

WELCOME

METRO Blue Line Extension Community Meeting



METRO BLUE LINE EXTENSION



NEIGHBORHOOD ASPIRATIONS

Questions

- What do you value about your neighborhood?
- What is something that is missing in your neighborhood that would make your life easier?
- How can your values be reflected in this light rail project?
- How could your culture be better represented in your neighborhood in the future?
- What history do you think needs to be made visible in your neighborhood?
- How could your neighborhood bring you joy?
- What do you want future neighborhood residents to thank you for in regard to your guiding of this project?
- What do you want this neighborhood to be like in 10-20 years?



NEIGHBORHOOD CONDITION AND MOBILITY

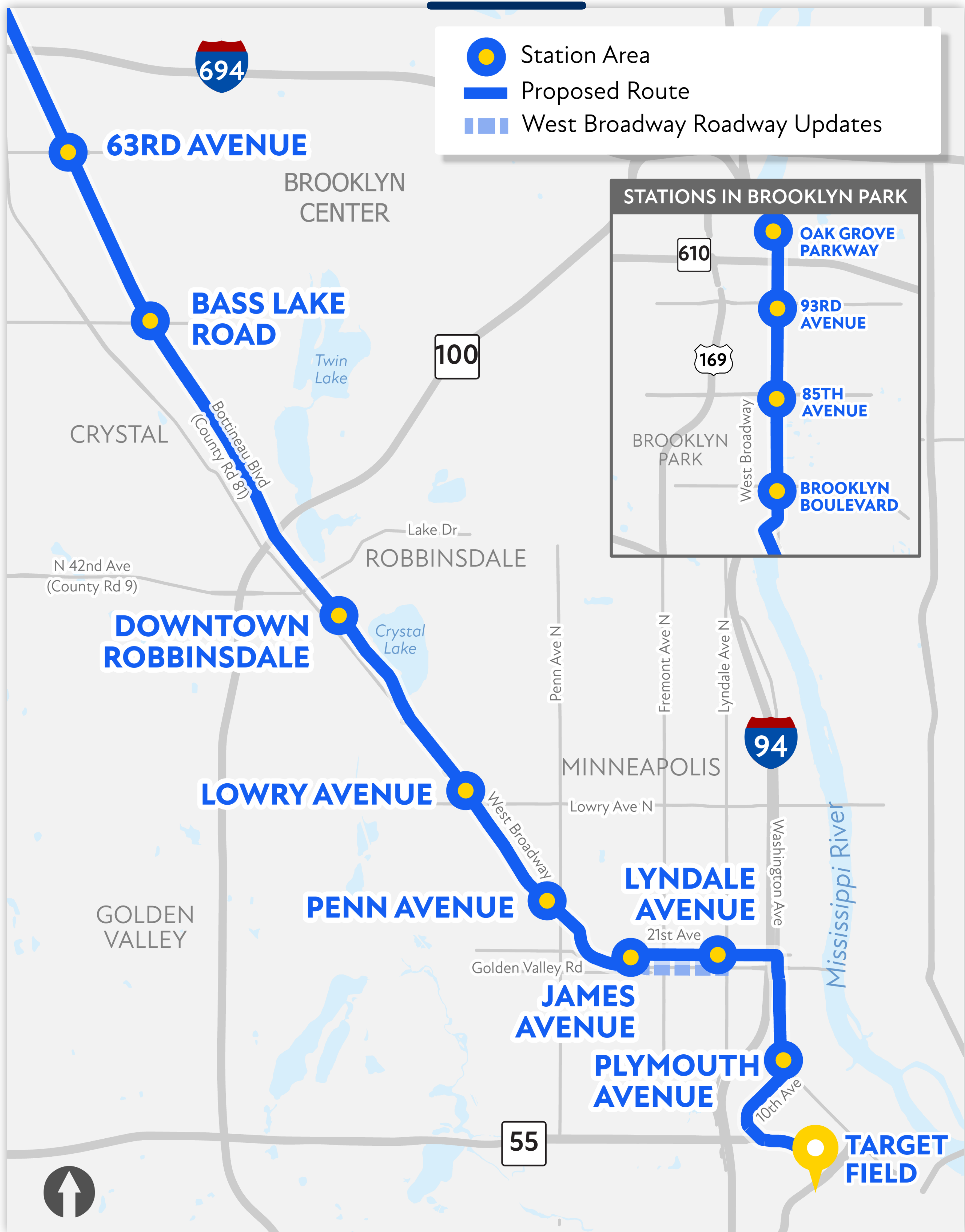
Questions

- Where do you feel safe, somewhat safe or unsafe in your neighborhood?
- What places in your neighborhood are respected?
- What places do you walk to and why?
- What places do you bike to and why?
- What places do you take transit to and why?
- What places do you drive to and why?
- Where do better connections need to be made in your neighborhood?



BLUE LINE EXTENSION PROPOSED ROUTE

