

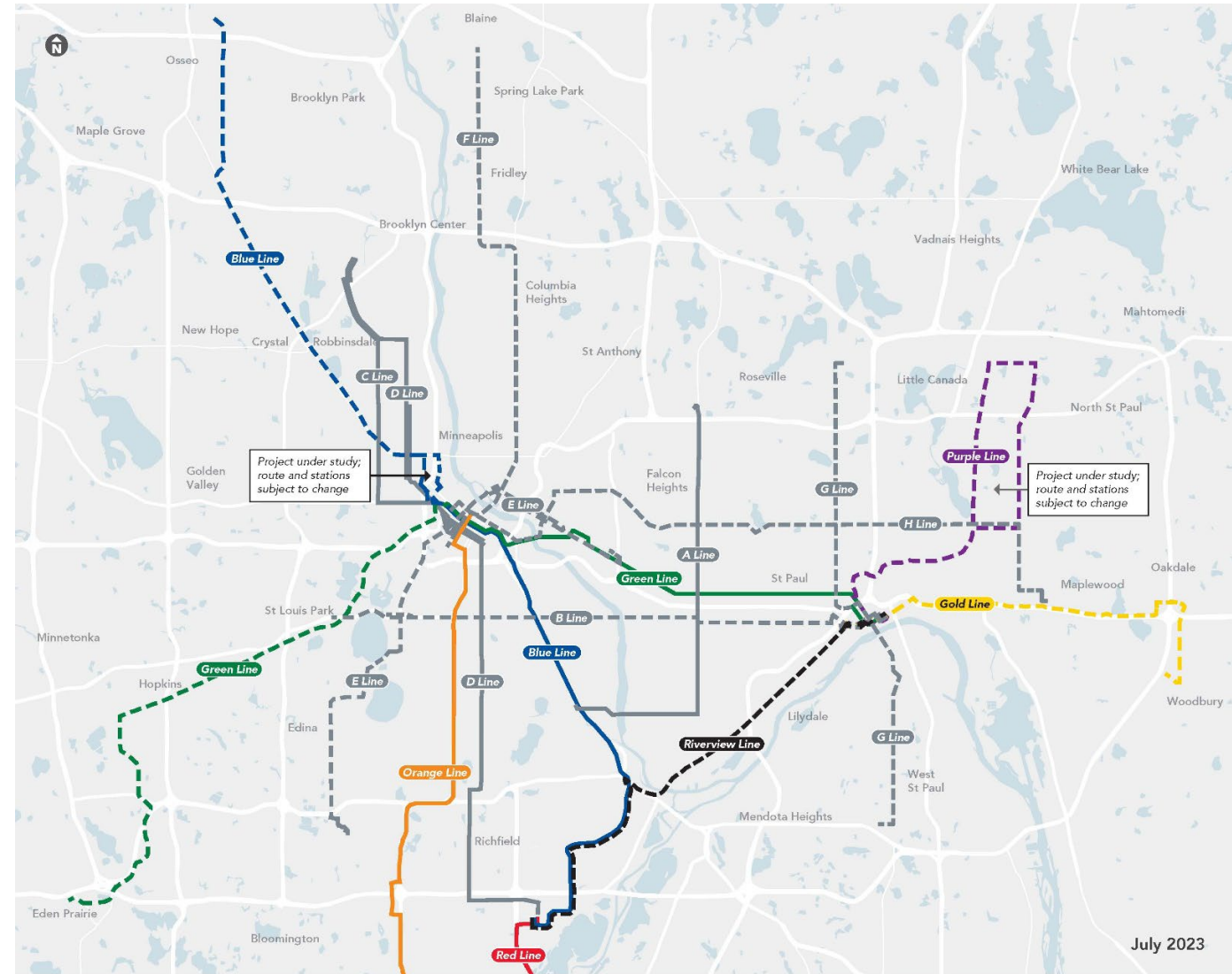


**Transitways Quarterly Update
Metropolitan Council
September 27, 2023**

METRO Network

Fall Update on:

- Engagement
- Gold Line BRT
- Green Line Extension LRT
- Purple Line BRT
- Blue Line Extension LRT



Current METRO network

- A Line
- C Line
- D Line
- Blue Line

- Green Line
- Orange Line
- Red Line

Planned METRO network

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

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

METRO engagement expertise

- Learning from previous work to advance:
 - Best practices in construction engagement
 - Effective methods to reach stakeholder groups during planning phases
 - Tools and visuals to best communicate complex material



Building projects with community for community

- Engagement has evolved and we continue to innovate
 - Increased communication between project phases
 - Earlier notification and stakeholder issue tracking
 - Addressing needs in innovative ways

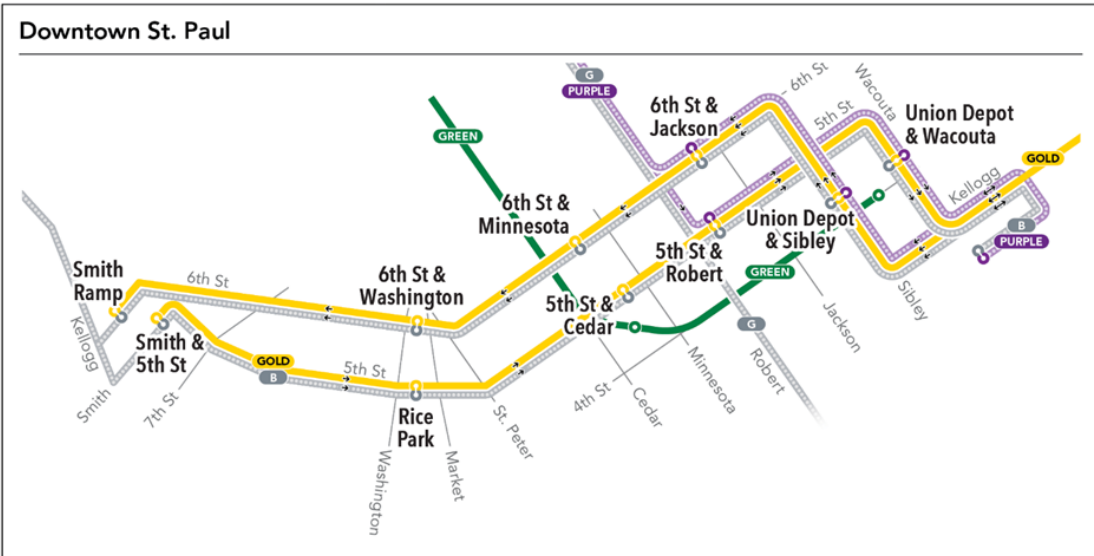




Gold Line BRT

Alicia Vap (she/her) | Project Director

November 2022



- METRO Gold Line (Bus Rapid Transit)
- Park & Ride Lot

- Current METRO lines**
- Green Line (Light Rail)

- Planned METRO lines**
- Purple Line (Bus Rapid Transit)
- B, G & H lines (Bus Rapid Transit)

- ### Gold Line Overview:
- Frequent, all-day service operating primarily in bus-only lanes
 - Budget: \$505.3 million
 - 10-miles & 16 new stations
 - 17 BRT-branded 60' buses (12 diesel, 5 electric)
 - BRT upgrades to existing East Metro Garage in St. Paul
 - 3 surface park-and-rides and 1 parking structure
 - 8 grade-separated BRT crossings
 - Metropolitan Council Districts 11, 12, and 13

Gold Line BRT Construction – Bielenberg Bridge



Bielenberg Bridge & Hudson Road



Bielenberg Bridge



Gold Line BRT Construction – Woodbury/Oakdale



Helmo Avenue near 4th Street



Bielenberg Drive



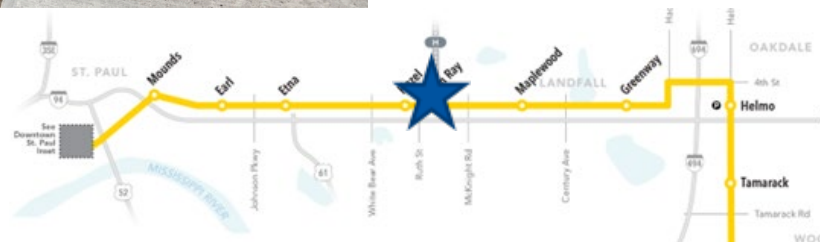
Gold Line BRT Construction – East St. Paul



BRT Guideway Under Ruth Bridge



Hazel Station and Guideway grading



Gold Line BRT Construction – East St. Paul



Etna Bridge



Hudson Road grading and Noise Walls



Gold Line BRT Construction – East St. Paul



Mounds Station



Guideway grading near Mounds Blvd



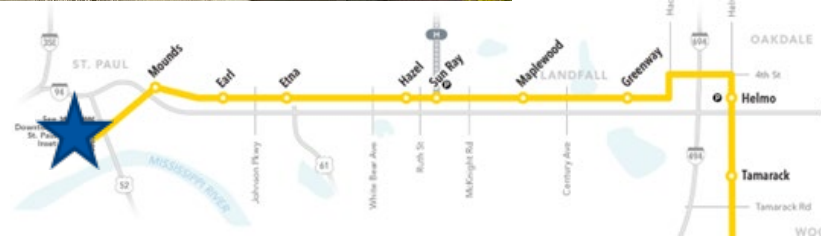
Gold Line BRT Construction – Downtown St. Paul



Rice Park Station



6th St & Minnesota Station



Gold Line BRT Construction – Woodlane Park and Ride



Site grading



Three-level structured park and ride, bus operator facility and station in Woodbury



Gold Line 2023 Construction Accomplishments

- First station concrete pour - June
- First guideway concrete pour - August
- Reopen Fall 2023:
 - Ruth Street
 - Hudson Road
 - Mounds Boulevard exit off westbound I-94
- Bielenberg Bridge over I-94 and Helmo to 4th Street – by Nov 15



