



Corridor Management Committee

March 12, 2015



Today's Topics

- Advisory Committee and Outreach update
- Technical Issue #2: Olson Memorial Highway Update
- Technical Issue #7: Bass Lake Road Station Update
- Technical Issue #11: 93rd Ave/Oak Grove Parkway Stations Update



Advisory Committee and Outreach Update



Business and Community Advisory Committee Update

- Sent letters of invite: January 29, 2015
- Receive nominations by: March 6, 2015
- Hold joint BAC/CAC joint kick-off: April 1
- Identify at-large members to round out the committees



Community Advisory Committee Members

Nominating Organization	Name
City of Minneapolis	
City of Golden Valley	
City of Robbinsdale	George Selman, Kate Catron
City of Crystal	
City of Brooklyn Park	
Asian Economic Development Assoc.	Manysavanh Phothisane



Business Advisory Committee Members

Nominating Organization	Name	Business
City of Minneapolis		
City of Golden Valley		
City of Robbinsdale	Mark Steinhauser	The Steinhauser Group
	Kara Kurth	Golden Age Design
City of Crystal		
City of Brooklyn Park		
Robbinsdale Chamber of Commerce	Tim Geisler	EMI Audio
North Hennepin Area Chamber of Commerce	Stephen Erickson	North Hennepin Chamber of Commerce
Minneapolis Regional Chamber of Commerce	Randy Boushek	Thrivent Financial



Feb. 26 Golden Valley Road/Plymouth Ave. Station Community Meeting

- Over 150 attendees
- Project update and small group discussions
 - Do you think the project should include one or both stations? Why? If one station, which one? Why?
 - What do you see as the benefits of each station at the neighborhood, city and regional level?
 - What do you see as the impacts of each station at the neighborhood, city and regional level?
 - If the Plymouth Avenue Station moves forward, do you prefer the north or south station placement?



Feb. 26 Golden Valley Road/Plymouth Ave. Station Community Meeting



Feb. 26 Golden Valley Road/Plymouth Ave. Station Community Meeting

- What we heard:
 - Benefits of Golden Valley Road station include access to Courage Center and bus riders
 - Benefits of Plymouth Ave. station include access for underserved populations and best access to Theodore Wirth Regional Park
 - Concerns about parking, development taking homes, noise and safety
 - Decision on location of Plymouth Ave. station (north or south) should be based on which option is safer and has less environmental impact



March 4 Maplebrook Residents' Meeting

- 60 attendees
- Project update and Q&A
- Discuss with project staff 2-lane and 4-lane concepts for West Broadway road reconstruction



Chris Berne, Maplebrook Board member, welcomes the residents and facilitates the meeting



Commissioner Mike Opat responds to a question



March 5 W. Broadway Community Meeting

- Over 210+ attendees
- Project update and small group discussions
 - What do you like about West Broadway today? What do you dislike?
 - What do you like about proposed changes along West Broadway? What do you dislike?
 - What do you want decision makers to know?
 - What is most important to you?



March 5 W. Broadway Community Meeting



March 5 W. Broadway Community Meeting

- What we heard:
 - Current road in poor condition, needs repairs
 - Need for improved bicycle and pedestrian facilities
 - Concerns about noise, vibration and increased traffic
 - Concerns about property impacts including values and acquisition
 - Concerns about safety and security, better street lighting
 - More comments favor 4-lane design over 2-lane design
 - Better access, traffic signals at Maplebrook Parkway



Technical Issue #2: Olson Memorial Highway Update



Technical Issue #2

- Highway 55 acts as a reliever for I-394 from downtown to western suburbs
- Current Highway 55 conditions between BNSF and I-94:
 - 6-lanes
 - 40 mph speed limit
 - Wide median with trees
 - Free right at EB Highway 55 to SB Lyndale Avenue
 - Network of alleys and frontage roads along roadway
- Bridge over I-94 is 6-lanes with single left-turn lanes



Technical Issue #2: Concerns

- Roadway perceived as a barrier to pedestrians
 - Number of lanes
 - Large intersections
 - Lane widths
 - Long distance pedestrian crossings
- Roadway Challenges
 - Geometry encourages excessive speed
 - Bus movements
 - I-94 interchange
 - Reliever for I-394



Technical Issue #2: Existing Road Conditions

Intersection of Van
White Blvd.