In Fall 2023, project partners developed a proposed route based on community feedback and analysis by engineering staff. This route is being advanced to a preliminary design and environmental analysis stage for city and federal review.



CR 81 TRAFFIC VOLUMES

Annual average daily traffic (AADT) is the estimated average daily traffic volume experienced in both directions of a roadway segment considering the seasonal variation in traffic in a one-year period.

Segment	2005 AADT ¹ (vehicles/day)	2015 AADT ² (vehicles/day)	2019 AADT ³ (vehicles/day)	2021 AADT ⁴ (vehicles/day)	2022 AADT ⁵ Data Set 1 (vehicles/day)	2022 AADT ⁶ Data Set 2 (vehicles/day)	2023 AADT ⁷ Data Set 1 (vehicles/day)	2023 AADT ⁸ Data Set 2 (vehicles/day)	2040 Forecasts ⁹ (vehicles/day)
A CR 81, 63rd Ave to Bass Lake Road	23,900	26,500	29,500	26,500	28,500	26,500	29,000	30,500	34,000
B CR 81, Bass Lake Rd to Wilshire Blvd.	23,900	27,000	31,500	27,500	30,500	28,000	31,500	33,000	32,000
C CR 81, Wilshire Blvd to Corvallis Ave				29,000	32,500	29,500	34,000	34,500	
D CR 81, Corvallis Ave to 47th Ave				30,500	34,500	31,500	36,000	37,000	
E CR 81, 47th Ave to TH 100 ramps	28,500	32,500	39,000	33,500	37,000	33,500	38,000	39,000	39,000