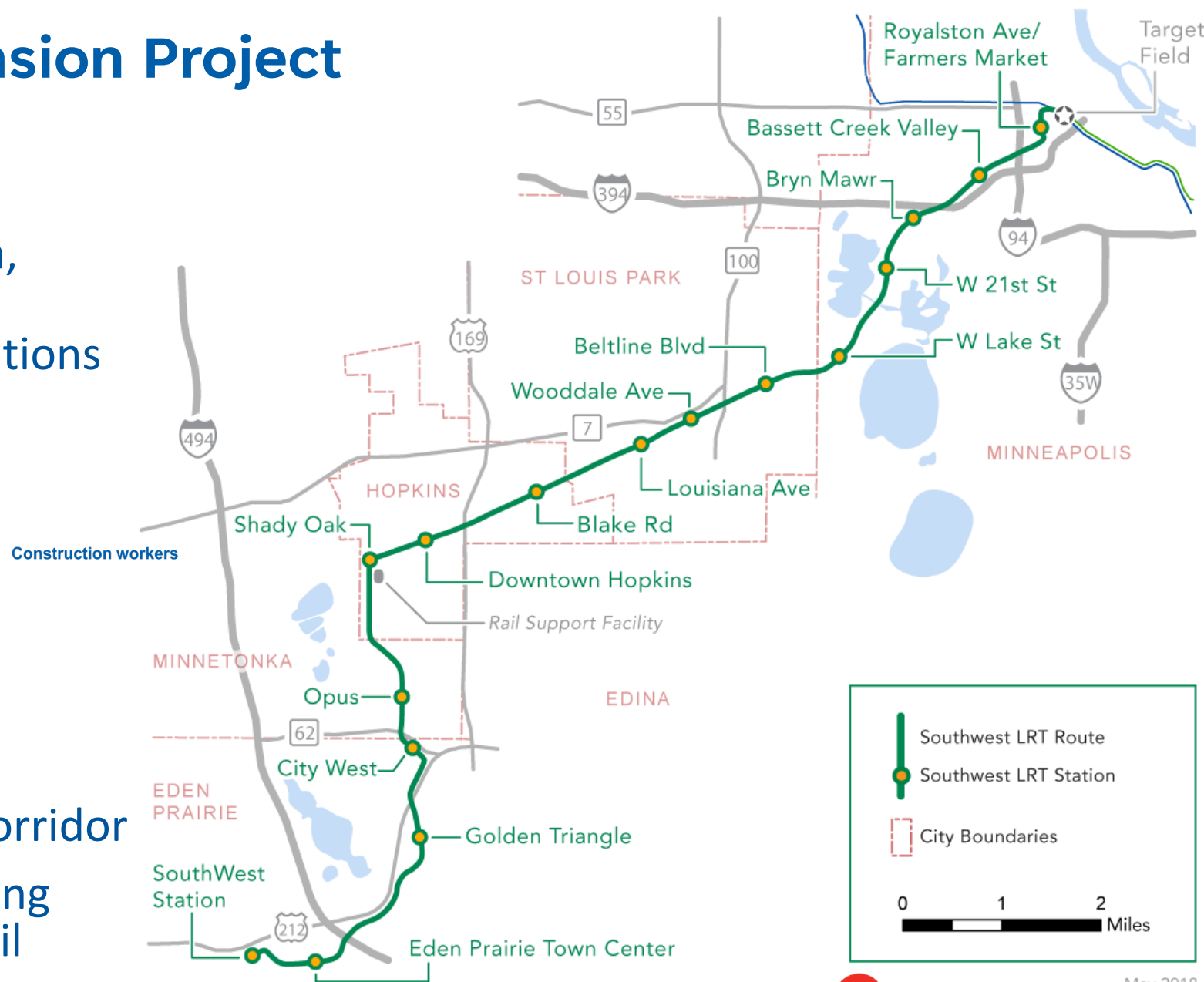
Green Line Extension

Jim Alexander, Project Director



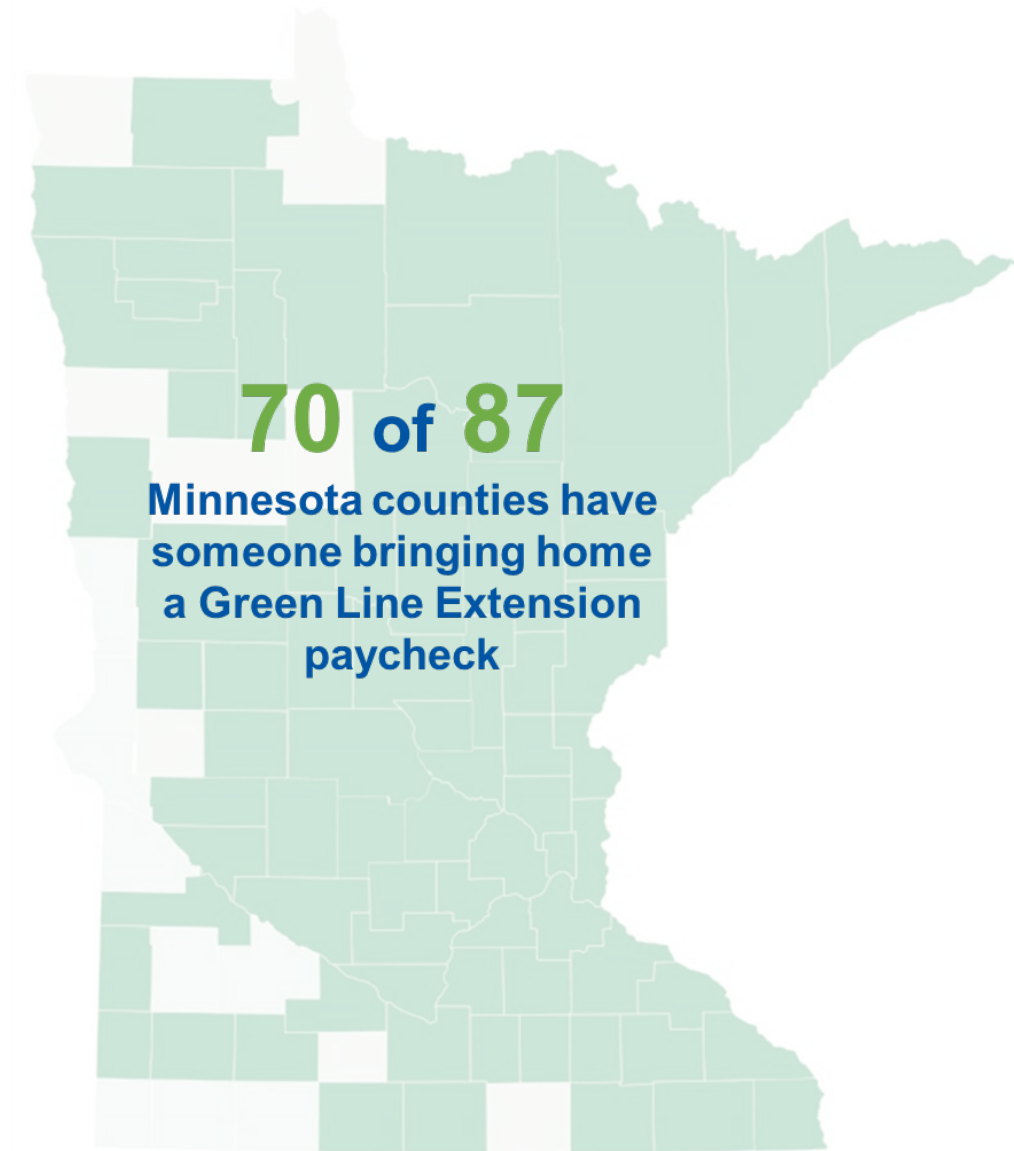
METRO Green Line Extension Project

- 16 new LRT stations
- 44 significant structures:
 - 29 new bridges: LRT, pedestrian, roadway, freight
 - 7 existing bridges with modifications
 - 6 pedestrian tunnels
 - 2 cut and cover LRT tunnels:
 - Highway 62: 582 feet
 - Kenilworth: 2,236 feet
- 121 retaining walls
- LRT track: 14.5 miles
- Freight rail reconstruction
- 7.8 mi shared LRT & freight rail corridor
- 15 at-grade LRT crossings; including 5 shared crossings with freight rail
- Trail reconstruction
- Council Districts 3, 5, 6 and 7

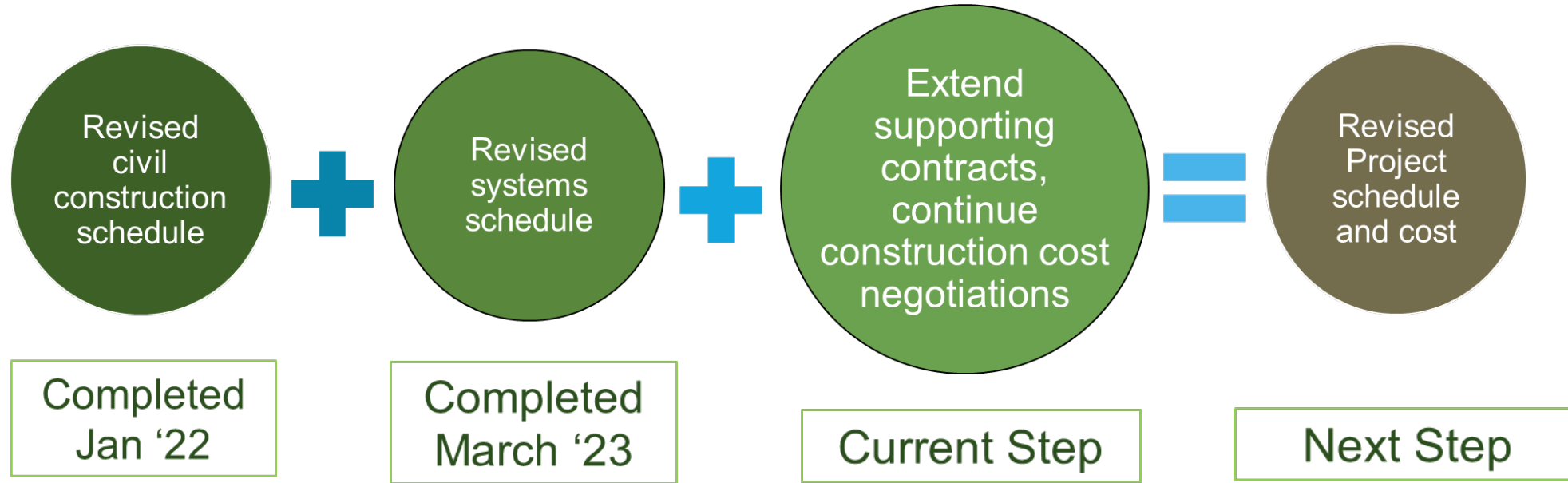


Construction workers

- Putting people to work:
 - 4,243 individuals working on the project through June 2023
 - 3,444 reside in Minnesota
- Employing folks from 80% of counties statewide
- \$237.5 million billed by Disadvantage Business Enterprise companies (22%) for construction activities through July 2023, exceeding the overall goal of 15%
- Project reinvesting in communities throughout the Twin Cities and State



Project Schedule and Cost



- **Current Step:**

- Cost negotiations with Civil and Systems contractors are ongoing addressing critical path delays including those experienced in 2022 and 2023. Costs are included in the current Project budget estimate.

- **Next Step:**

- Council will participate in an FTA risk workshop this fall before updating the Project schedule and cost.

