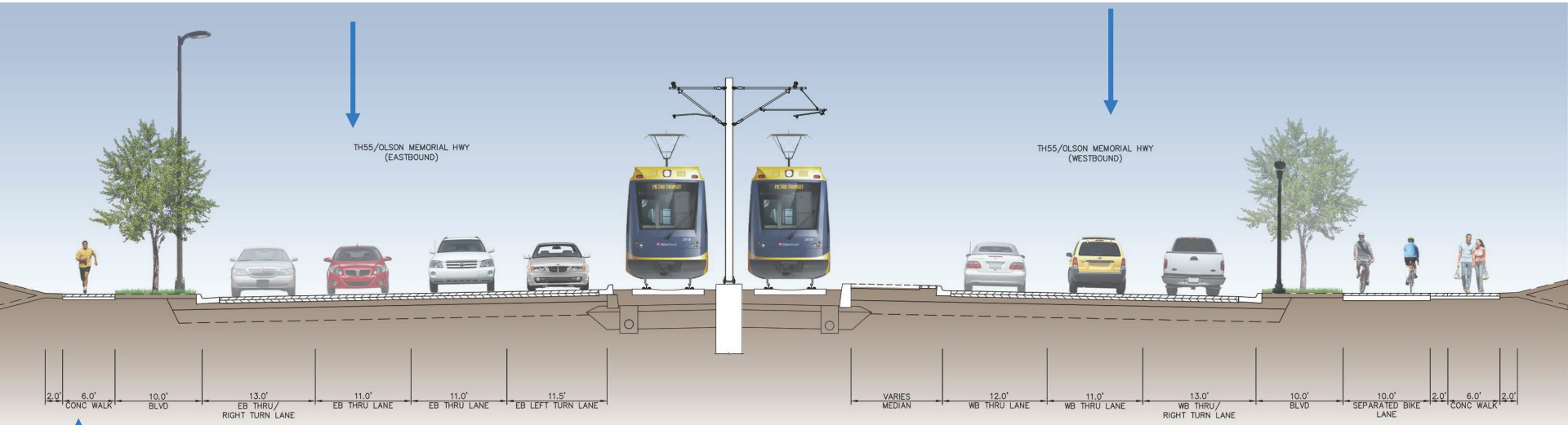
OMH Design: Roadway Design

Three through lanes

Three through lanes



Sidewalk

Left turn lane

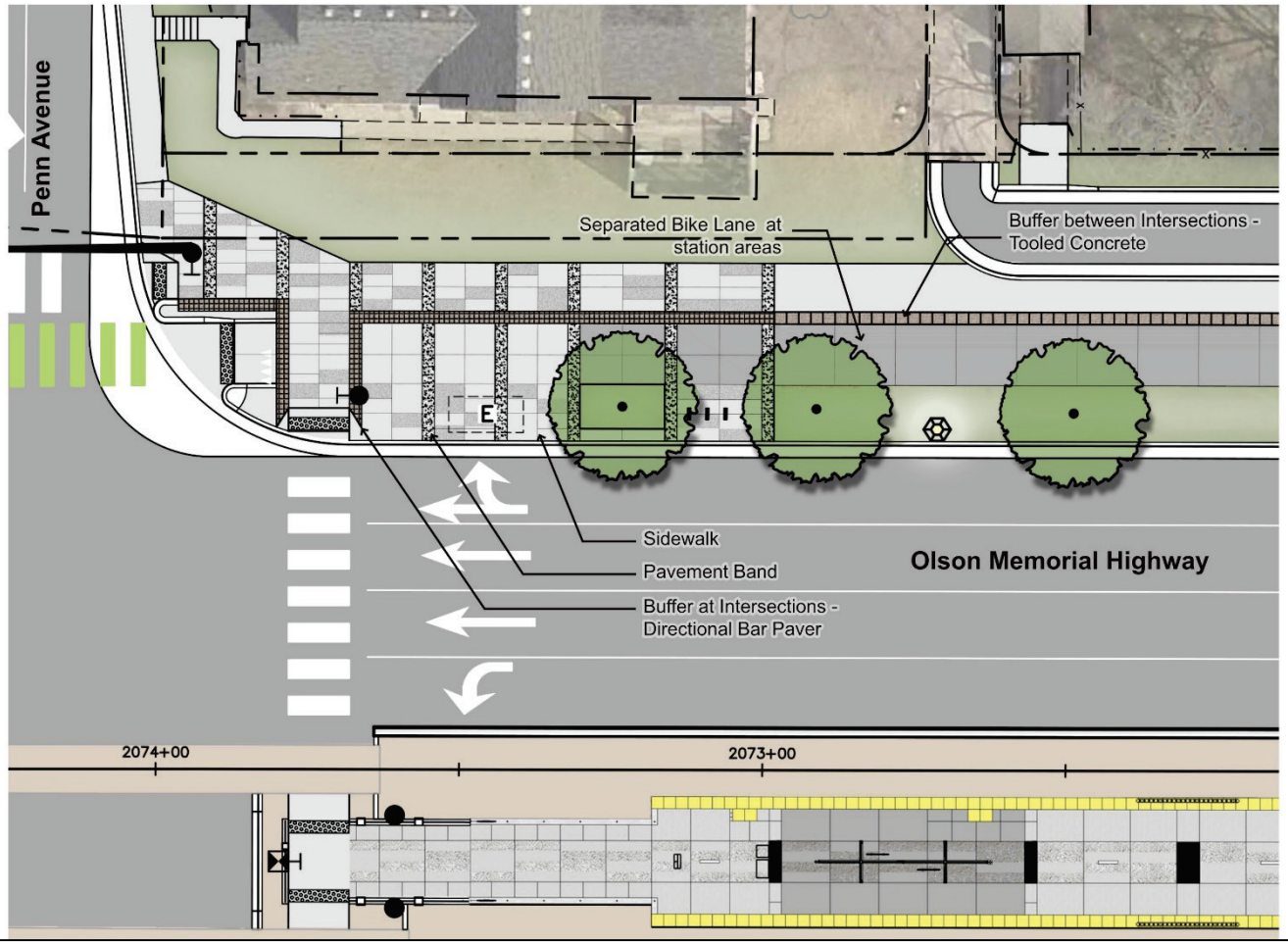
Separated bike lane

Sidewalk

OMH Design: Proposed Ped & Bike Facilities

- Continuous two-way bike facility from Wirth Park to 7th Street
  - 8’ multi-use trail on westbound OMH bridge over BNSF
  - 10’ multi-use trail from OMH bridge to Thomas
  - 10’ separated bike lane from Thomas to Van White
  - 10’ multi-use trail from Van White to 7th Street, including widening sidewalk on OMH bridge over I-94
- Bike racks at Penn and Van White station areas
- Bike facilities connect users to 7th St bike lane on the east and to Wirth Park trails on the west