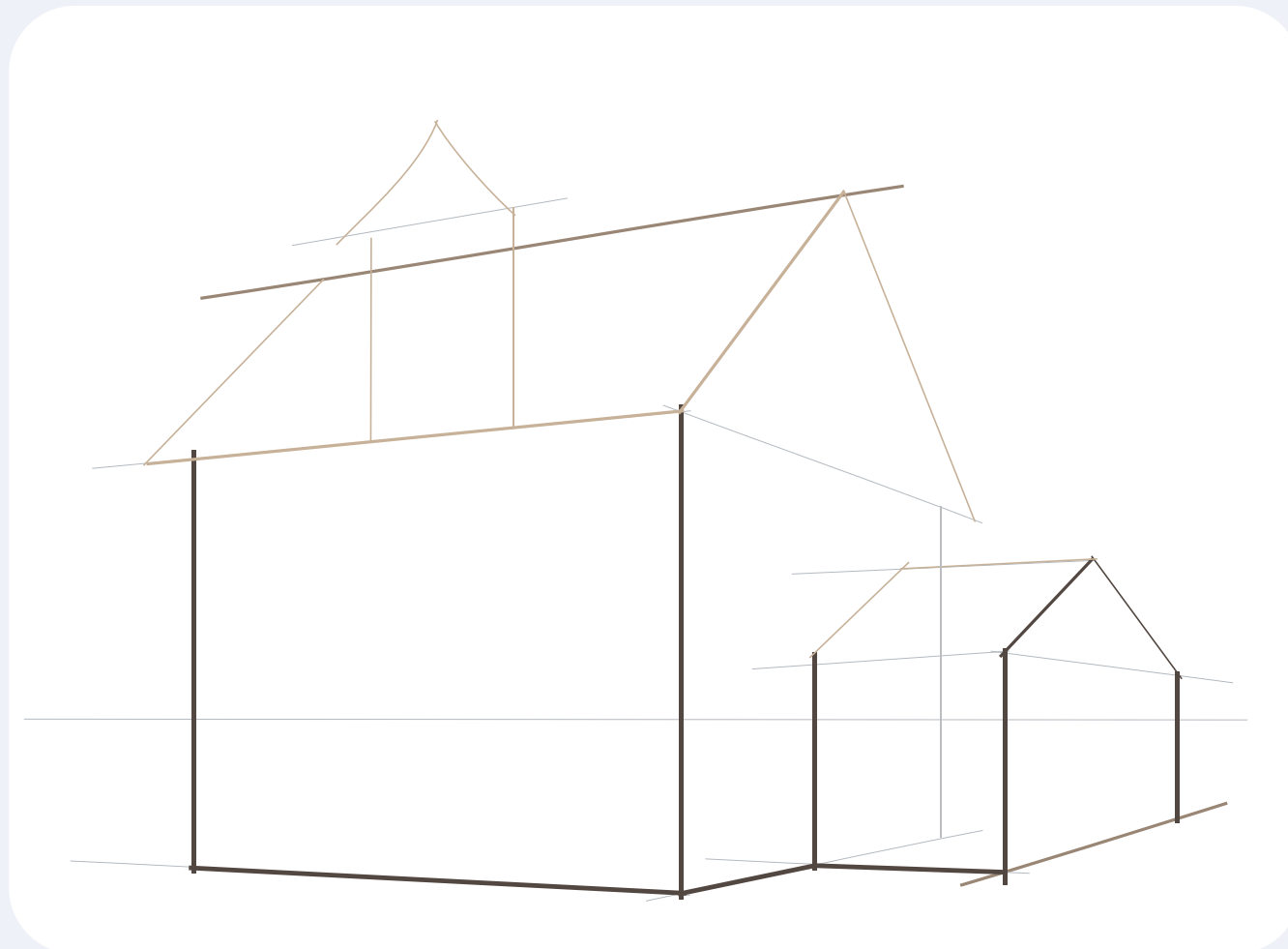
- Existing volumes during the design phase for the CR 81 reconstruction.
- Volumes after the CR81 reconstruction but before the restriping to 6 lanes between 47th Ave and Wilshire Blvd.
- Volumes after the CR 81 restriping to 6 lanes between 47th Ave and Wilshire Blvd. MnDOT 2022 seasonal adjustment factors applied.
- Volumes collected in October 2021. MnDOT 2022 seasonal adjustment factors applied.
- Intersection turning movement count data collected in April 2022. MnDOT 2022 seasonal adjustment factors applied.
- Intersection turning movement count data collected in September 2022. MnDOT 2022 seasonal adjustment factors applied.
- Intersection turning movement count data collected in May 2023. MnDOT 2022 seasonal adjustment factors applied.
- Intersection turning movement count data collected in September/October 2023. MnDOT 2022 seasonal adjustment factors applied.
- Forecasts in the current Hennepin County Transportation Plan.



30%-60%-90% DESIGN PROGRESSION

Below are the design milestones project staff have and will continue to engage the community on throughout the entire plan development process and construction.