Typical Unmarked Pedestrian
Mid-Block Crossing and
Frontage Roads



Technical Issue #2: Existing Road Conditions



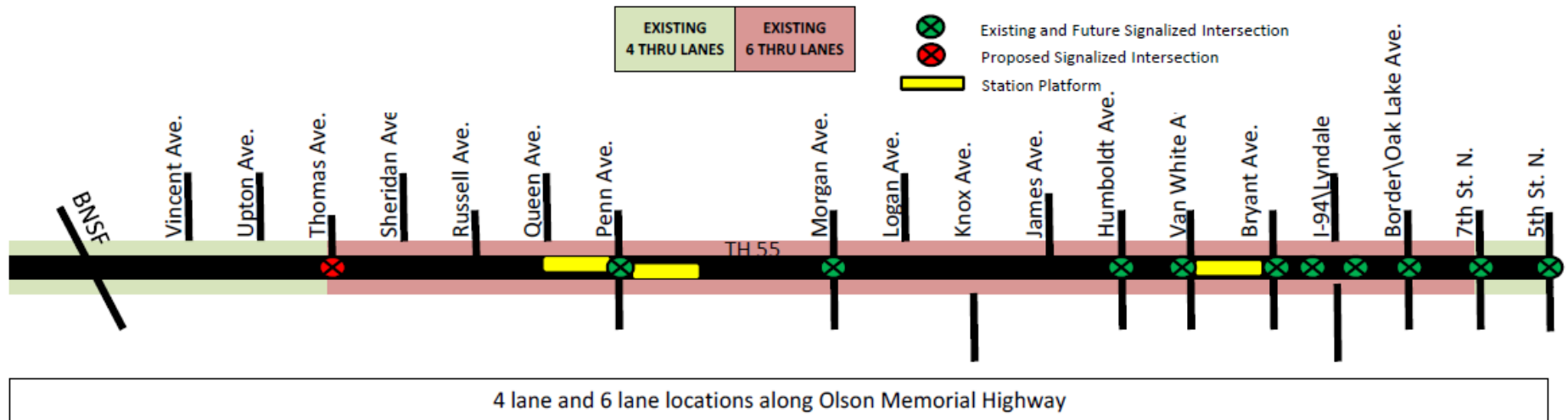
Intersection of Penn Ave.
and Highway 55

Technical Issue #2: Items Established

- LRT center running
- Station locations
- Signalized intersections
- Bus and planned BRT route
- Desire for East/West trail connection



Technical Issue #2: Section Diagram



Technical Issue #2: Issues to Resolve

- Vehicles
 - Number of lanes, turn lanes, I-94 interchange
- 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: Next Steps

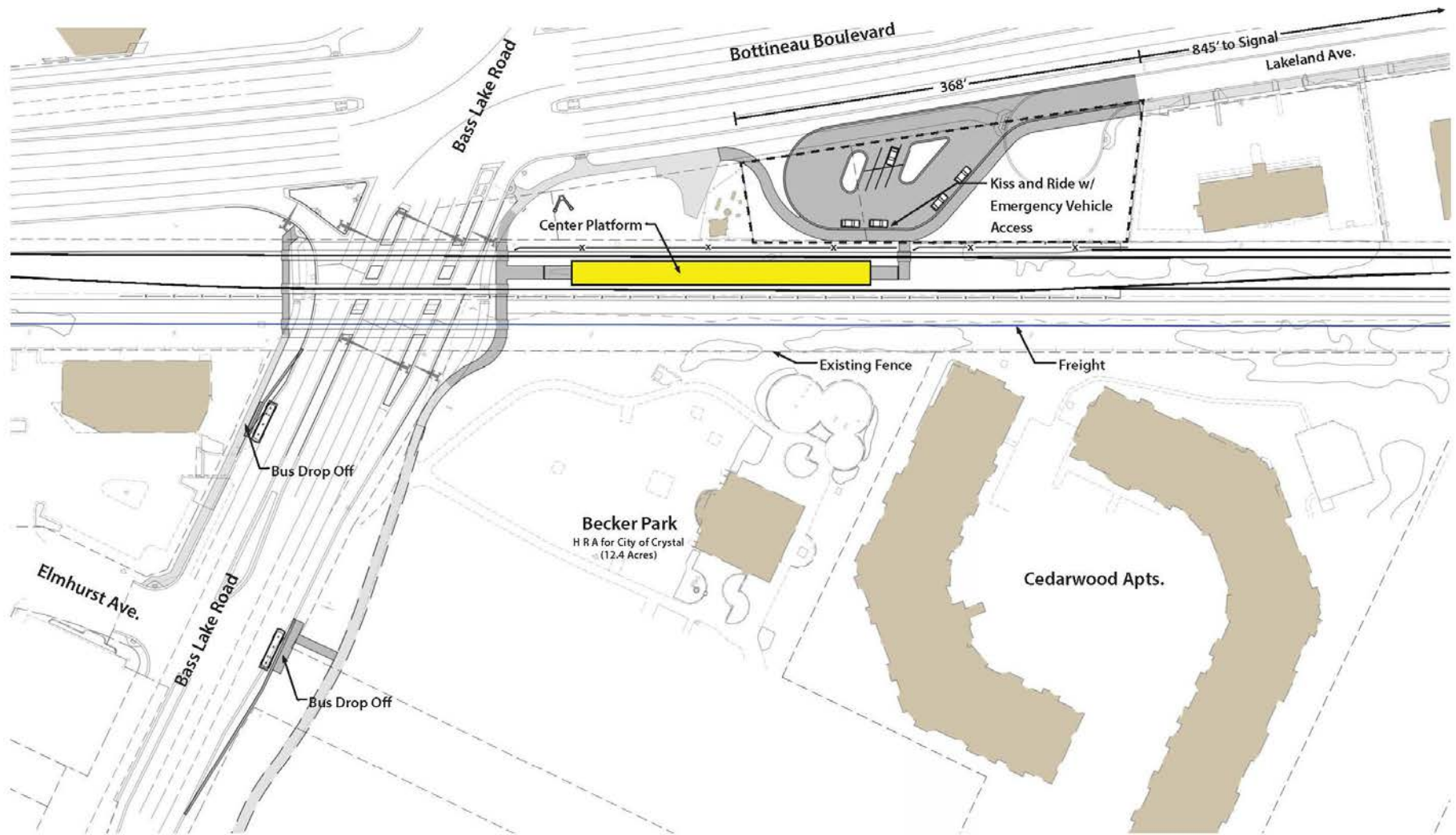
- Evaluate current and future traffic conditions
- Work with MnDOT and City of Minneapolis towards design of Highway 55
 - Issue Resolution Team
 - Topic Specific Group
- Seek input from CAC and BAC
- Hold community meeting this spring
- Provide updates to CMC