OMH Design: Proposed Ped & Bike Facilities



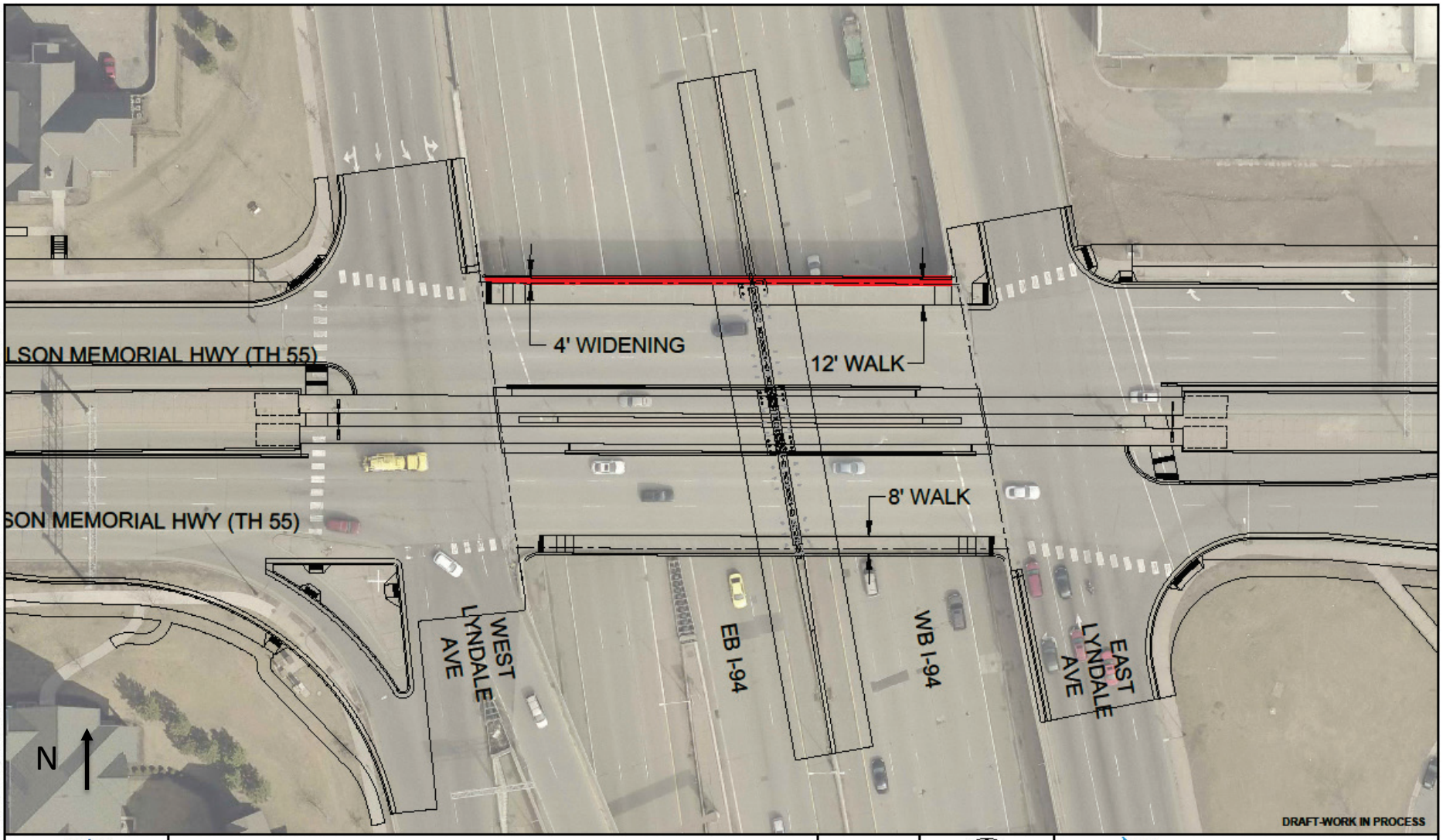
SEPARATED BIKE LANE AND SIDEWALKS

Separated Bike Lane:
Integrally colored concrete only at station area

SEPARATED BIKE LANE BUFFER

Tooled Concrete:
Between intersections

OMH Design: Proposed Ped & Bike Facilities



BLUE LINE LRT EXTENSION
CITY OF MINNEAPOLIS
TH 55 BRIDGE OVER I-94

4/06/2018

OMH Design: Medians

- Median design includes:
  - Permeable pavers for stormwater treatment
  - Plantings with irrigation at station areas and mid-block crossings
  - Use of aggregate and intertrack fence to deter pedestrian crossings

OMH Design: Medians

Shrubs

Gro-Low Sumac
Rhus aromatica 'Gro-Low'

Perennials

Ruby Stella Daylily
Hemerocallis 'Ruby Stella'

Stella Supreme Daylily
Hemerocallis 'Stella Supreme'

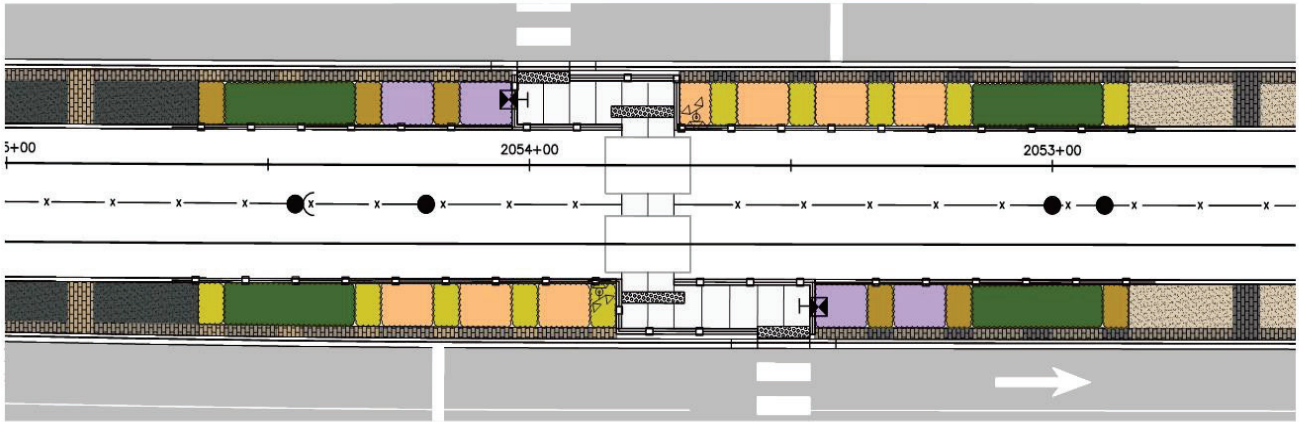
May Night Salvia
Salvia nemorosa 'May Night'

Sensation Deep Rose Salvia
Salvia nemorosa 'Sensation Deep Rose'

Grasses

Prairie Dropseed
Sporobolus heterolepis

Karl Foerster Feather Reed Grass
Calamagrostis x acutiflora 'Karl Foerster'



Additional Shrubs

Goldflame Spirea
Spiraea x bumalda 'Goldflame'

Neon Flash Spirea
Spiraea japonica 'Neon Flash'

Dwarf Bush Honeysuckle
Diervilla lonicera

Additional Perennials

Apricot Sparkles Daylily
Hemerocallis 'Apricot Sparkles'

Passionate Returns Daylily
Hemerocallis 'Passionate Returns'

Goldsturm Black-Eyed Susan
Rudbeckia 'Goldsturm'

Strawberry Seduction Yarrow
Achillea millefolium 'Strawberry Seduction'