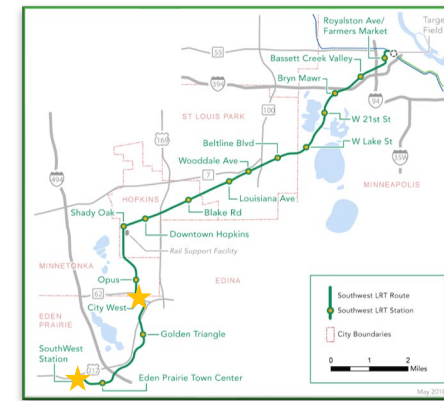
September 2023 Construction Update

- Civil Construction: ~75% complete
- Systems Construction:
 - ~15% complete on field work
 - ~60% complete overall
- Completed Milestones
 - Continued turnover of western segments from civil to systems construction
 - Opened bus facilities at SouthWest Station
 - Opened Cedar Lake Parkway to vehicle and pedestrian/bicycle traffic
 - Opened Cedar Lake Channel to recreational traffic
 - Opened South Cedar Lake Trail segments between Blake Road in Hopkins and Beltline Boulevard in St. Louis Park
- \$2+ Billion in permitted & planned community development along the corridor



Green Line
EXTENSION

Eden Prairie

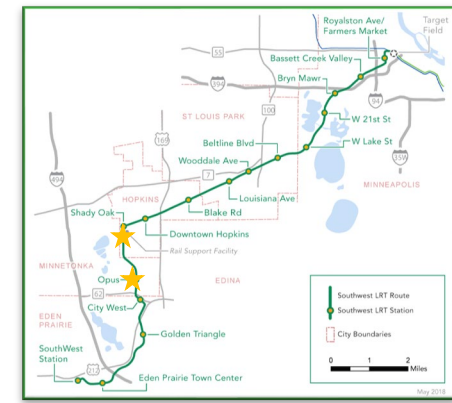


SouthWest Station Ribbon Cutting



City West Station

Minnetonka



Opus Station

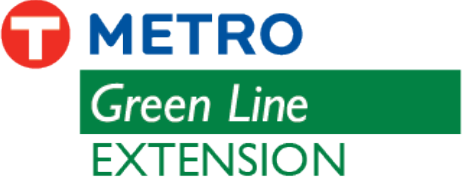
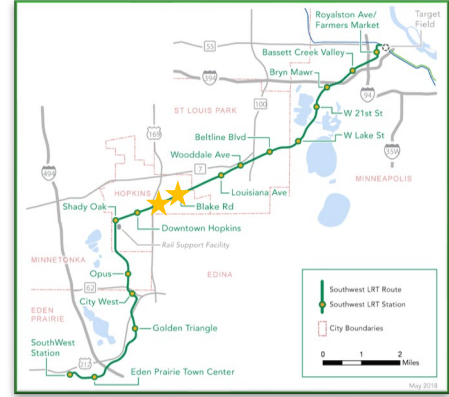


Special Trackwork at Minnetonka-Hopkins LRT Bridge

Hopkins



Excelsior Boulevard LRT Bridge

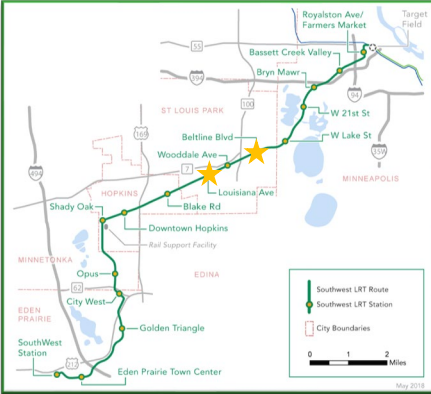


Blake Road Station

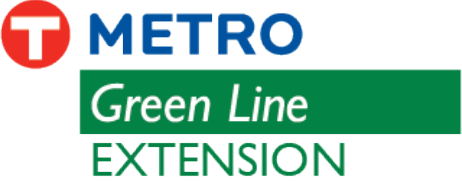
St. Louis Park



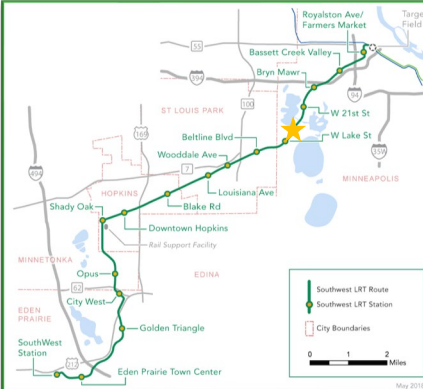
Louisiana Avenue Station



Beltline Boulevard Station



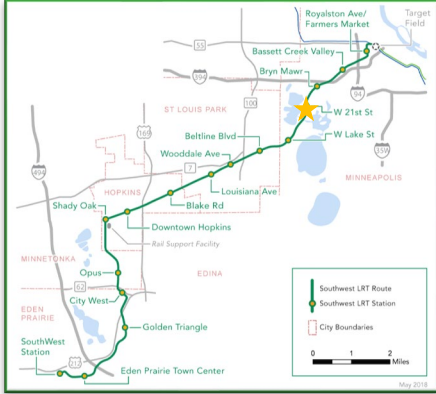
Kenilworth LRT Tunnel, Minneapolis



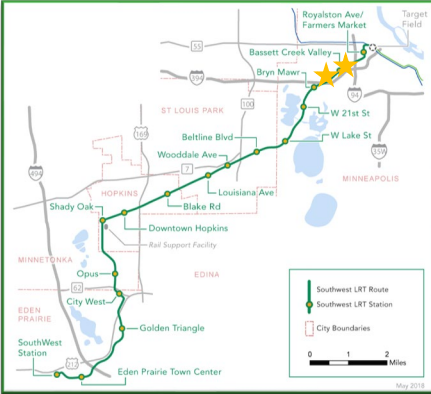
Completed tunnel structure



Cedar Lake Channel Bridges/WPA Retaining Walls, Minneapolis



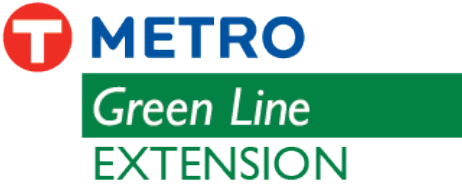
Pedestrian and Trail Bridge Construction, Minneapolis



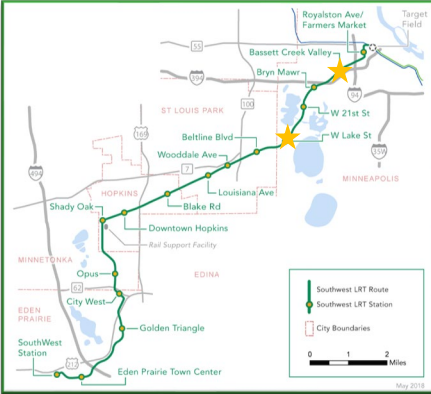
Bryn Mawr Station Pedestrian Bridge



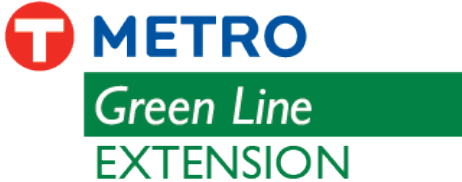
Luce Line Trail Bridge at Bassett Creek Valley Station



Vertical Circulation Structures, Minneapolis



West Lake Street Station

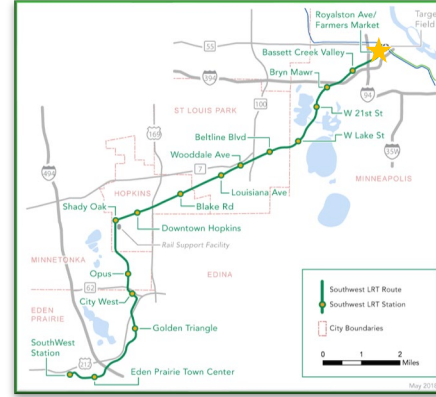


Bassett Creek Valley Station

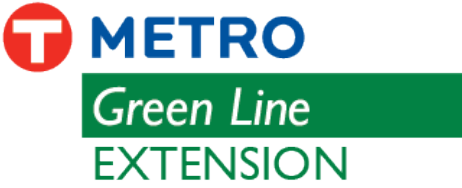
North Loop Bridges, Minneapolis



Glenwood Avenue Bridges



LRT Bridge over 5th Avenue/7th Street



Systems Work – OCS Pole Installation



SouthWest Station



East of Downtown Hopkins Station

Systems Work – TPSS Installation



TPSS SW305 Installation in Eden Prairie



TPSS SW306 Installation in Minnetonka



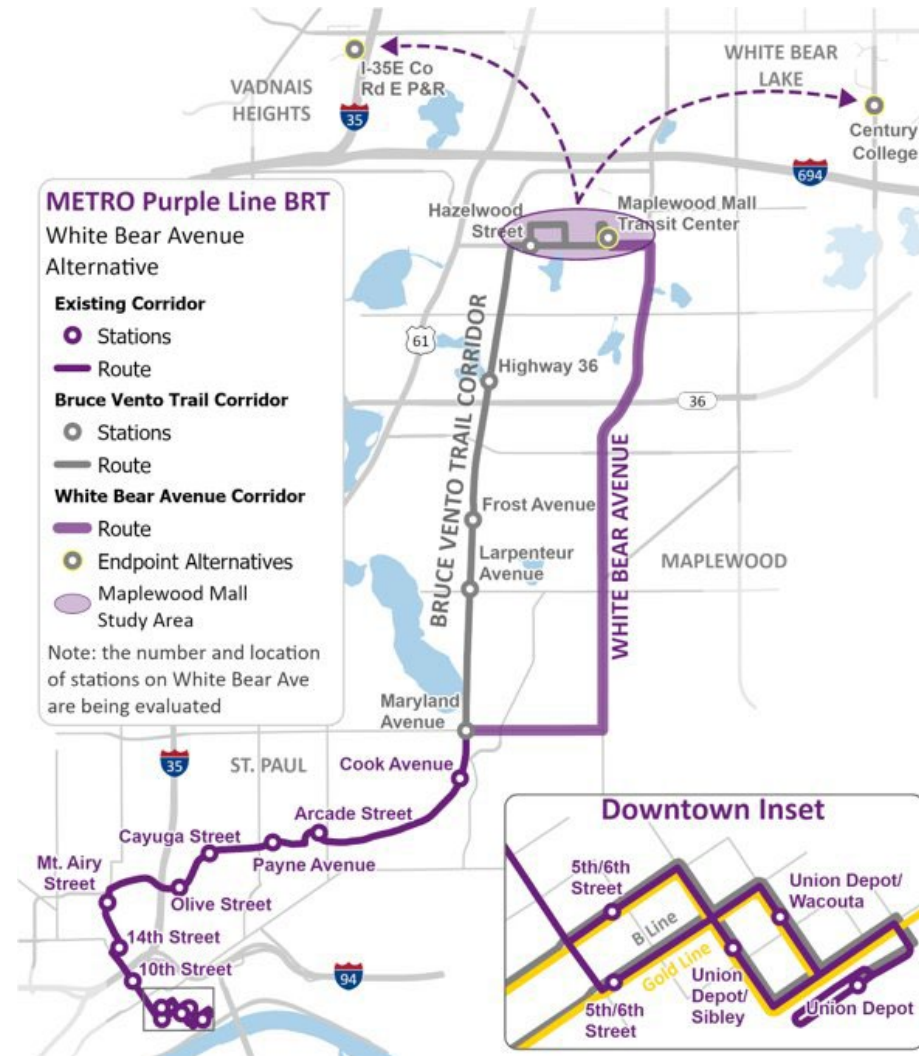
Purple Line Bus Rapid Transit Project Update