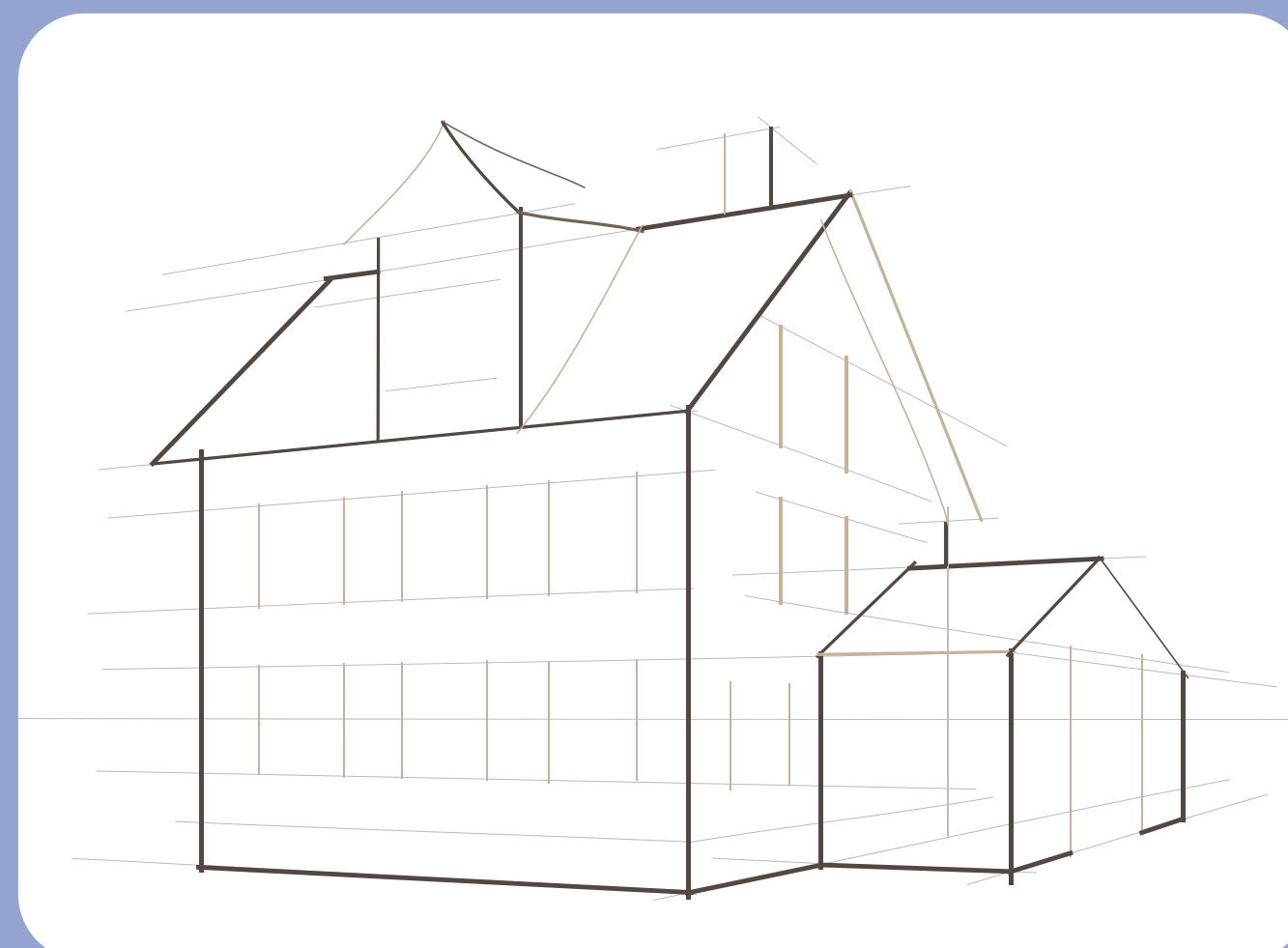
30% Design



- Alignment
- Station locations
- Typical sections (*i.e., width of vehicle lanes, sidewalks, etc.*)
- General access changes
- Prepare preliminary plans

SPRING-SUMMER 2024

60% Design



- Refinements to typical section (*i.e., width of vehicle lanes, sidewalks, etc. and access*)
- Site plans for park-and-rides
- Traffic plans
- Environmental mitigation measures
- Intersection design

WINTER 2024-2025

90% Design



- Station architectural design (*i.e., platform, shelters*)
- Lighting plans
- Landscaping plans
- Architectural treatment of retaining walls and noise walls, where applicable
- Construction planning

SUMMER 2025



PURPOSE AND NEED

Supplemental Draft Environmental Impact Statement (SDEIS)

PROJECT PURPOSE

To provide transit service, which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

PROJECT NEED

To effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel time-competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.