OMH Design: Medians

West of Midblock at James Ave N

Paver Band Color: Tan
Pattern: Running bond

Aggregate Color: Charcoal
Size: 3/4" to 1-1/2" diameter

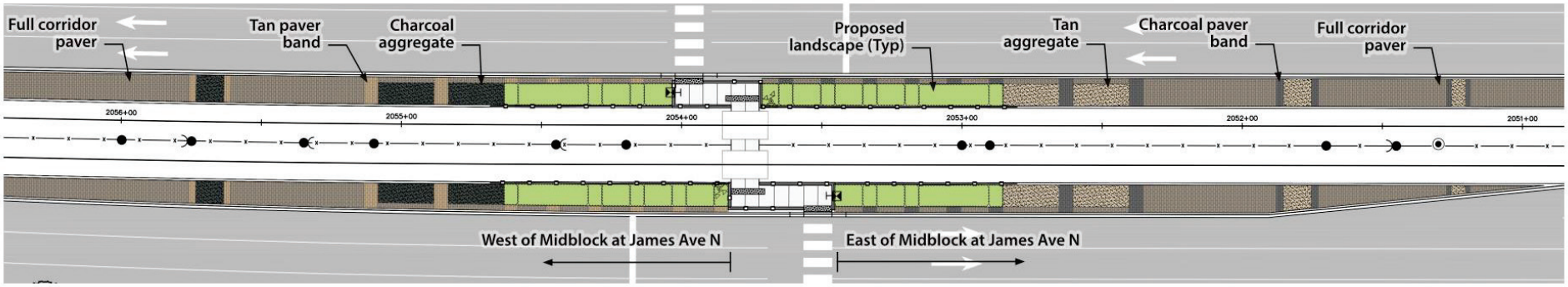
Full Corridor

Paver Band Color: Charcoal / tan blend
Pattern: Running bond

East of Midblock at James Ave N

Paver Band Color: Charcoal
Pattern: Running bond

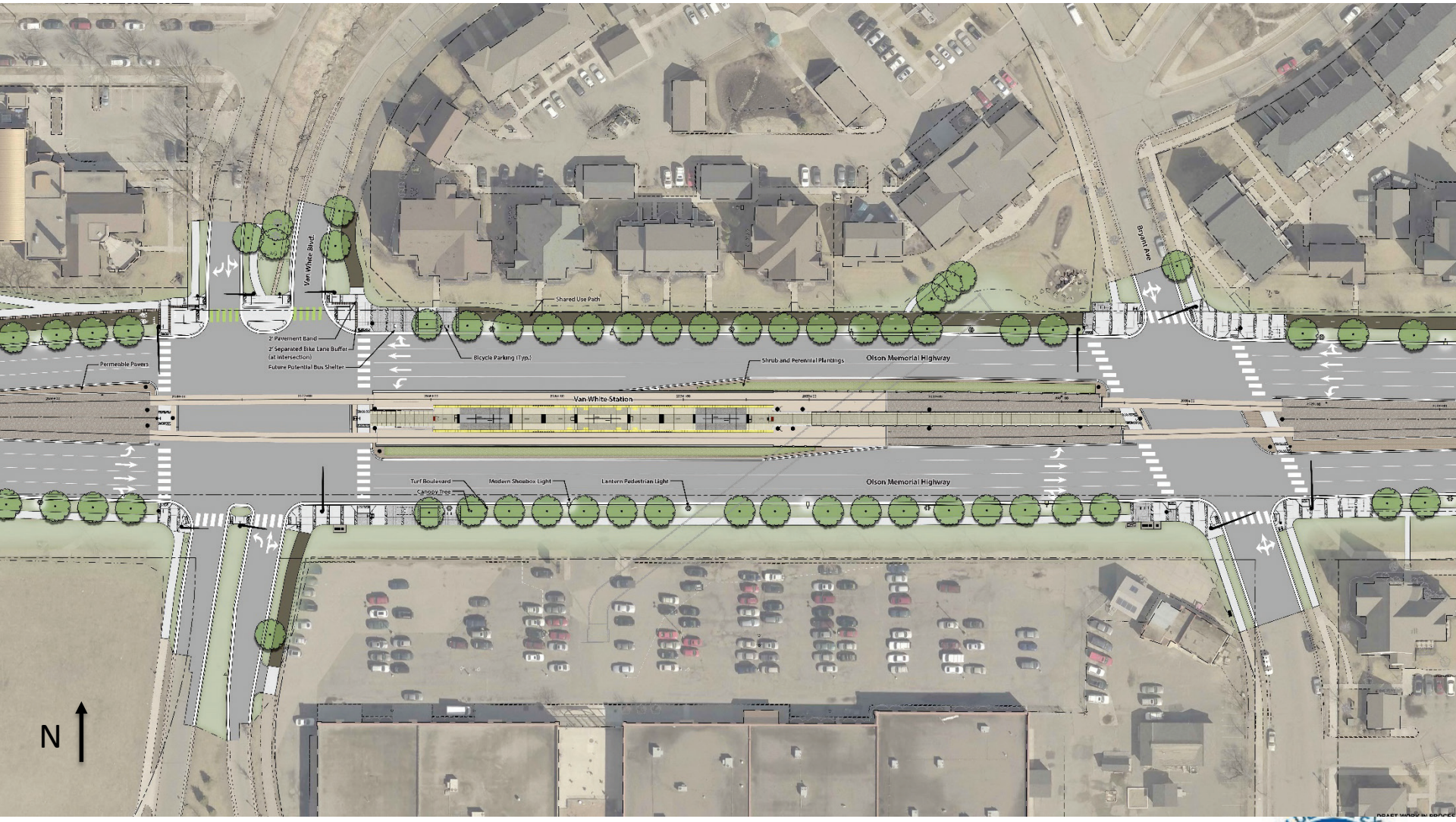
Aggregate Color: Tan
Size: 3/4" to 1-1/2" diameter



OMH Design: Trees

- Boulevard trees
  - 240+ trees
  - Working with MPRB on a planting plan to:
    - Plant trees in the boulevard frame the street and provide urban canopy
    - Use assortment of trees for better tree health and variation
    - Not overuse any one tree variety as compared to the area
- Median trees
  - 120+ trees
  - Working with MPRB for relocation of 50+ existing median trees to nearby parks in North Minneapolis

OMH Design: Van White Blvd Station



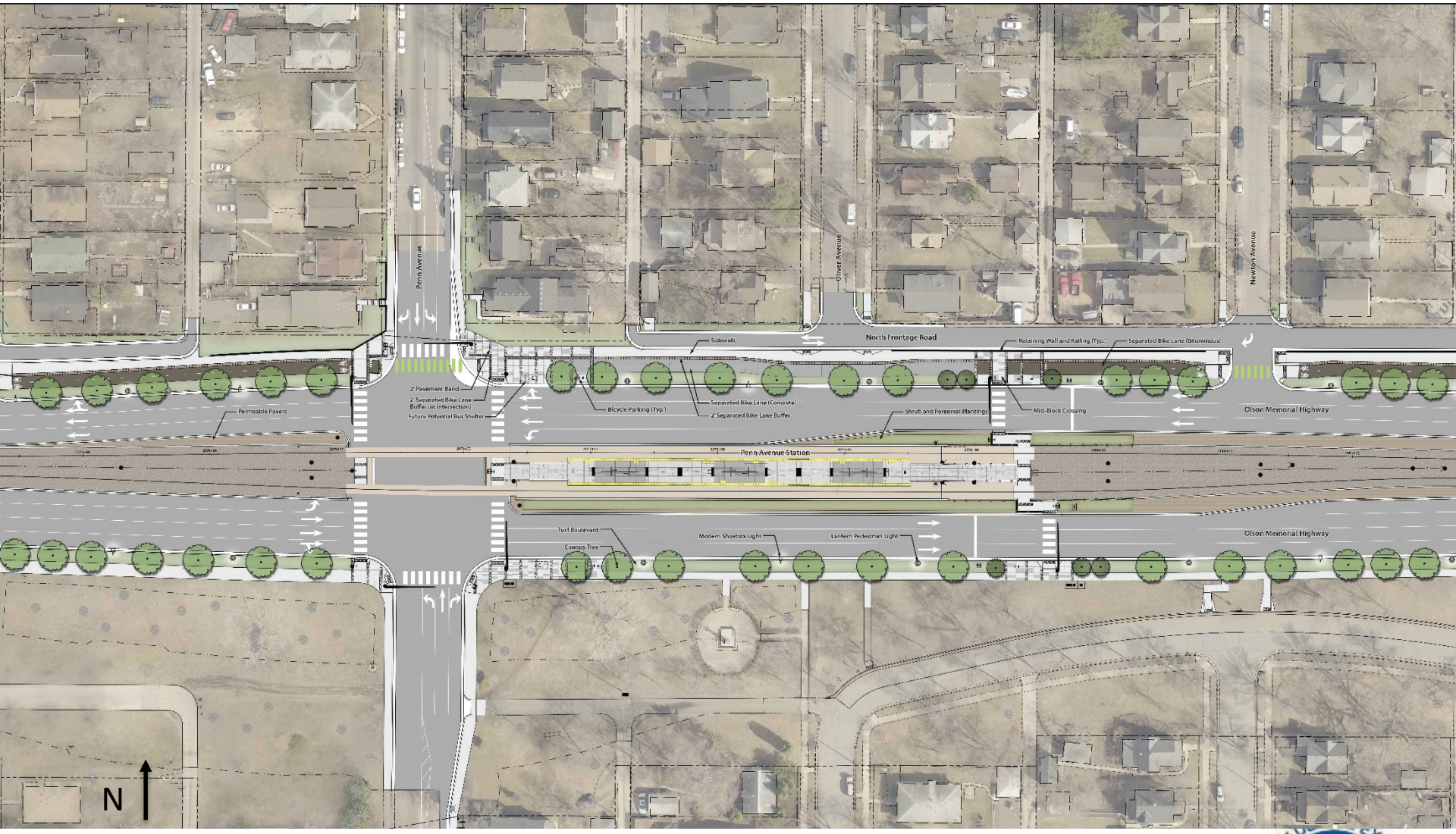
OMH Design: Van White Blvd Station

View looking southwest from Van White Boulevard

OMH Design: Van White Blvd Station

View looking east

OMH Design: Penn Avenue Station



OMH Design: Penn Ave Station

View looking northeast from Penn Ave

OMH Design: Penn Ave Station

View looking east

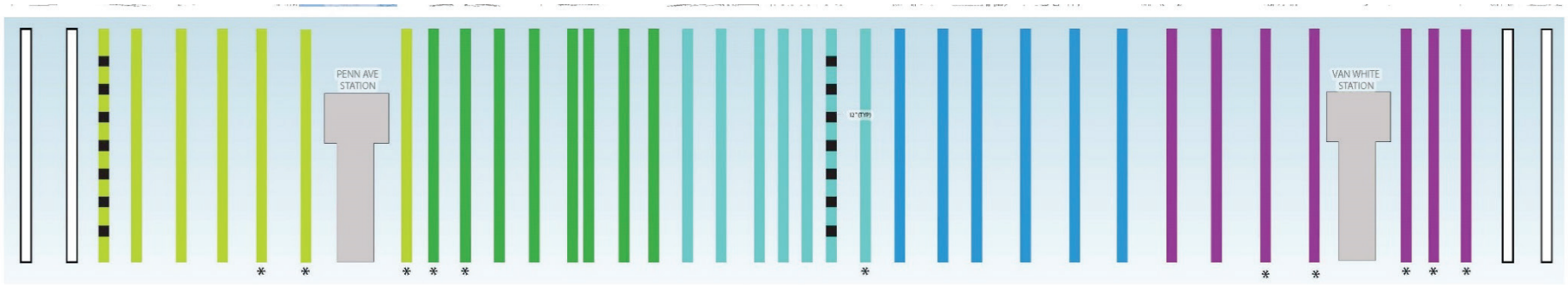
OMH Design: OCS Poles

- OCS provides power to LRT trains
- Typical OCS pole spacing is every 120’, or about 50 poles on OMH between Sheridan and Bryant
- OMH OCS pole treatment to enhance and tie stations together

