Community Advisory Committee

February 8, 2016
Today’s Topics

• Municipal Consent Update
• 63rd Ave/CSAH 81 Intersection
• Bass Lake Road/CSAH 81 Intersection
• Noise Analysis Update
• Sochacki Park Update
• Future Topics: Committee Feedback
Municipal Consent Update
# Municipal Consent Update

**Dec 15, 2015:** Plans delivered to city halls, community and reference libraries; posted on project website

**Jan 19, 2016:** Joint Met Council/Hennepin County/HCRRRA Public Hearing

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63rd Ave/CSAH 81 Intersection
63rd Ave/CSAH 81 Pedestrian Bridge

- CMC action on November 12th directed BPO to work with stakeholders to study the following:
  - Feasibility
  - Justification
  - Environmental impacts
  - Cost
  - Public outreach
  - Jurisdictional support of constructing a pedestrian bridge over CSAH 81
63rd Ave/CSAH 81 Pedestrian Bridge
63rd Ave/CSAH 81 Pedestrian Bridge
63rd Ave/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Feasibility
  ▪ Pedestrian bridge technically feasible, but requires clearance over freight rail and CR 81 house moving route

• Justification
  ▪ Higher number of pedestrians anticipated with LRT station
  ▪ Walk time via pedestrian bridge more than triple that of at-grade

• Environmental impacts
  ▪ Visual
63rd Ave/CSAH 81 Pedestrian Bridge: CMC Requested Information

- **Cost:** $15-$17 Million
- **Public outreach**
  - 1/11 City Council Work Session: City not supportive of advancing pedestrian bridge
- **Jurisdictional support**
  - Hennepin County will not own or maintain
  - City of Brooklyn Park understood concerns with pedestrian bridge, and requested significant at grade pedestrian enhancements if pedestrian bridge not advanced
63rd Ave/CSAH 81 Intersection Enhancements

- Wider median, removal of dual left turn lane
- Pedestrian Crosswalks
  - Widen from 6-8’ to 12’ for visibility, add black paint for contrast
  - Raise crosswalks in free right turn lanes
  - Add stop bars
- Advanced pedestrian/bike signage
- Streetscape enhancements on corner
63rd Ave/CSAH 81 Intersection Enhancements

- Stop Bars In Advance of Crosswalks
- Raised Crosswalk at Right Turn Island
- 12' Wide Enhanced Crosswalks
- Advance Ped/Bike Signage
- Accessible Pedestrian Signals (APS)
- Tighter Corner Radii (NE/SW)

Legend:
- Signalized Intersection
- Pedestrian Level Lighting
- Low Sight Wall
- Bike Loops
- Shrub/Perennial Planting Beds
- Trees

Intersection Corner Street Enhancements
- Pedestrian Level Lighting
- Low Sight Walls
- Shrub/Perennial Planting Beds
- Trees

Corner Plaza Enhancements:
- Pedestrian Level Lighting
- Low Sight Wall
- Benches
- Bike Loops
- Shrub/Perennial Planting Beds
- Trees

DRAFT-WORK IN PROGRESS
Bass Lake Rd/CSAH 81 Intersection
Bass Lake Rd/CSAH 81 Pedestrian Bridge

• CMC action on November 12th directed BPO to work with stakeholders to study the following:
  - Feasibility
  - Justification
  - Environmental impacts
  - Cost
  - Public outreach
  - Jurisdictional support construction of a pedestrian bridge over CSAH 81
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Two Elevators
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Two Elevators
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Rd/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Road/CSAH 81 Pedestrian Bridge: Elevator & Ramp
Bass Lake Rd/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Feasibility
  ▪ Both options technically feasible, but requires clearance over CR 81 house moving route
  ▪ Elevator needed on west side due to right of way constraints

• Justification
  ▪ Higher number of pedestrians anticipated with LRT station
  ▪ Walk time via pedestrian bridge more than double that of at-grade

• Environmental impacts
  ▪ Visual, cultural resources (proximity to Becker Park)
Bass Lake Rd/CSAH 81 Pedestrian Bridge: CMC Requested Information

• Cost
  ▪ $8-11 million: elevator/ramp option
  ▪ $11-13 million: 2 elevator option

• Public outreach
  ▪ 1/14 and 1/25 City Council Work Sessions: Council favors advancing pedestrian bridge options, and some form of at grade intersection enhancements
  ▪ 1/25 County Station Area Planning Open House: community members expressed support a ped bridge

• Jurisdictional support
  ▪ Hennepin County will not own or maintain
  ▪ City of Crystal will not own or maintain
Bass Lake Road/CSAH 81 Intersection Enhancements