METRO BLUE LINE EXTENSION



ENVIRONMENTAL DOCUMENTATION PROCESS

The new route requires additional environmental documentation. New studies will be done to understand the potential social, economic, and environmental impacts that may occur because of the design, construction, and operation of the Blue Line Extension and will determine how to avoid or reduce those impacts. If impacts cannot be avoided, then mitigation will be considered.



Start the Environmental Documentation Process

- Metro Transit and Hennepin County will coordinate with the Federal Transit Administration and state and local agencies regarding the environmental review process.



Prepare Draft Environmental Documentation

- During the draft phase, the following will happen:
 - The environmental team will work closely with the engineering team to guide the design of the alignment.
 - Multiple design solutions and their relative impacts and benefits will be compared.



Public Hearing on Draft Environmental Documentation

- Public engagement will continue throughout the environmental process. A public hearing on the draft environmental document is a requirement of the process and will set the stage for moving into the final environmental document.
- All comments received on the draft will be reviewed, responses will be developed, and relevant details will be included in the final document.
 - **When can I comment?** You will have 45 days to comment in the Summer of 2024



Prepare Final Environmental Documentation

- Social, economic, and environmental impacts will be updated to reflect the updated project design.
- Mitigation commitments will be finalized.



Amend the Project Record of Decision

- The final environmental document will be published and made available for the public and agencies to review and comment on. After the comment period, mitigation commitments will be confirmed.
- A Record of Decision document formalizes the environmental commitments made for the project and this step completes the environmental review.



TOPICS STUDIED IN THE ENVIRONMENTAL PROCESS

Examples of social, economic, and environmental issues studied:

-  Changes to land use, and how the project fits with existing or planned land uses
-  Effects on the community or communities surrounding the project
-  What property needs to be purchased and what residences or businesses may need to be moved
-  Business impacts
-  Impacts to historic properties
-  Impacts to parks
-  Visual impacts
-  Safety
-  Transportation impacts – bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation
-  Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality
-  Impacts to soils and geologic resources
-  Impacts to plants and animals, including threatened and endangered species
-  Noise impacts, and for transit and rail projects, vibration impacts
-  Contaminated properties and hazardous
-  Environmental Justice
-  Air Quality and Emissions



NEXT STEPS AND DECISION POINTS



1: SELECT DESIGN OPTIONS TO MOVE INTO THE DRAFT ENVIRONMENTAL DOCUMENT (SEPTEMBER 2022)

☆ Public comment on the design options studied in the environmental document (October 2022)



2: IDENTIFY PREFERRED OPTION (SEPTEMBER 2023)

This process advanced design and community engagement to identify a preferred option

☆ A recommendation on the preferred option was made through the Blue Line committees (September 2023)



3: PREPARE DRAFT ENVIRONMENTAL DOCUMENT (OCTOBER 2022-JUNE 2024)

This process will evaluate social, economic, and environmental impacts and benefits of multiple design options and identify a preferred option

☆ Public comment on the environmental findings of the design options (June-July 2024)