OMH Design: OCS Poles

- Community input to determine OCS pole treatment:
  - Round 1: Mid-Summer 2017
    - Shared framework in small community meetings, received feedback on initial concept treatments
  - Round 2: Late-Summer 2017
    - Shared concepts at open house, received feedback, narrowed down options
  - Round 3: Spring 2018
    - Will share final concept with stakeholders and how public input informed design

OMH Design: OCS Poles Concept A



46 poles with design
(* indicates a double in elevation or 2 in close proximity)

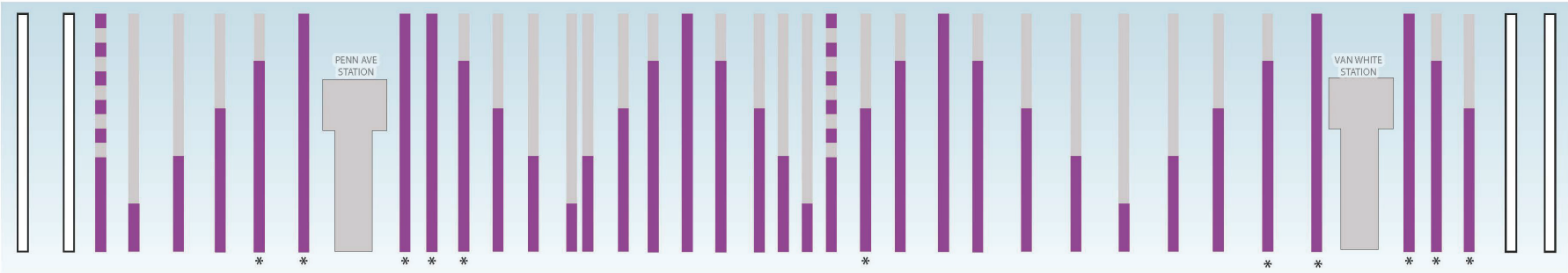
Ⓐ **Transitions + Localized Pattern**

- Range of complimentary colors along corridor
- Pattern empahsis at mid-block crossings

DRAFT-WORK IN PROCESS

METRO BLUE LINE EXTENSION
Bottineau LRT

OMH Design: OCS Poles Concept B



46 poles with design
(* indicates a double in elevation or 2 in close proximity)

Ⓑ **Movement + Continuous Pattern-Alternative**

- Emphasis on one vibrant color, varies bottom-up along corridor to show movement
- Pattern stripe repeats consistently along the top of the poles throughout corridor

DRAFT-WORK IN PROCESS

City of Crystal Update

CITY of CRYSTAL

Bass Lake Road Station Area Update

Blue Line Extension Committees

- Technical Project Advisory
- Business Advisory
- Community Advisory
- Corridor Management

April 9-12, 2018

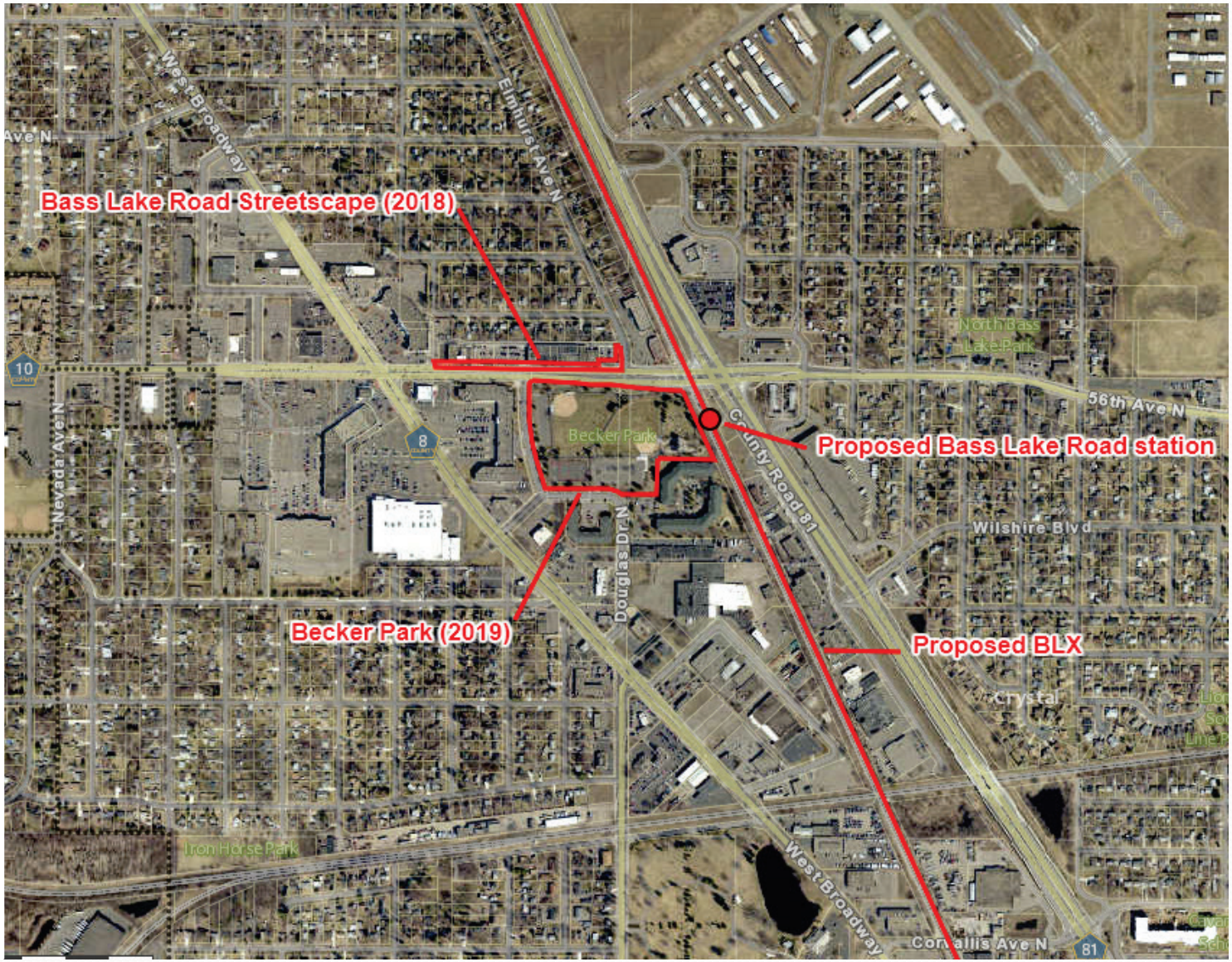
Bass Lake Road Station Area Update

Bass Lake Road Streetscape (2018)

Becker Park (2019)

City Policy Changes

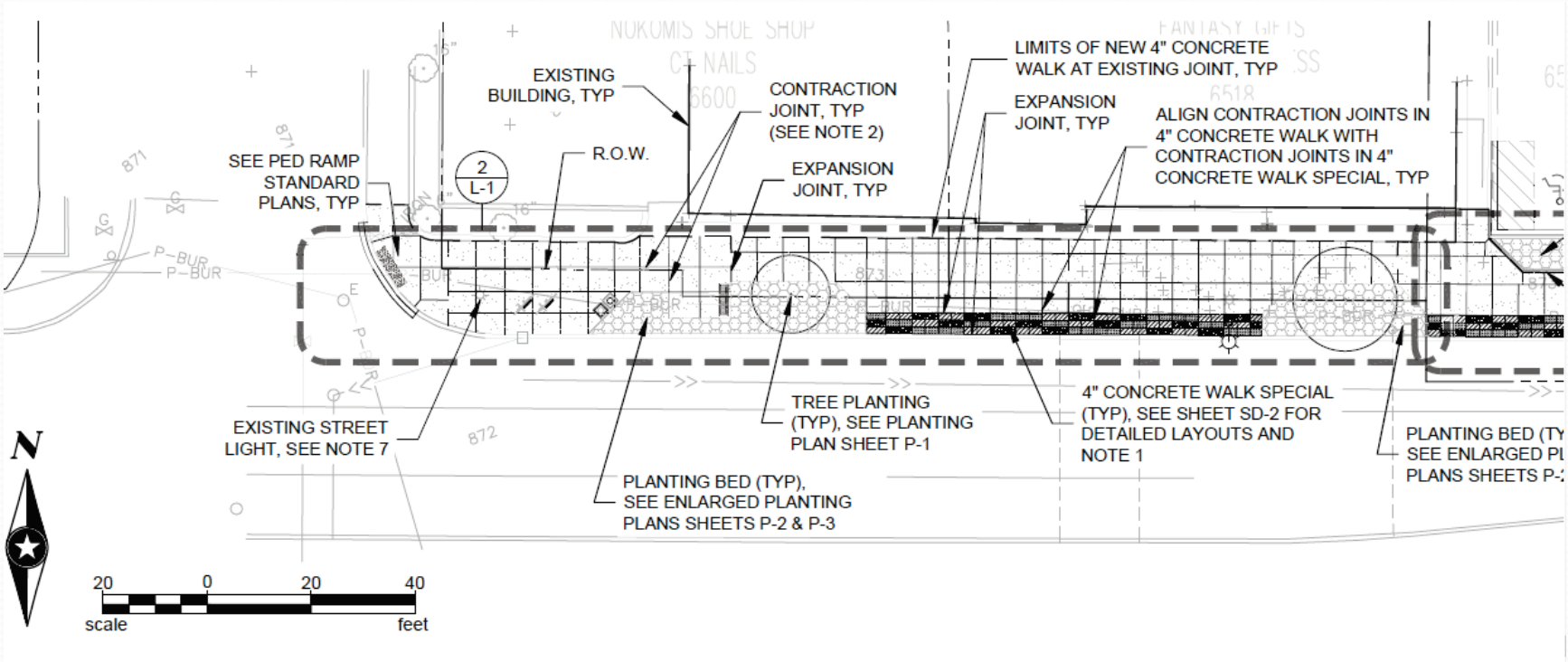
- **New Zoning Ordinance (UDC)**
- **Proposed TOD Ordinance**