Craig Lamothe | Project Manager



At-A-Glance: White Bear Avenue Corridor

	White Bear Avenue
Total Population	35,429
Total Households	12,296
Age Under 18	11,558
Age 65 and Up	4,628
People of Color Non-Hispanic	15,753
White Non-Hispanic	16,107
Hispanic	3,569
High School or Less	9,931
Limited English Proficiency	5,078
Households with No Vehicle	1,577
Households with 1 Vehicle	4,078
Average Median Household Income	\$59,964
Employed Population	17,160
Number of Jobs*	10,333
Population with Disability**	5,582
Units in Single Family Buildings	8,619
Units in Multi-Family Buildings	4,116
Units in Other Building Types	117



Station Location Feedback

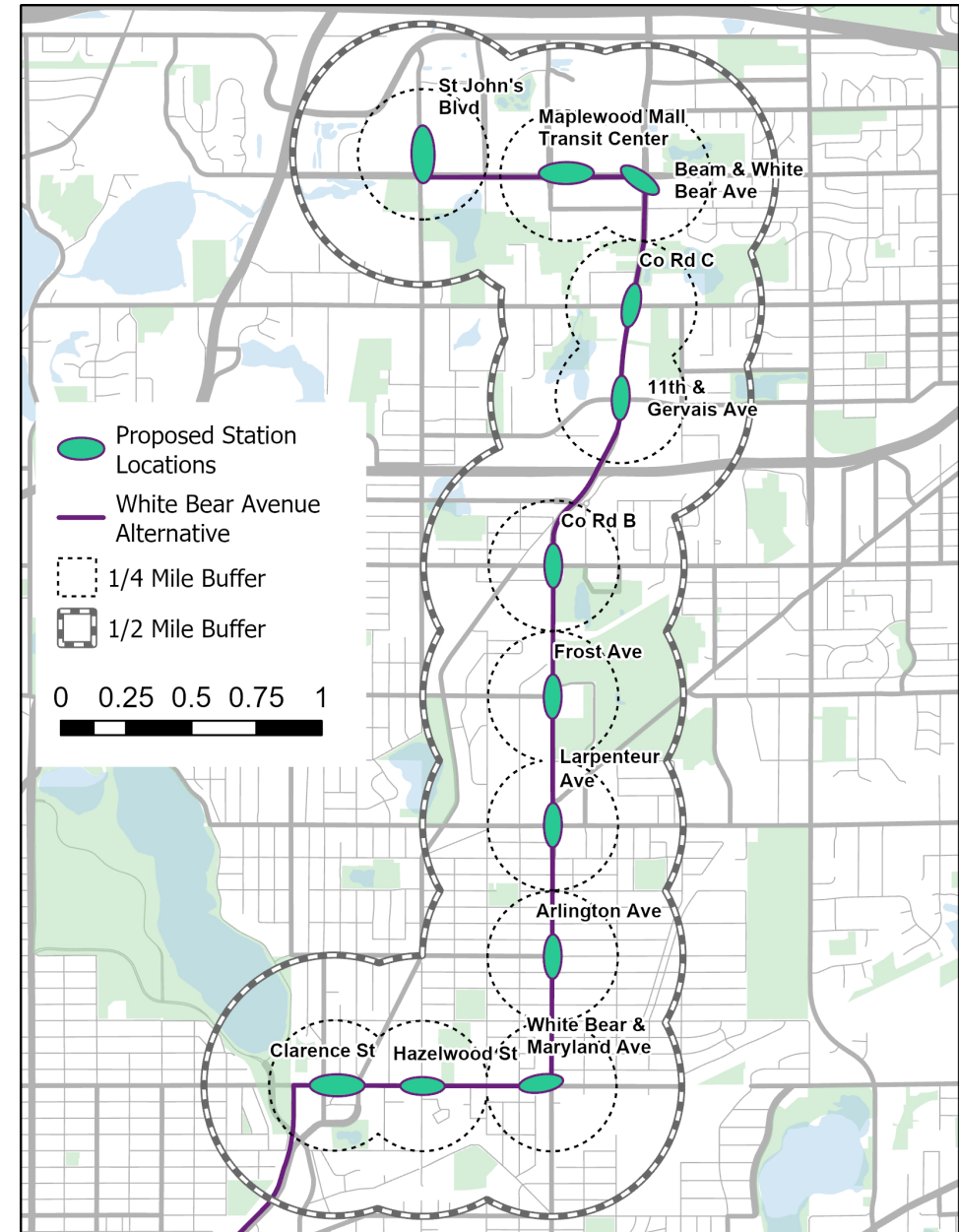
- Station Location Preference
 - Maplewood Mall Transit Center, Larpenteur Ave, and White Bear Ave (Maryland Ave) were the top three prioritized station locations
- Top Station Selection Factors
 - "Proximity to residential areas, work-places, shopping centers and services"
 - "Accessible and safe for bicyclists and pedestrians"
 - "Connectivity to transit systems such as other bus lines, bicycle lanes, trails, and roadways"
 - "Stops near transit dependent populations"
- Station Frequency vs Faster Service
 - Faster service is preferred over station frequency
- Other Station Areas to be Considered
 - Highway 61, Iowa Ave and Century College



July 25 Community Meeting

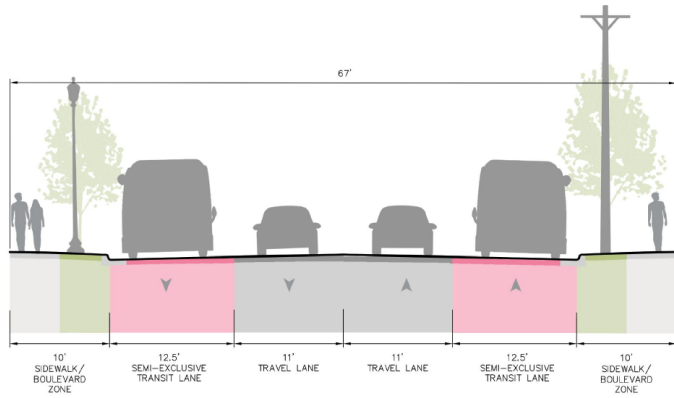
Proposed Station Locations

- Most station locations are current Route 54 stops
- ½ mile station spacing provides reasonable 5-minute walk access coverage throughout most of the corridor
- 9/13: CMC recommended to advance these twelve proposed Purple Line BRT station locations *for purposes of further technical evaluation and community engagement*
- Final number of stations and station platform locations will be finalized with the preferred roadway and transit design concept, currently anticipated in March 2024.

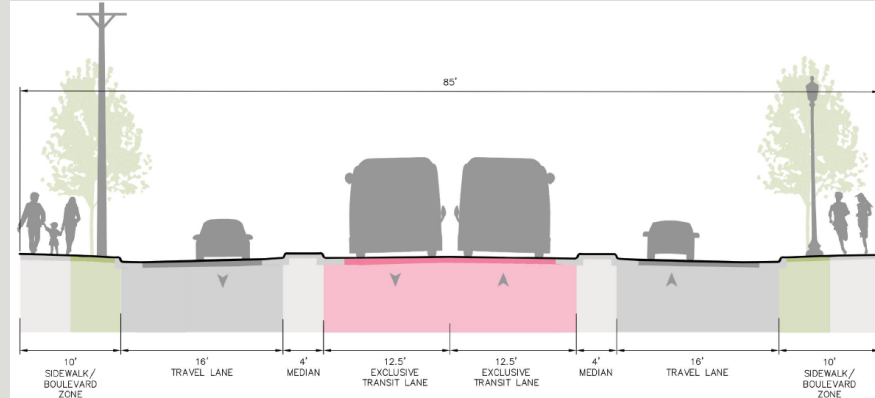


Leading Roadway & Transit Design Options

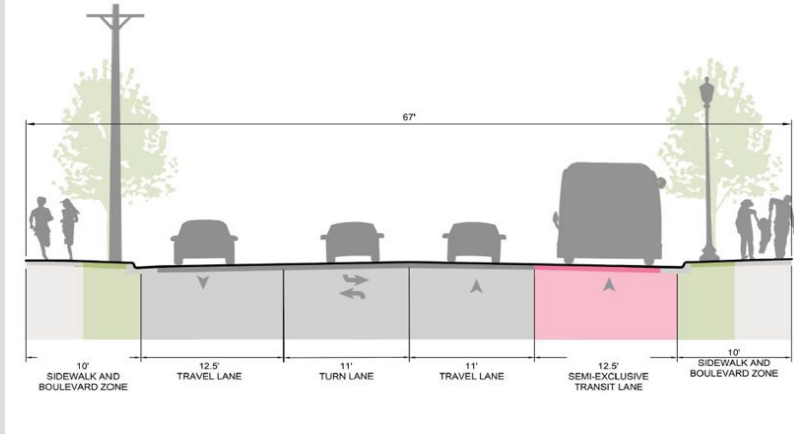
Semi-Exclusive, Side with no Median



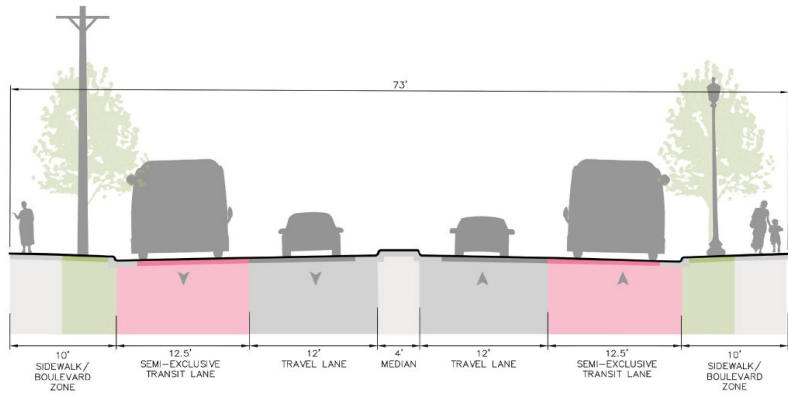
Exclusive, Barrier Separated - Center



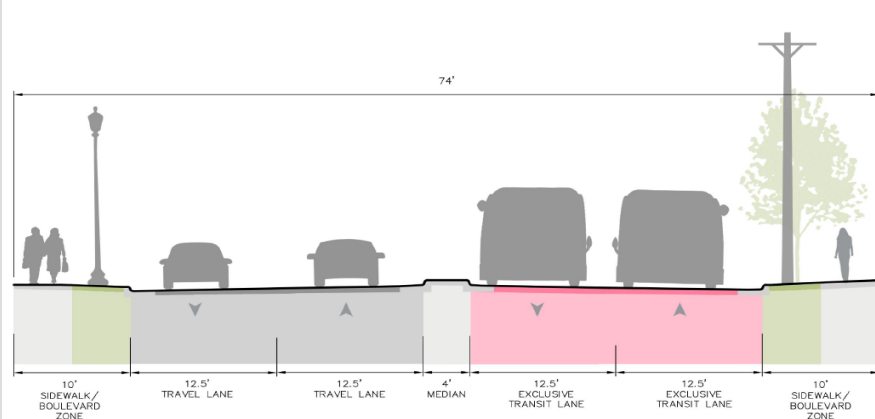
Semi-Exclusive, 3-Lane Section with Single Transit Lane