Technical Issue #7: Bass Lake Road Station Update



Technical Issue #7: Bass Lake Road Station



Technical Issue #7: Issues to be Resolved

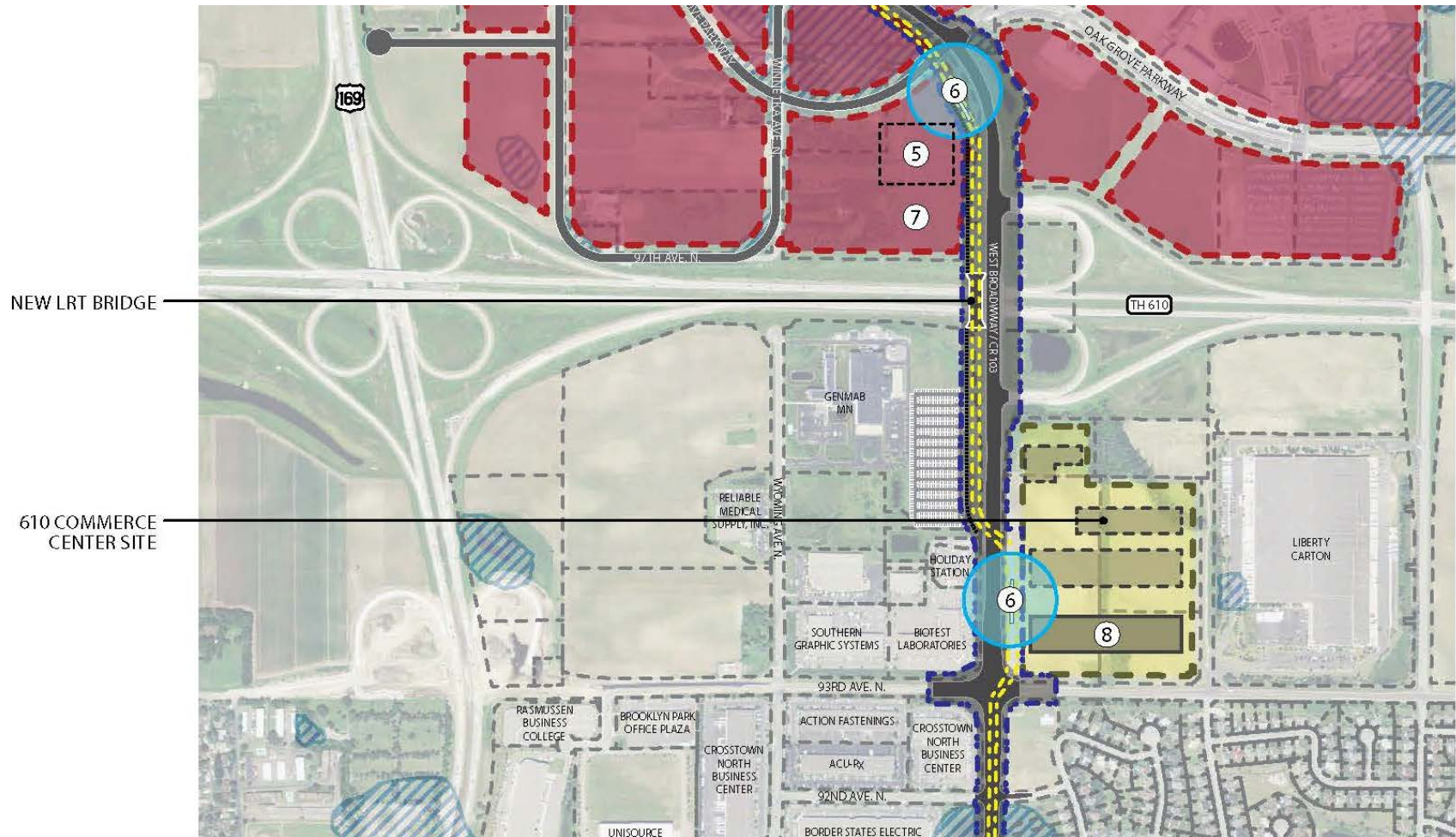
- Bass Lake Road station access via all modes
 - Explored shifting DEIS station location further south
 - Retain at DEIS location due to pedestrian access, visibility from Bass Lake Road, and grades
 - Exploring potential site for kiss and ride drop off
 - Pedestrians, bus, and bicycle access to station