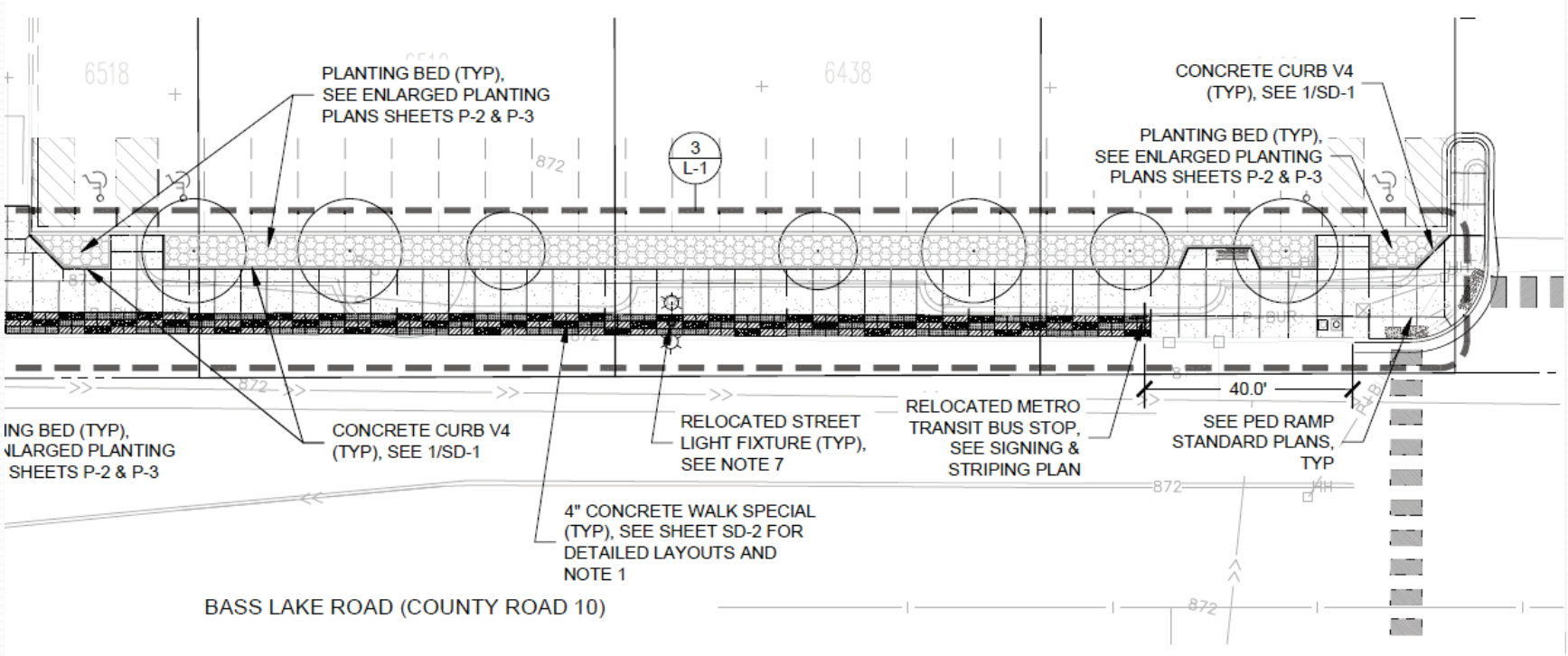
Bass Lake Road Streetscape

- Construction May-September 2018
- Total construction cost $600,000 (65% city, 35% county)
- Major elements:
  - On-street parallel parking (12 spaces) in front of larger block of buildings
  - Reconstructed sidewalk
  - Mini-plaza at NW corner at Elmhurst
  - Landscape beds with irrigation
  - Colored concrete boulevard where there isn't space for landscaping
  - Pedestrian crossing improvements at Sherburne intersection (new APS, curb ramps, and crosswalk markings)
  - Retrofit existing HPS replaced with LED to improve light levels and security (some new lights too)
  - 5 benches, 6 bike racks, 4 dual trash receptacles, etc.