- Wider median, narrowed lanes
- Pedestrian Crosswalks
  - Widen from 6-8’ to 12’ for visibility, add black paint for contrast
  - Raise crosswalks in free right turn lanes
  - Add stop bars
- Advanced pedestrian/bike signage
- Streetscape enhancements on corner
Bass Lake Road/CSAH 81
Intersection Enhancements

- Pedestrian Level Lighting
- Low Site Wall at Back of Trail
- Shrub/Perennial Planting Beds
- Trees

Corner Plaza Enhancements:
- Existing Monument Sign
- Pedestrian Level Lighting
- Benches
- Bike Loops
- Shrub/Perennial Planting Beds
- Trees

Landscaped Center Median

Bass Lake Road

Intersection Corner Streetscape Enhancements
(East side of CSAH 81)

- Pedestrian Level Lighting
- Low Site Wall at Back of Trail
- Shrub/Perennial Planting Beds
- Trees

Pedestrian Crossing Improvements:
1. Stop Bars in Advance of Crosswalks
2. Raised Crosswalks at Right Turn Islands
3. 12’ Wide Enhanced Crosswalks
4. Advance Ped/Bike Signage
5. Accessible Pedestrian Signals (APS)
6. Tighter Corner Radii (NE/SW)

Legend:
- Signalized Intersection
- Pedestrian Level Lighting
- Standard Gray Concrete Paving
- Enhanced Paving (Color and Texture)
Bass Lake Road/CSAH 81
Intersection Enhancements
Noise Analysis Update
Noise Analysis Overview

• Mitigation Strategies Include
  ▪ Quiet Zone improvements at intersections shared with freight
  ▪ Wayside devices installed at Quiet Zone intersections
  ▪ Noise barriers: variable heights based on conditions
  ▪ Interior testing at receptors where, even with implementation of mitigation measures, impacts remain
Noise Analysis Overview by City

- **Minneapolis:**
  - Noise barrier near Plymouth Avenue Station
  - Interior testing at 4 properties: located in Homewood just north of Hwy 55.

- **Golden Valley:**
  - Noise barrier on east side of BNSF corridor along Kewanee Way
  - Interior testing at 1 property: located south of GVR station
Noise Analysis Overview by City

- Robbinsdale:
  - Quiet Zone and wayside audible devices at 3 intersections: 41st/Noble Ave, 42nd Ave, 45 1/2th Ave
  - Closure of 39 1/2 Ave
  - Noise barriers
    - East side of LRT corridor along Indiana Ave up to 40 1/2 Ave, and from 45 1/2 Ave to 47th Ave
    - West side of LRT corridor; north of 36th Ave corridor from 38th Ave to 40 1/2 Ave, and along Railroad Ave between 41st Ave & 42nd Ave
  - Interior testing at 18 properties:
    - 3 along Indiana
    - 1 at 36th Ave
    - 2 at 38th Ave to 40 1/2 Ave
    - 3 along Regent
    - 3 near TH 100
    - 6 at 45 1/2 Ave
Noise Analysis Overview by City

• Crystal:
  - Quiet Zone and wayside audible devices at 3 intersections: W. Broadway, Corvallis & Bass Lake Rd
  - Noise barriers on east side of BNSF corridor from 47th Ave to south of Corvallis
  - Interior testing at 1 property: apartment building just north of W. Broadway

• Brooklyn Park:
  - Quiet Zone and wayside audible devices at 2 intersections: 63rd Ave and 71st Ave
  - Interior testing at 3 properties: near 93rd Ave
Sochacki Park Update
Sochacki Park Update

• Mitigation plan developed with input from staff at
  ▪ Three Rivers Park District
  ▪ Cities of Robbinsdale & Golden Valley
  ▪ Golden Valley Open Space Committee
  ▪ Robbinsdale Park and Rec Committee

• Plan focuses on:
  ▪ Appropriate clean up and restoration of BLRT construction staging areas in Sochacki Park
  ▪ Enhancements to trails and other park features
Sochacki Park Next Steps

- February 2:  Golden Valley Public Hearing
- February 8:  Sochacki Park JPA Board
- February 9:  Robbinsdale Public Hearing
- February 16: Golden Valley City Council
- March 2: Robbinsdale City Council
Future Topics: Committee Feedback
Future Topics: Committee Feedback

- Safe connectivity by all modes and for all ages and abilities
- How technology can be used to improve transit operations, attractiveness
- Park and ride ramp features (rain garden, car sharing, charging stations)
- Environmental impacts and mitigation measures
  - Noise, vibration and light
  - Construction plans
Next CAC Meeting: March 7, 2016
More Information

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