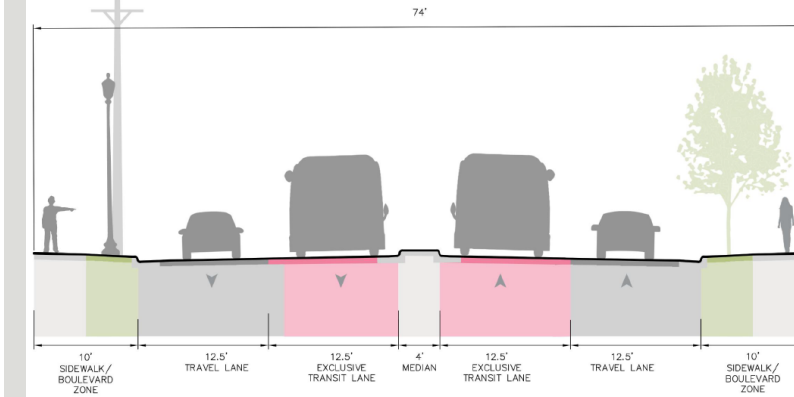
Semi-Exclusive, Side with Median



Exclusive, Barrier Separated - Side



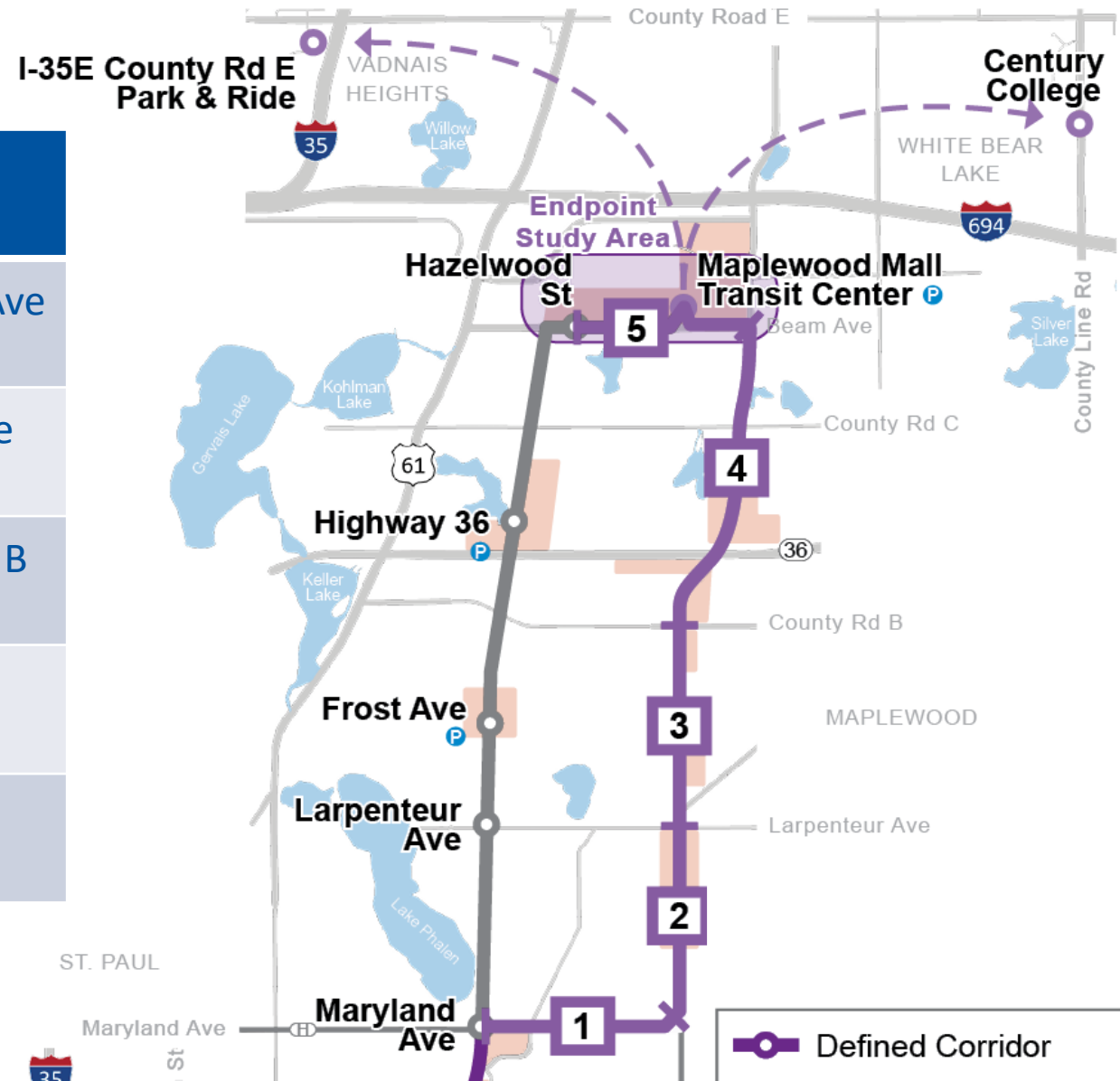
Exclusive, Center with Median



Roadway Segments

Segments	Area
1	Maryland Ave, Johnson Parkway to White Bear Ave <i>Right of Way (66 ft)</i>
2	White Bear Ave, Maryland Ave to Larpenteur Ave <i>Right of Way (67 ft - 83 ft)</i>
3	White Bear Ave, Larpenteur Ave to County Road B <i>Right of Way (83ft – 109 ft)</i>
4	White Bear Ave, County Road B to Beam Ave <i>Right of Way (88ft – 136 ft)</i>
5*	Beam Ave, White Bear Ave to Hazelwood St <i>Right of Way (131ft – 154 ft)</i>

*Note: awaiting north terminus resolution





BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Blue Line LRT

Chris Beckwith (she/hers) – Project Director

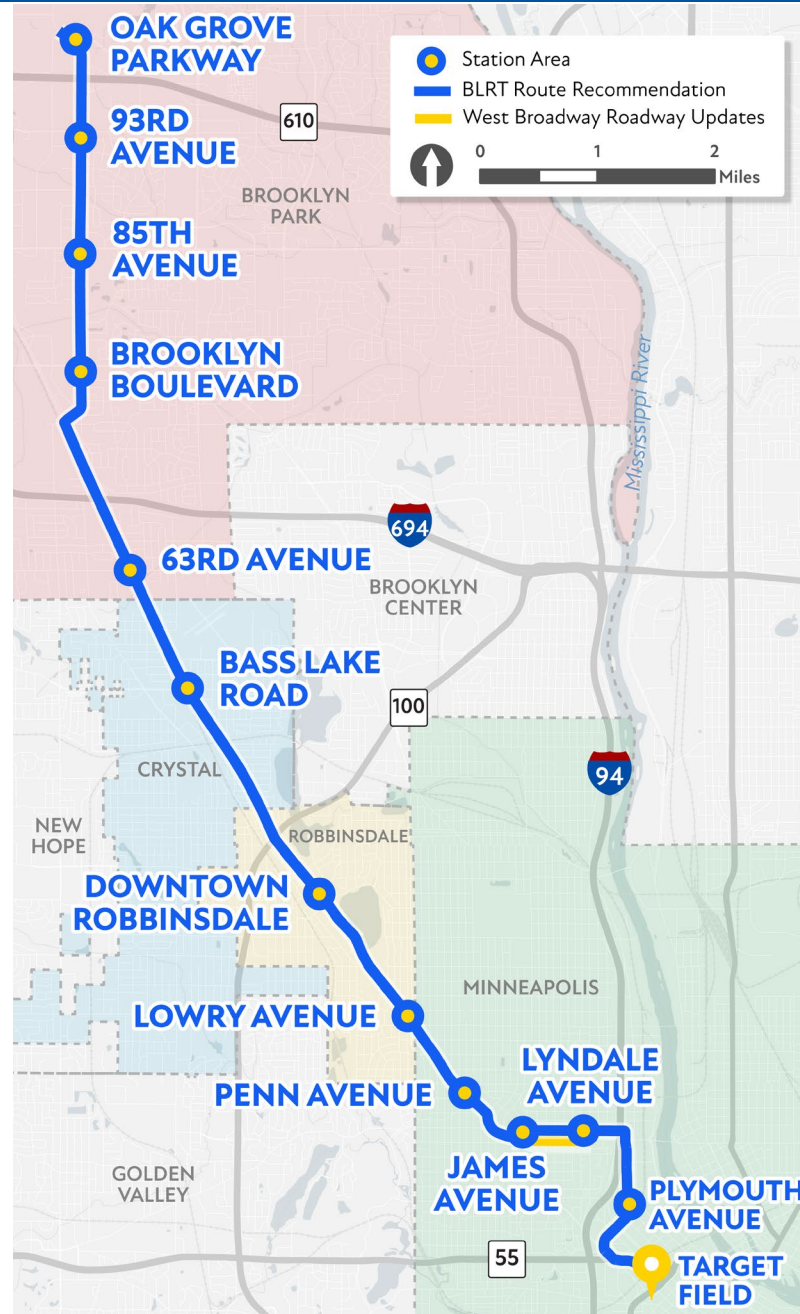




Blue Line

EXTENSION

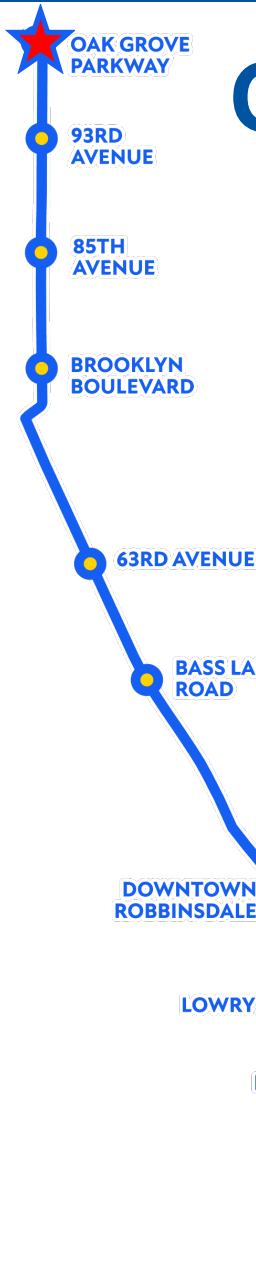
- 13.4 miles & 12 new stations
- Connecting Minneapolis, Robbinsdale, Crystal, Brooklyn Park and surrounding communities to fast, frequent, all-day service across the METRO system
- Single seat ride to existing Blue Line stops downtown, MSP Airport and Mall of America
- Focus on building community prosperity through anti-displacement strategies before, during, and after construction