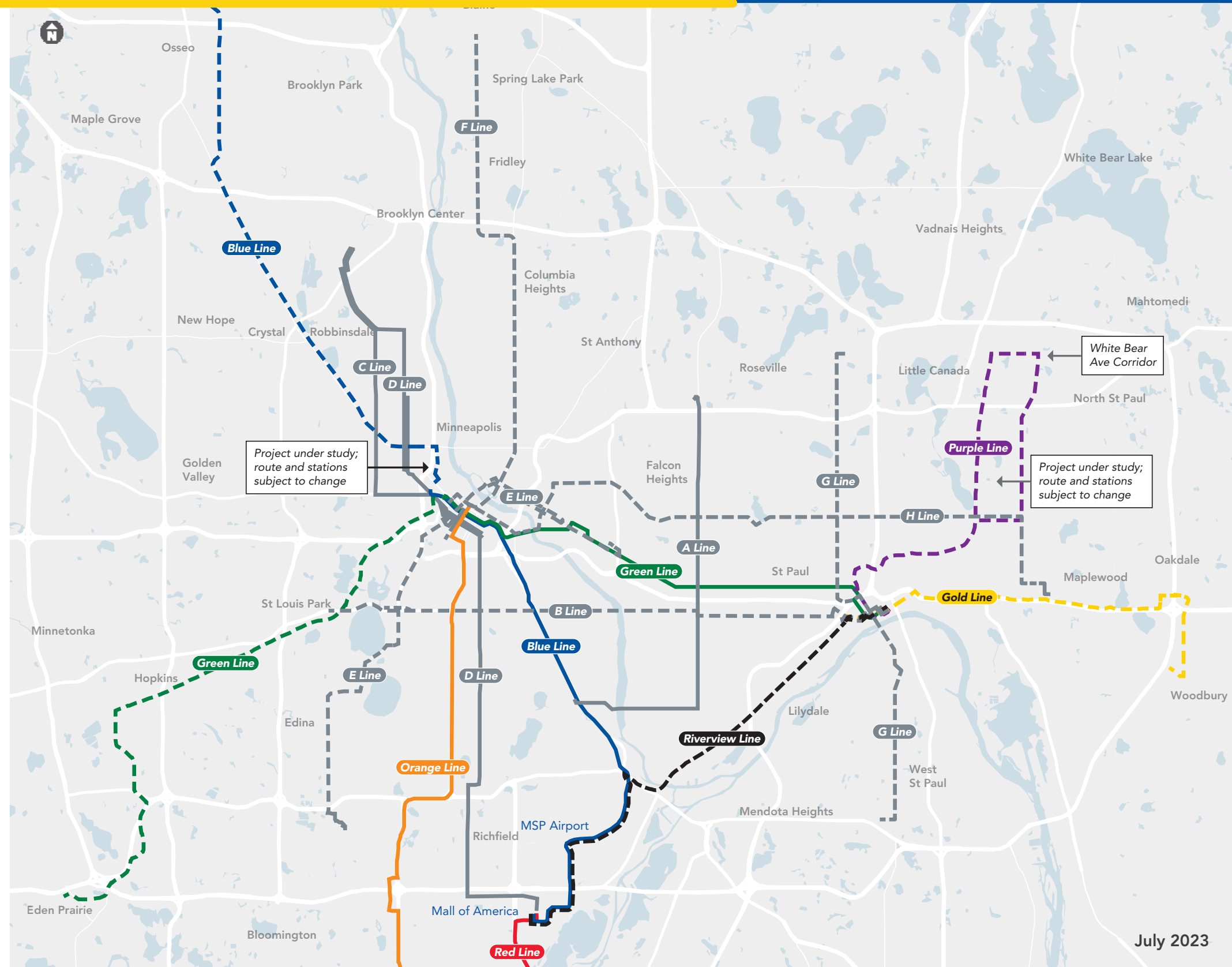
4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS (SUMMER 2024 - SPRING 2025)

This process will evaluate social, economic, and environmental impacts and benefits of the preferred route and station locations and identify and commit to mitigation measures for impacts

☆ Public comment on the mitigation commitments (Spring 2025)

FUTURE TRANSIT

The **Blue Line Extension** will run from downtown Minneapolis to Brooklyn Park, connecting some of our region's most diverse communities to jobs, education, and opportunities. This line will provide single seat trips to downtown Minneapolis, Minneapolis-St. Paul International Airport, and Mall of America.



Current METRO network

- A Line
- Green Line
- C Line
- Orange Line
- D Line
- Red Line
- Blue Line

Planned METRO network

- Planned BRT
- Green Line Extension
- Gold Line
- Purple Line
Project under study; route and stations subject to change.
- Blue Line Extension
Project under study; route and stations subject to change.
- Riverview Line



METRO BLUE LINE EXTENSION

July 2023



GENERATIONAL INVESTMENT CONNECTING DESTINATIONS AROUND THE METRO



1 Brooklyn Park

Brooklyn Park offers regional employment and education destinations that are complemented by a thriving immigrant-owned business community.



2 Brooklyn Park Library

The location that opened in 2016 with new art and meeting rooms offers a wide range of spaces and services in a beautiful building twice as large as the previous library.



3 North Hennepin Community College (NHCC)

NHCC is an affordable community college with programs that fit a variety of lifestyles and interests.