Technical Issue #11: 93rd Avenue/Oak Grove Parkway Stations Update

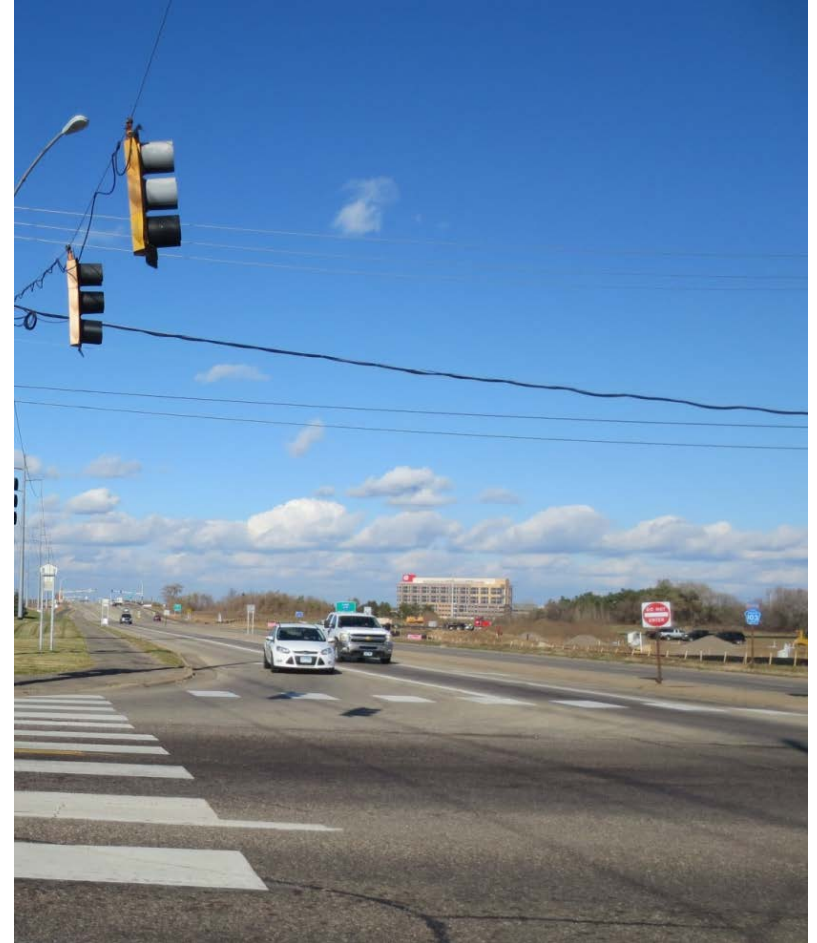


Technical Issue #11: DEIS 93rd Ave. Station, Park and Ride Location



Technical Issue #11

- 93rd Ave Station: Park and Ride and station location
 - Private development on DEIS Park and Ride location
 - 93rd station shifted to center of West Broadway
 - Station platform configuration (center or split) still being analyzed
 - One West Broadway crossing eliminated