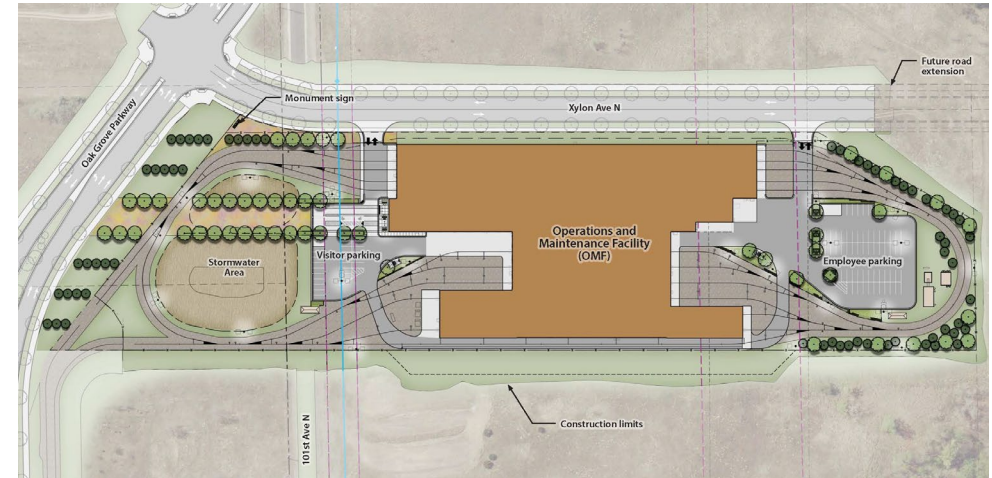
Next steps

- Updated post-COVID ridership: early 2024
- Supplemental Draft Environmental Impact Statement: Spring 2024
- Municipal Consent process to confirm final route: Summer 2024
- Updated cost estimate: 2024
- Final Design: 2024-2025
- Construction starts: 2026-2027
- Anticipated opening: 2030

Oak Grove Parkway Station and Park and Ride



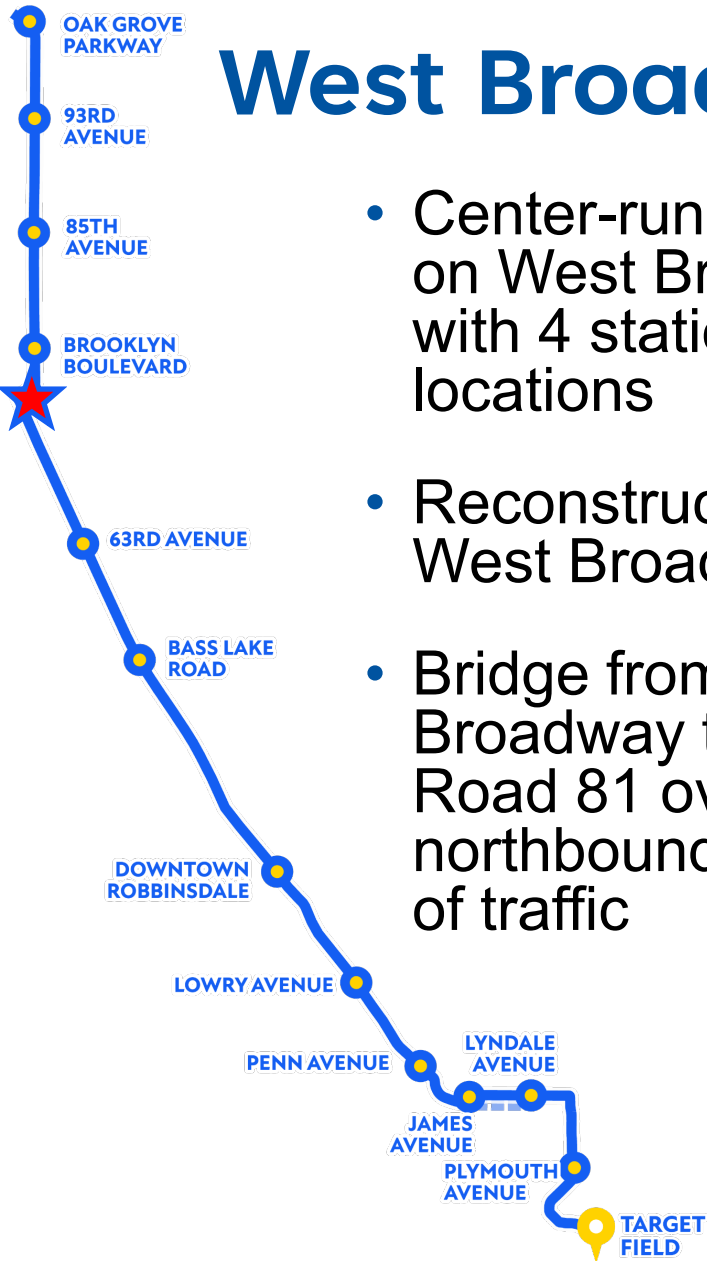
View Looking Northwest to Plaza and Park and Ride from Oak Grove Parkway Station



Operations and Maintenance Facility is also located at the northernmost terminus of the project



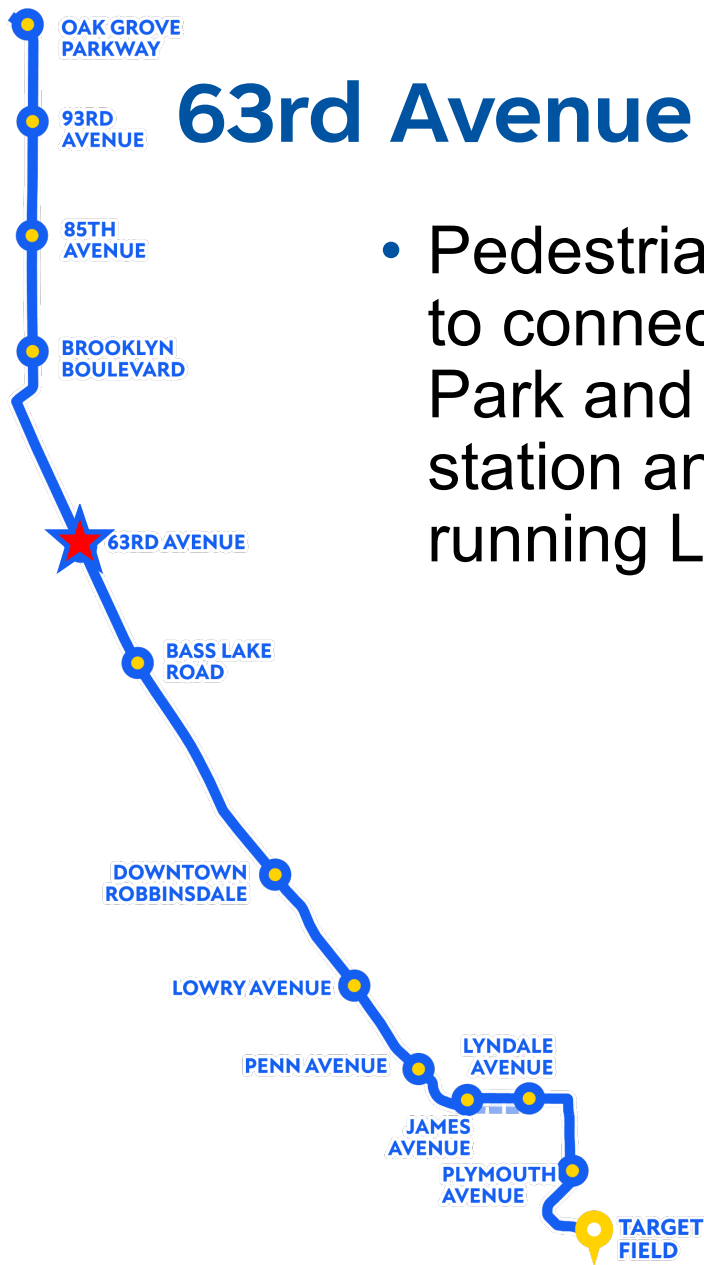
West Broadway Avenue to County Road 81



- Center-running LRT on West Broadway with 4 station locations
- Reconstruction of West Broadway
- Bridge from West Broadway to County Road 81 over northbound direction of traffic



Transition from West Broadway to County Road 81



63rd Avenue Station

- Pedestrian Bridge to connect existing Park and Ride to station and center-running LRT