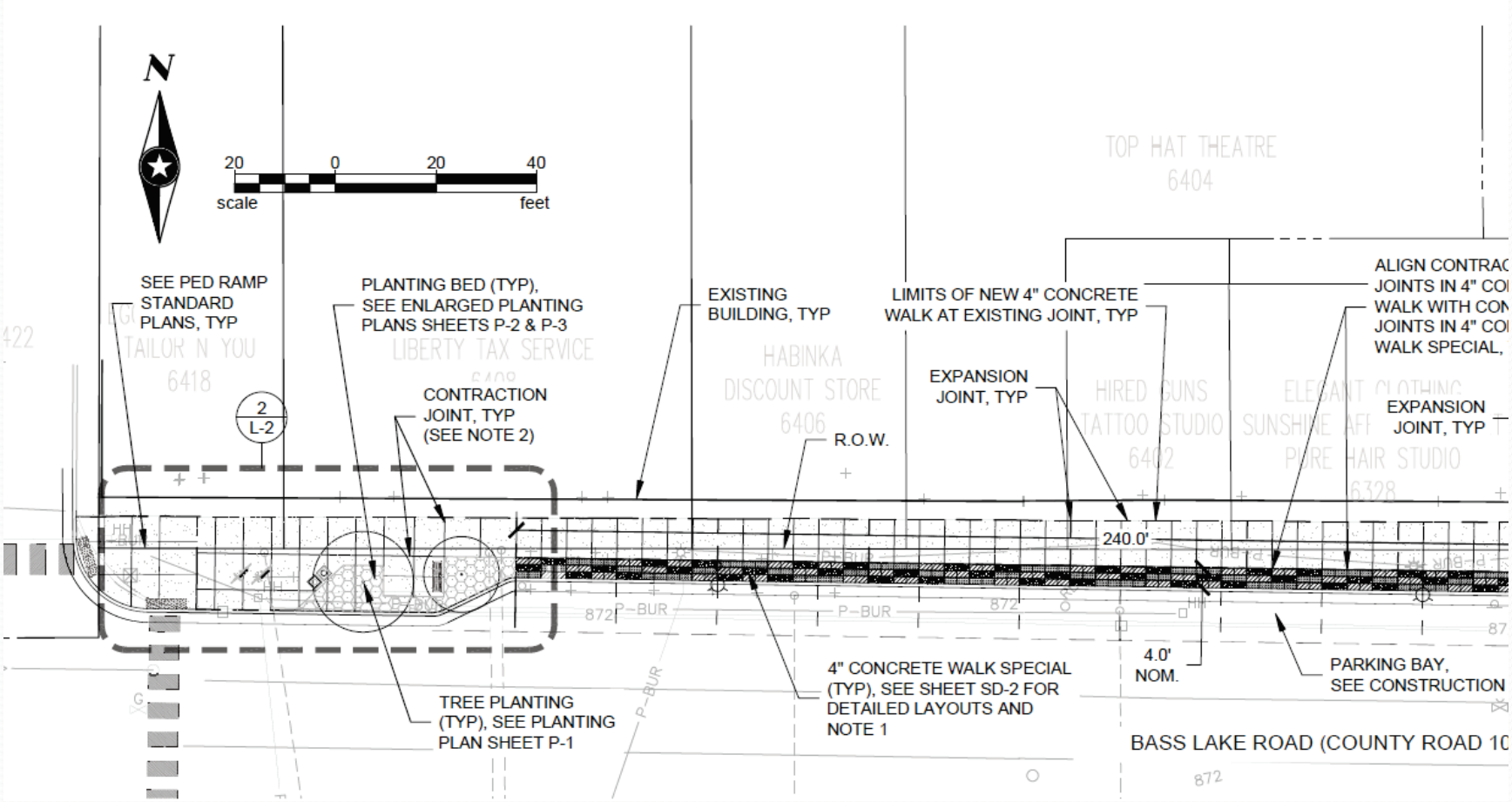
Bass Lake Road Streetscape



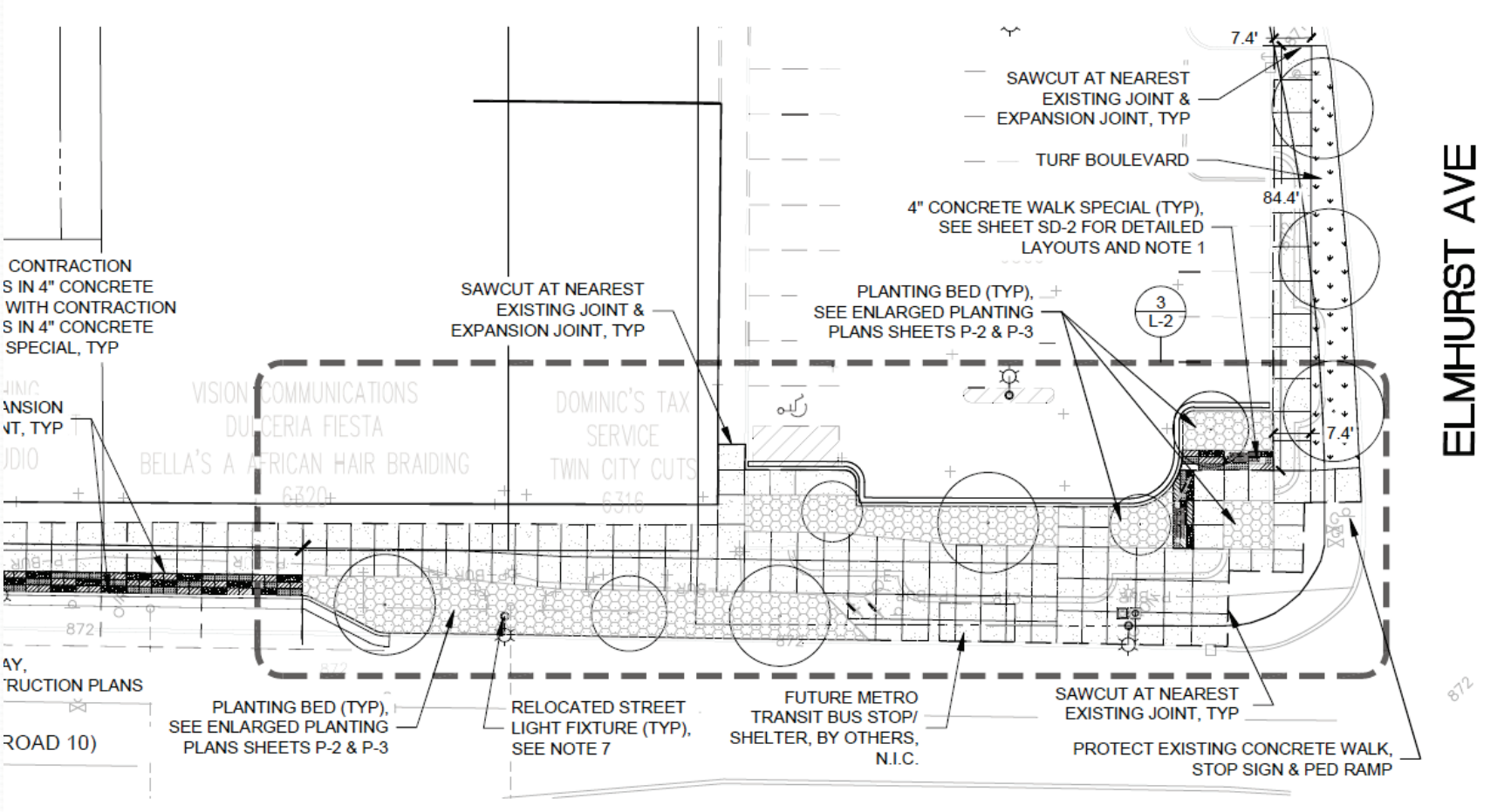
Bass Lake Road Streetscape



Bass Lake Road Streetscape



Bass Lake Road Streetscape



Becker Park

- Construction late 2018 - fall 2019
- Two major elements:

1. Stormwater infiltration system ($2.5 million)
   - ✓ Reduce flooding in adjacent commercial area
   - ✓ Improve water quality in Twin Lake
   - ✓ Half city funds, other half BWSR & Met Council
2. Becker Park reconstruction ($2+ million)
   - ✓ Transition to destination “Town Square” park
   - ✓ Performance area, improved trails, active water feature and accessible, barrier-free playground
   - ✓ Mostly city funds but assistance sought from Hennepin County (TOD & CDBG) and MN-DNR

BECKER PARK

CITY of CRYSTAL

WSB
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416
(763) 541-4800 | wsbeng.com
Project Number: 011239-000
February 28, 2018

Becker Park

Crystal MN 55429 March 1, 2018 1125459-01-01-02

*Custom products are shown as conceptual only. *Custom product manufacturing time for this project will be approximately 6 weeks from the time of LSI order acceptance.

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New Zoning Ordinance

- Generally less restrictive
- Focused on regulating the right things
- Greater flexibility in response to changing market and residential needs

  - Maximum apartment density increased from 22 to 40 units/acre
  - Maximum height for apartment buildings increased from 3 to 5 stories
  - Minimum single-family lot width to be reduced from 60 to 50 feet
    - ✓ *Will allow some oversized lots to be split for another house to be built*
    - ✓ *Will allow more compact infill development*
  - Minimum two-family lot width to be reduced from 100 to 80 feet
    - ✓ *An opportunity for more NOAH while preserving neighborhood character*
  - Allows accessory dwelling units
    - ✓ *Can be attached or detached (basement apartment, "tiny house", etc.)*
    - ✓ *Another opportunity for more NOAH while preserving neighborhood character*

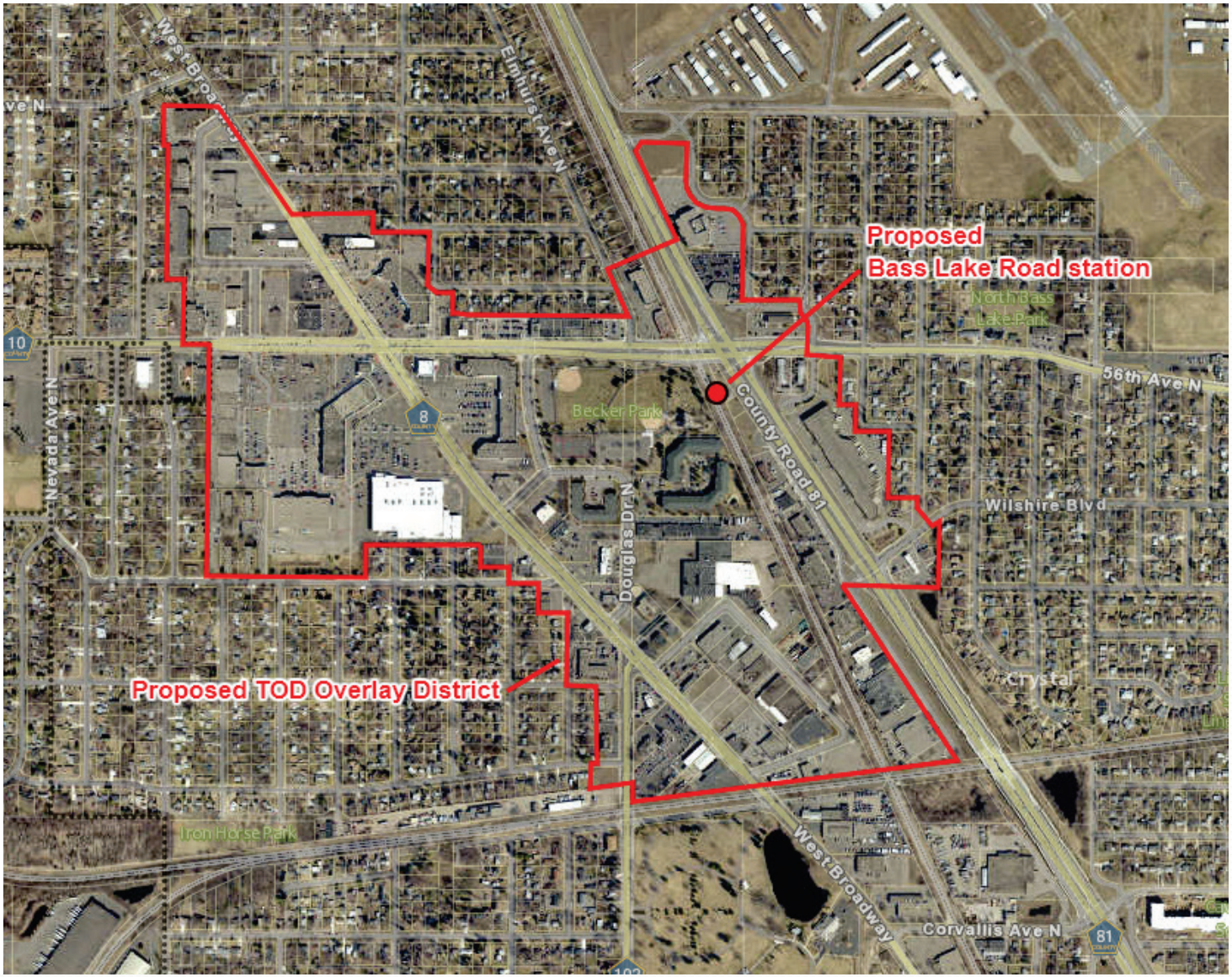
TOD Overlay District (proposed)