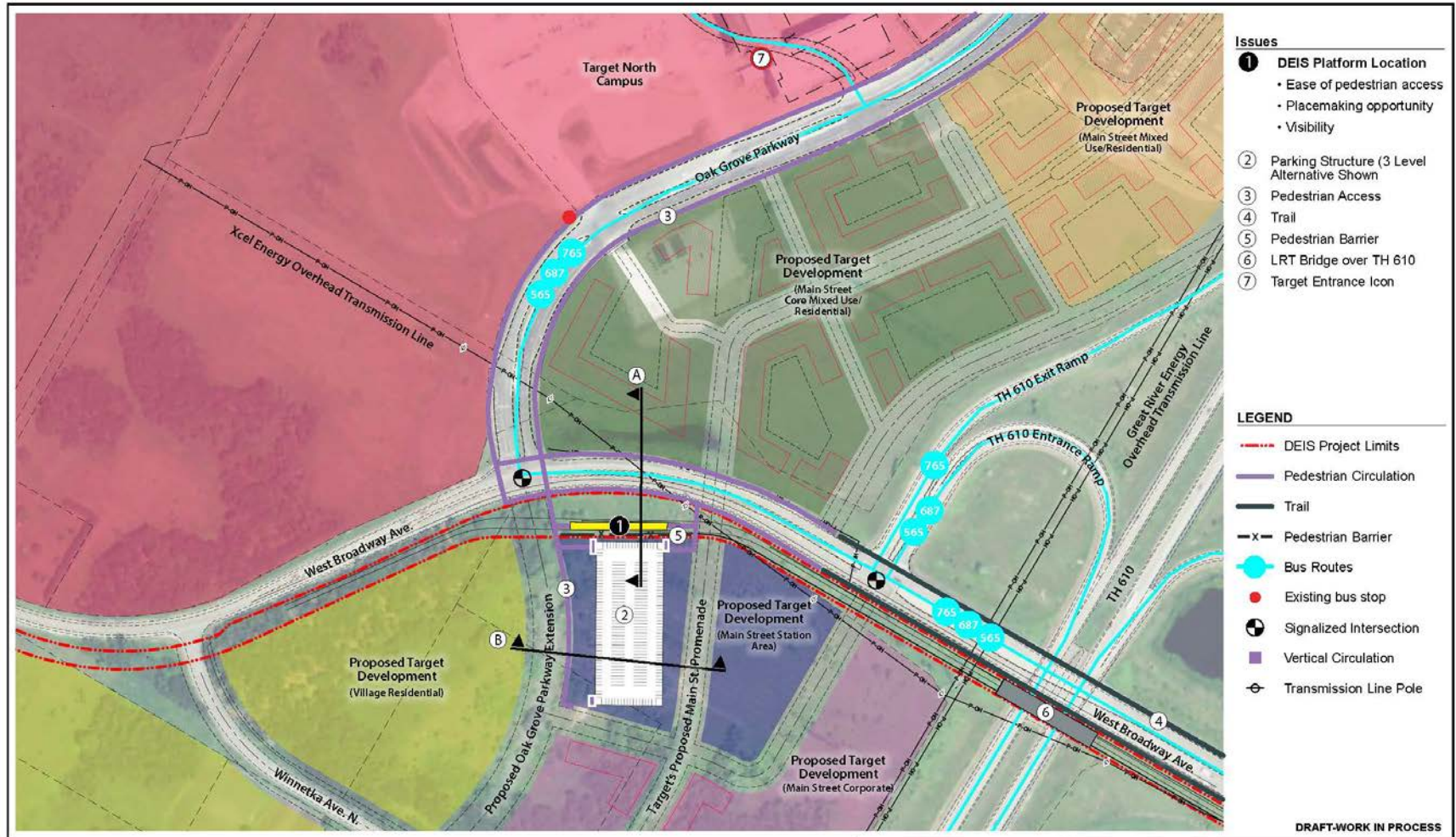


Technical Issue #11

- Park and Ride location
 - DEIS assumed 800 spaces at 93rd Ave Park and Ride to be confirmed by ridership modeling
 - Shifting Park and Ride from 93rd Ave Station to Oak Grove Parkway Station
- Oak Grove Parkway Station location
 - Explored locating station further south towards 610
 - Recommend retaining at DEIS location due to grades and site issues



Technical Issue #11: Oak Grove Parkway Station



Next CMC Meeting:

Thursday, April 9

1:00 PM – 2:30 PM

Brooklyn Center Community Center




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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

Email: BlueLineExt@metrotransit.org

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



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