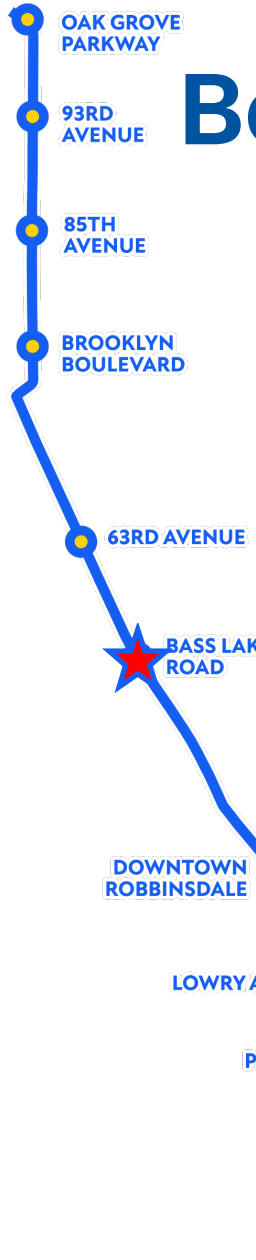


Existing

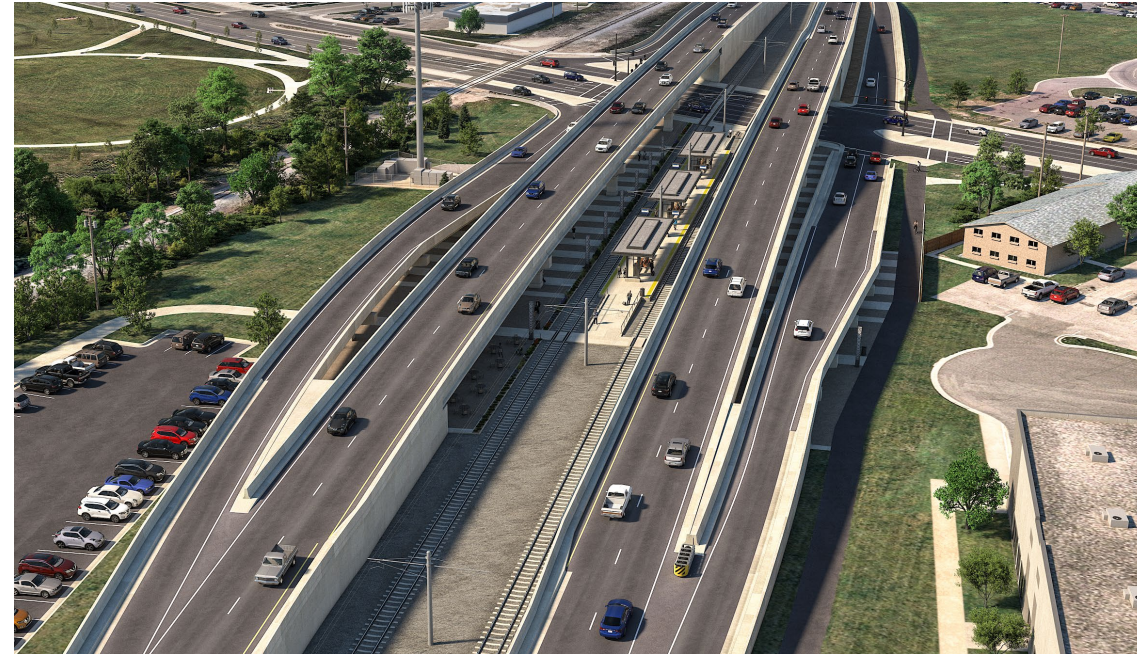


Proposed Pedestrian Crossing at 63rd Ave Station

Bass Lake Road Station



Existing



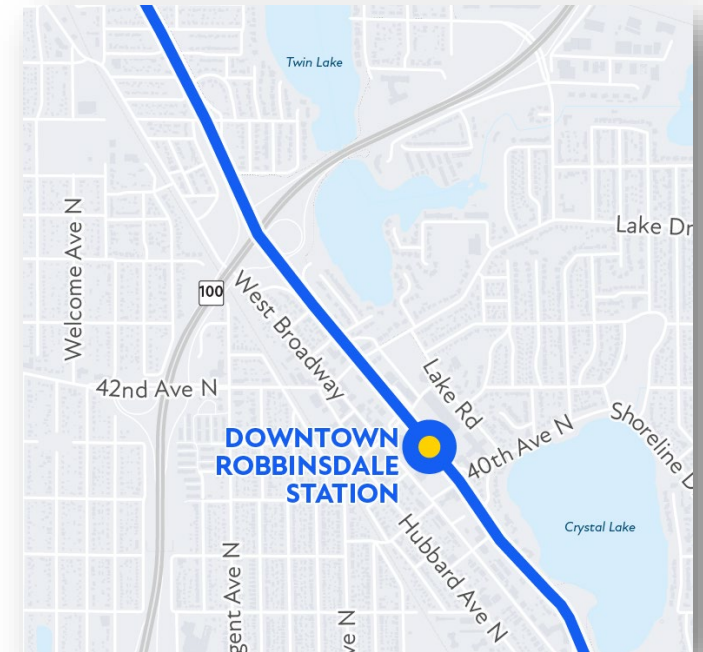
Proposed Interchange at Bass Lake Road



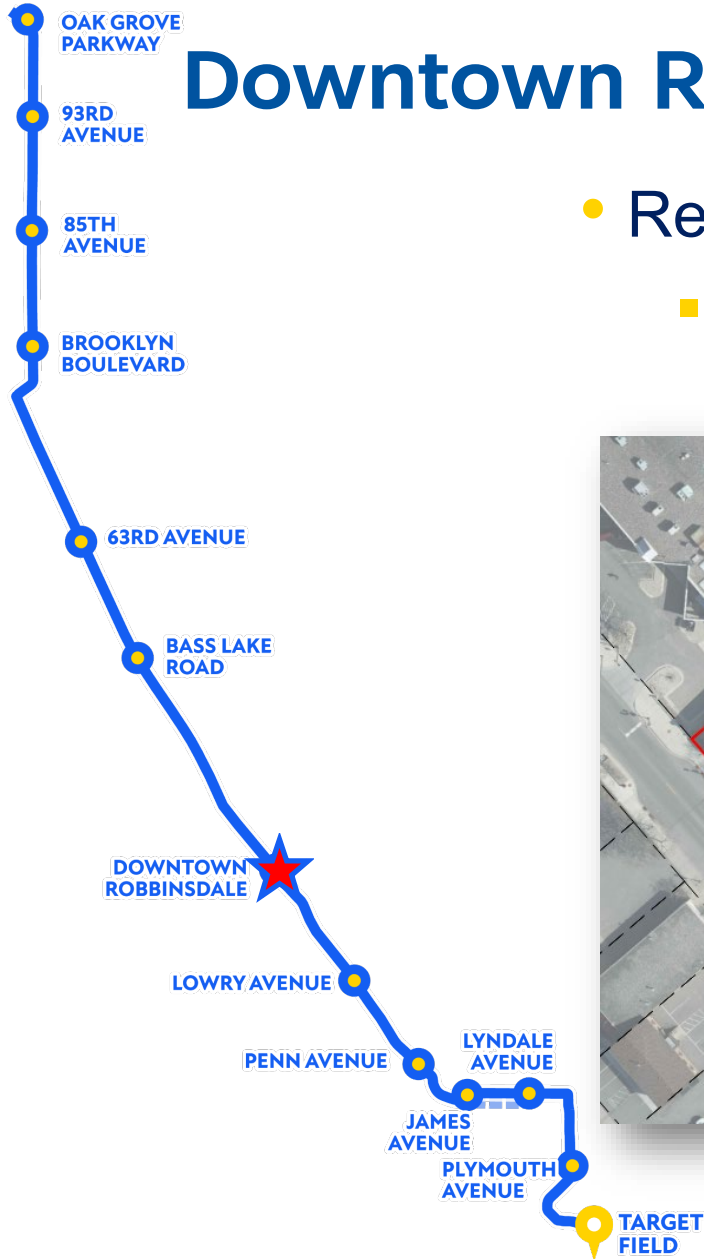
Ground view of station area looking south

Downtown Robbinsdale Park and Ride

- Redevelop US Bank Site
 - Park and ride, bank branch, and transit-oriented development

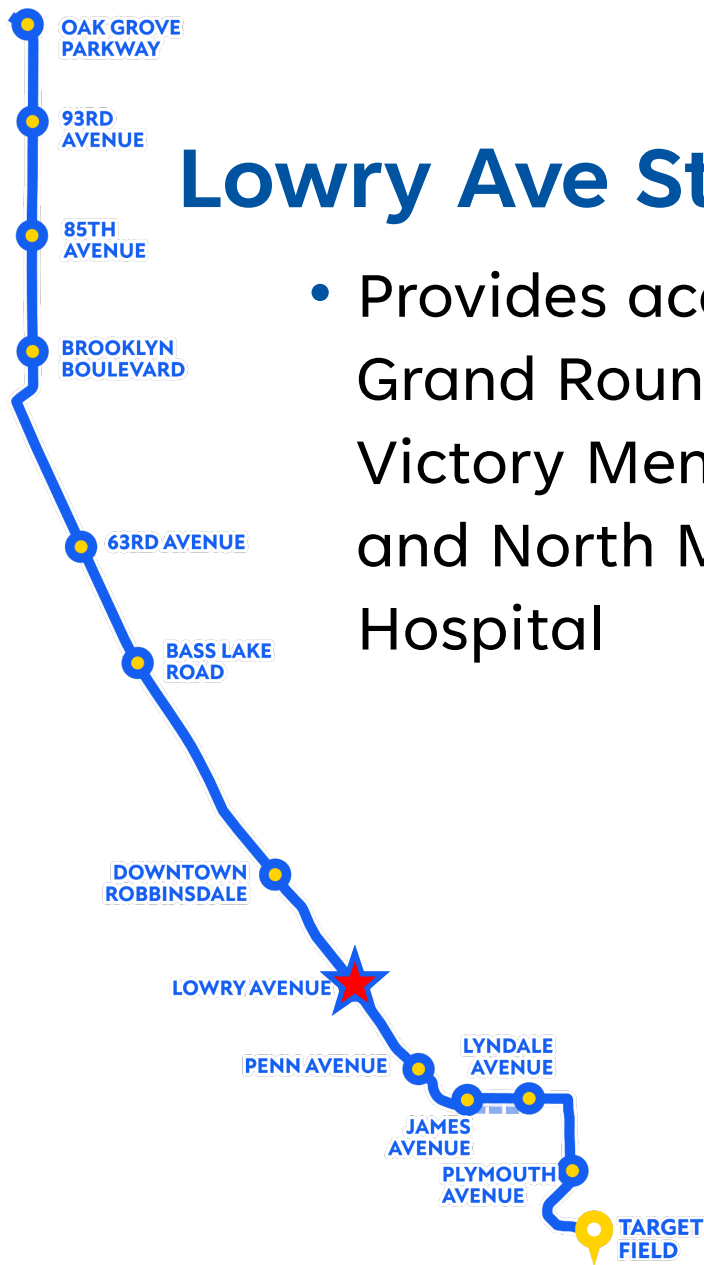


- Paired with Station at 40th
- Will incorporate bus transfers
 - 14, 19, 32, 716, 717
 - Plymouth Metrolink Click-and-Ride



Lowry Ave Station

- Provides access to the Grand Rounds trail, Victory Memorial Park, and North Memorial Hospital