4 Bass Lake Road

Bass Lake Road and Becker Park in Crystal offer an enhanced streetscape experience for pedestrians and businesses and have become destinations for neighbors to come together.



5 Downtown Robbinsdale

West Broadway Avenue in Robbinsdale offers a small-town feel with shopping districts, local restaurants, parks and trails. The Blue Line Extension knits together multiple commercial intersections along the historic Main Street.



6 North Memorial Hospital

Having North Memorial Medical Center on the line offers a new connection for its 6,000 current and future employees and improved regional access to world-class health care.



7 West Broadway

West Broadway is a main artery of North Minneapolis, home to iconic Northside institutions and beloved Black-owned businesses.



8 Minneapolis North Loop

Built in the historic Warehouse District, residents and visitors come here for sports, nightlife, restaurants, and shopping.



9 Downtown Minneapolis

Downtown Minneapolis is anchored by pedestrian – centered Nicollet Mall, the tallest building in Minnesota, the IDS Tower, and eight miles of skyway. It is the city’s main business district and connects the Twin Cities metro area by transit.



10 Minneapolis – Saint Paul (MSP) Airport

MSP is one of the busiest and largest airports in the Midwest. It is located 10 miles south of Minneapolis and 10 miles south of Saint Paul, connecting residents of the Twin Cities to locations around the world.



11 Mall of America

Recognized as the largest shopping and entertainment complex in the United States and one of the most visited tourist attractions on the globe, the Mall of America has more than 500 stores, 60 restaurants, an amusement park, and more.



12 University of Minnesota

One of the nation’s top public research universities with over 4,000 faculty and 36,000 students and known for its management, education, and law programs.



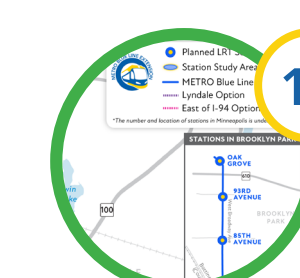
13 Midway

The Midway neighborhood has a diverse mix of residential and commercial properties to explore, shop, and eat at including Allianz Field, Midway Marketplace, Concordia University.



14 Saint Paul

Saint Paul, the capital of Minnesota, is rich with culture between its great restaurants, museums, theaters, sports venues, and parks. You can get to Saint Paul by making a quick connection from the Blue Line to the Green Line in Downtown Minneapolis.



15 Lowertown Saint Paul

Located at the edge of downtown, former warehouse and railroad buildings have become home to artist galleries, restaurants, and the St Paul Saints at CHS Field.



METRO BLUE LINE EXTENSION



SCHEDULE



BASS LAKE ROAD: INTERCHANGE OPTION

Design Features:

- County Road 81 two lanes in each direction on a grade-separated overpass at Bass Lake Road with ramps for access from Bass Lake Road
- The intersection maintains full access for Bass Lake Road
- Light rail is at-grade centered between overpass bridges
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is at-grade framed by adjacent interchange bridges
- The south at-grade crossing provides grade-separation from County Road 81 and provides access to trails on either side of County Road 81 and to the park and ride



Aerial View of Station Area Looking North



BASS LAKE ROAD: INTERCHANGE OPTION STATION AREA VIEWS



Ground View of Station Area Looking South



Ground View of Station Area Looking East



Ground View of Station Area Looking East from Park and Ride



BASS LAKE ROAD: INTERCHANGE OPTION STATION - NIGHT VIEW



DRAFT: CONCEPT IN DEVELOPMENT

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking South



DRAFT: CONCEPT IN DEVELOPMENT

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking East from Park and Ride



METRO BLUE LINE EXTENSION



STAY CONNECTED!

Visit BlueLineExt.org to sign-up for the project newsletter, and share your comments, questions and concerns on our interactive feedback map.

For project questions or to invite us to an event, contact:

Brooklyn Park/Minneapolis: West of Logan Ave

Joanna Ocasio-Maisonet – Joanna.Ocasio-Maisonet@metrotransit.org

Robbinsdale/Crystal

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Minneapolis

Kaja Vang – Kaja.Vang@metrotransit.org

Share your Blue Line Extension story at: YourBlueLineExt.org



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