Markets are unpredictable

- Willing sellers?
- Res/Comm mix?
- Types of space?
- Technology?

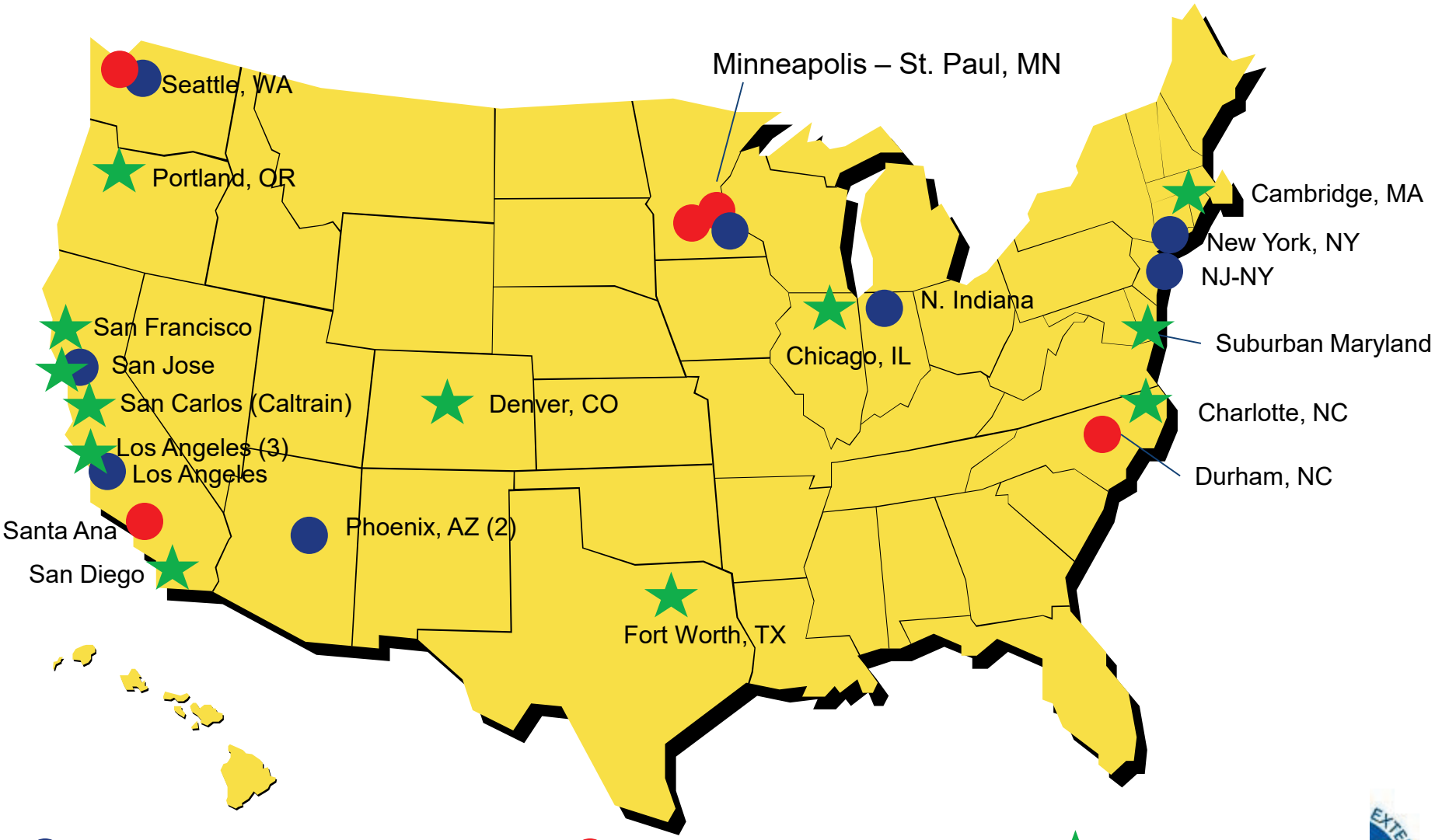
Focus on the **form** of new development in relation to other properties and the public realm (streets, (sidewalks, Becker Park)

"We don't want our zoning ordinance to stand in the way of transit oriented development, if that's what the market wants."



2018 Look Ahead

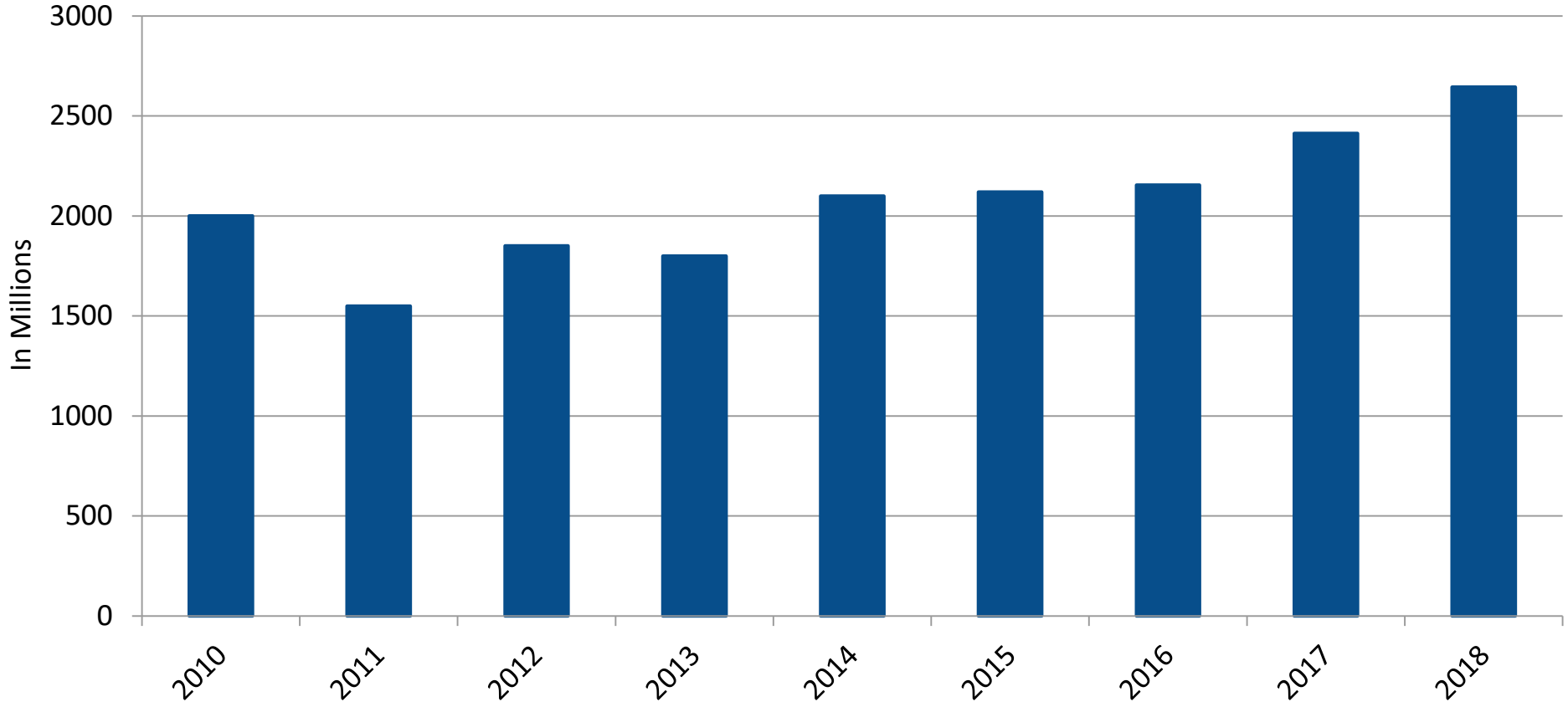
Peer "New Starts" Projects (February 2018)