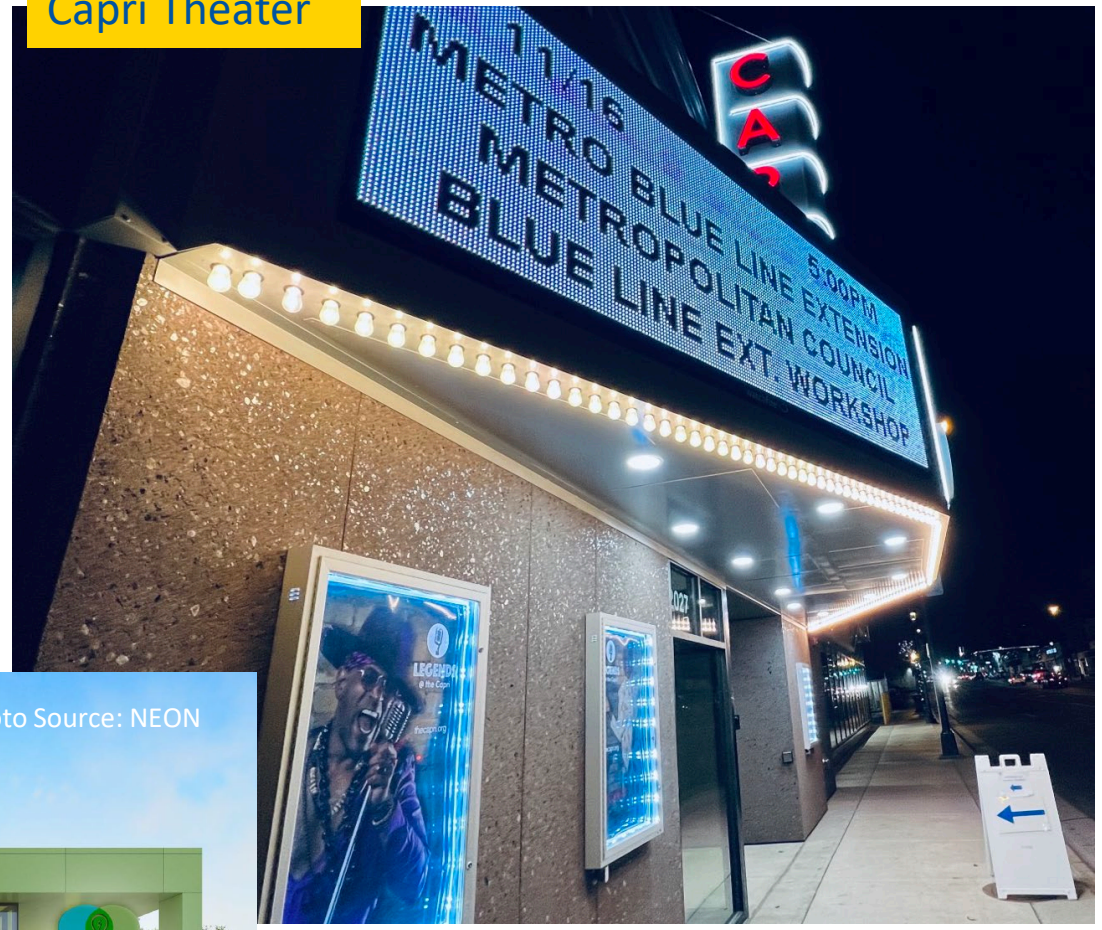




Penn Avenue Station

- METRO C Line connection
- Capri Theater
- NEON food incubator

Capri Theater

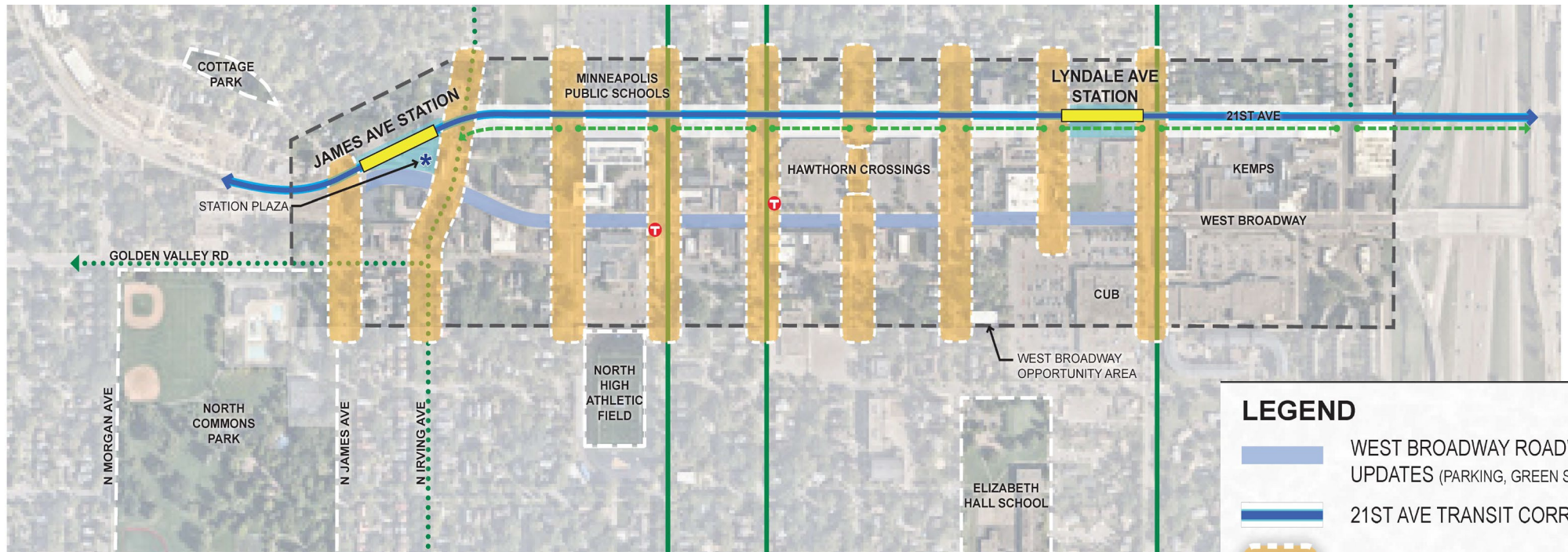


The Incubator Project*

* Photo Source: NEON



West Broadway and 21st Connections



LEGEND

- WEST BROADWAY ROADWAY UPDATES (PARKING, GREEN SPACES, ETC.)
- 21ST AVE TRANSIT CORRIDOR
- COORIDOR STUDY AREA LINK
- PROJECT BICYCLE CONNECTIONS
- EXISTING BIKEWAY CONNECTIONS
- CITY PLANNED BIKEWAY CONNECTIONS
- METRO D LINE BRT

21st Avenue to Washington Ave Bridge over I-94

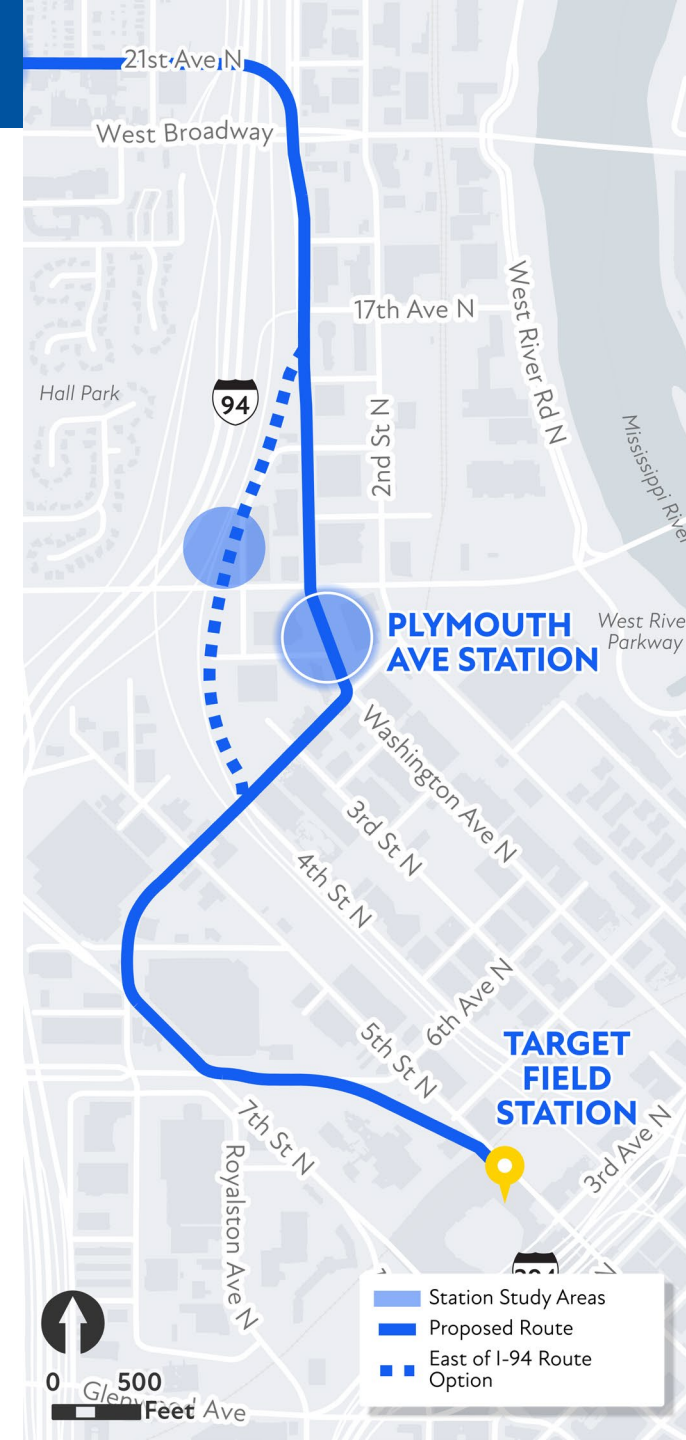
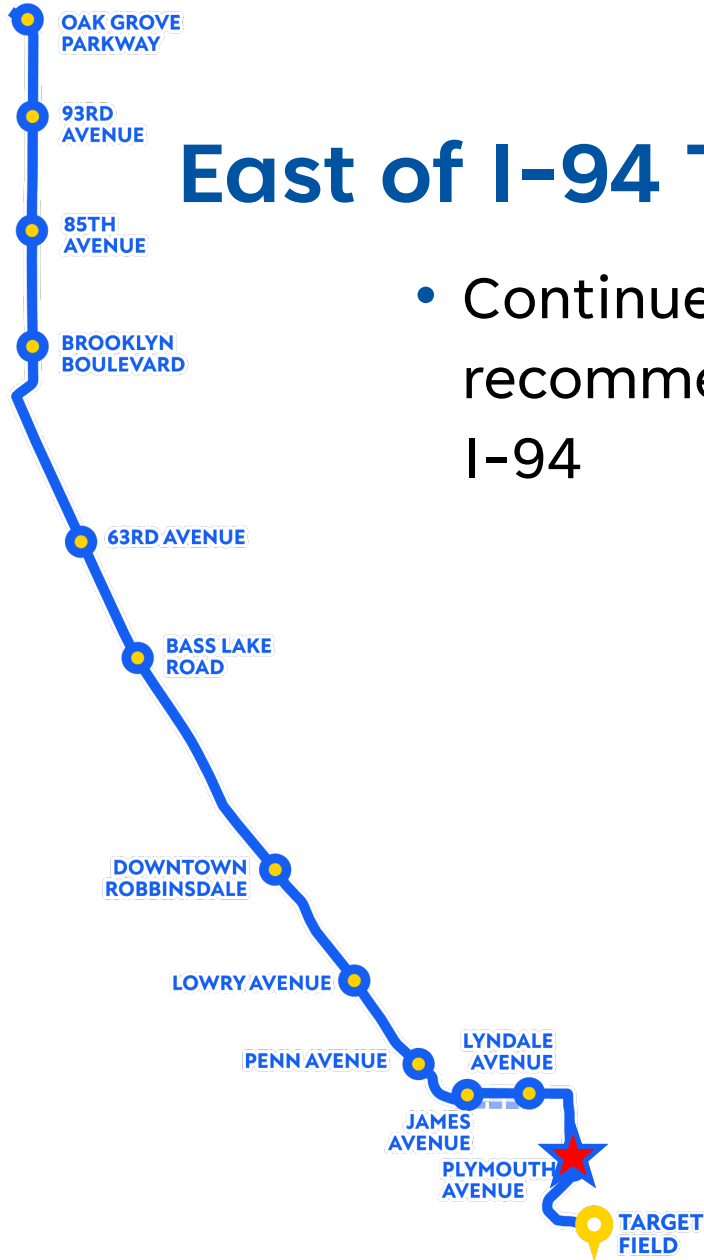


INCLUDES SIDEWALK AND BIKE LANES



East of I-94 Track Alignment

- Continued outreach to confirm recommended option for East of I-94



Anti-Displacement Next Steps

In progress

1

Create a regional group to continue conversations about corridor-wide implementation of anti-displacement strategies



2

Create local government groups to receive recommendations and begin policy making processes

3

Create dedicated regional anti-displacement fund

In progress

4

Align anti-displacement research and recommendations with Blue Line Extension federal processes like supplemental environmental impact statement

In progress

5

Develop corridor-wide anti-displacement policy agenda for 2024 state legislative session



Illustrations by
Cori Nakamura Lin



Thank you