Project Development (PD) Engineering FFGA

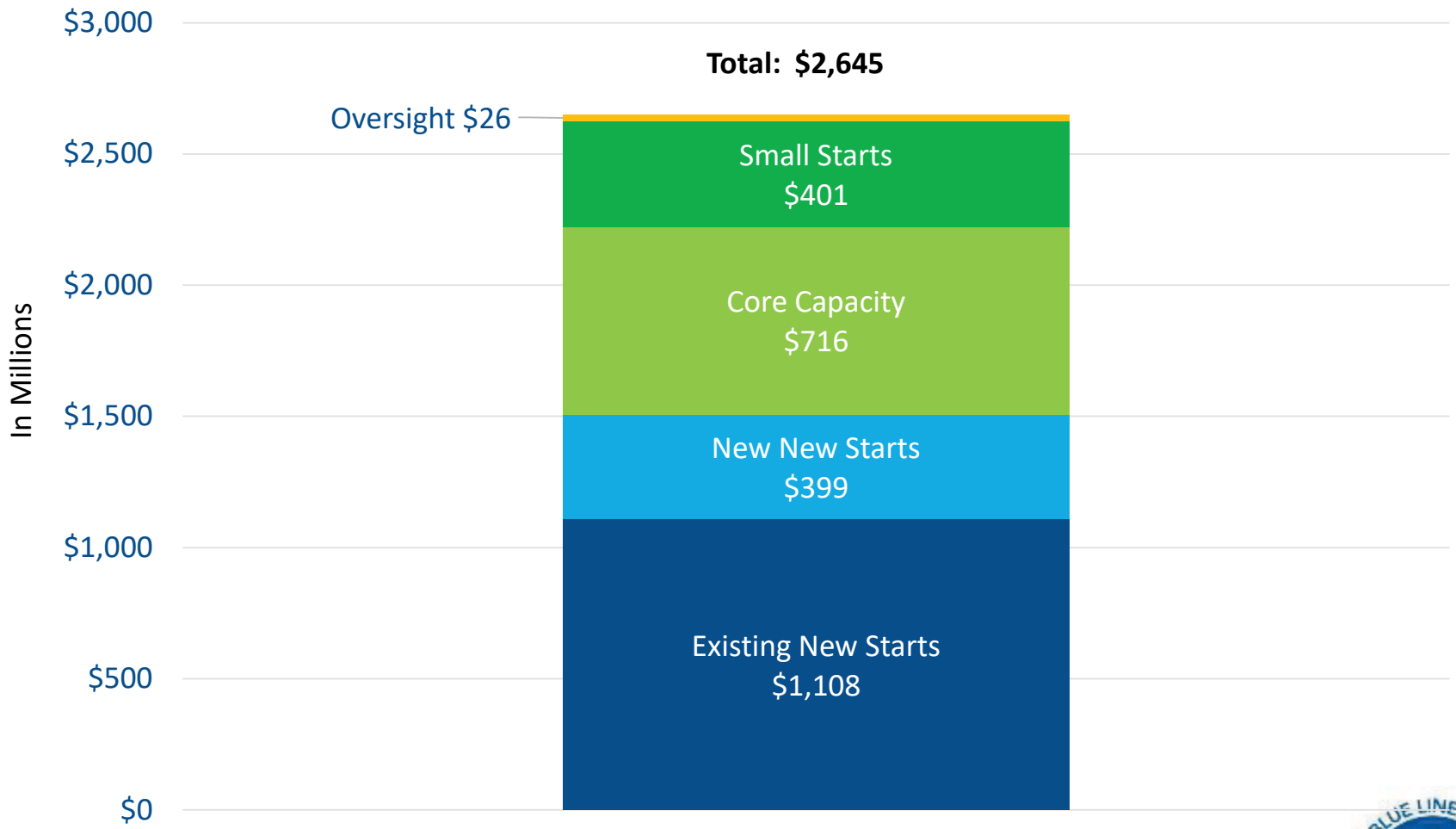
Source: Feb 2018 FTA CIG Report

FTA Capital Investment Grant Program Federal Funding Levels 2010 to 2018



Note: Horizontal axis represents federal fiscal years

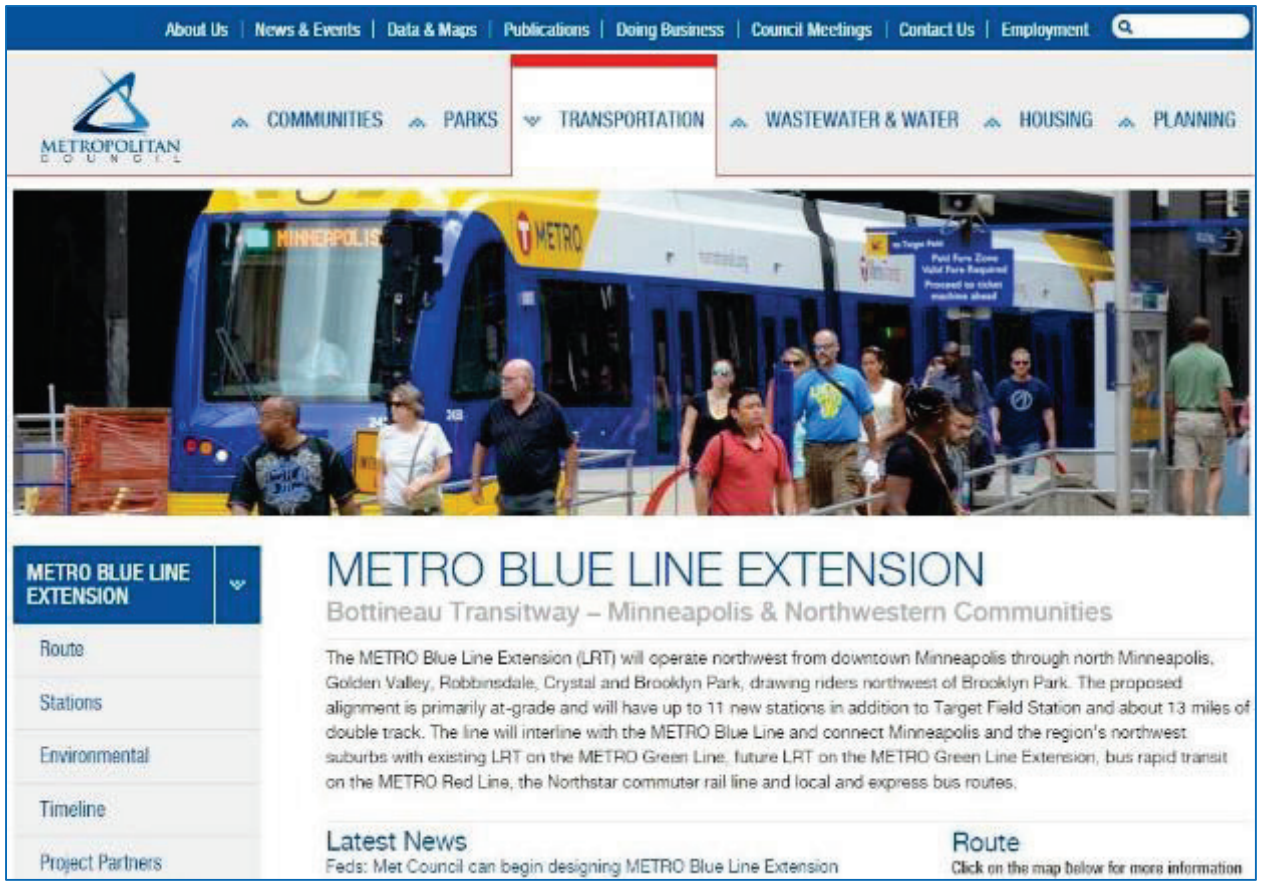
FTA Capital Investment Grant Program 2018 Funding by Subprogram



2018 Look Ahead: Major Milestones

- Complete Critical 3rd Party Agreements
- FTA Financial Capacity Assessment
- FTA Risk Assessment
- Complete 90% Franklin OMF Design
- Complete 100% Civil Design
- Complete 100% Systems Design
- Complete 100% Brooklyn Park OMF Design
- Complete 100% Franklin OMF Design
- Submit Advanced Construction LONP request to FTA
- Application for Full Funding Grant Agreement

More Information



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