

Business Advisory Committee

March 7, 2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Project Update
- Environmental Update
- Crystal Design Decisions
- Anti-Displacement Update
- Questions



A service of the Metropolitan Council
TRANSIT
Improvement

Project Update



Blue Line LRT Extension

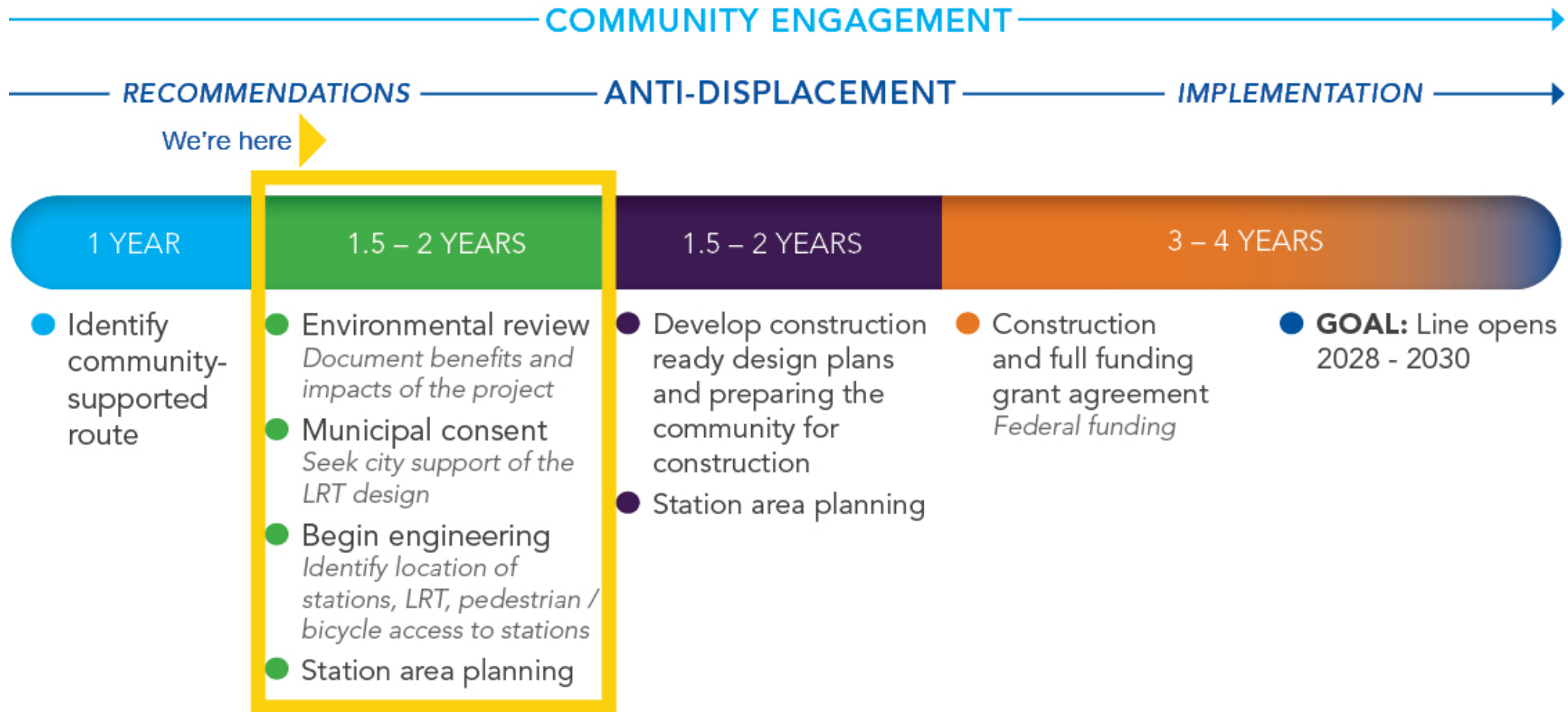
- Located in Hennepin County directly connecting downtown Minneapolis, Robbinsdale, Crystal and Brooklyn Park and communities in the northwest metro
- Supplemental Draft and Final Environmental Impact Statement (EIS) process underway for modified route adopted in June 2022
- Public engagement ongoing, including an Anti-Displacement Workgroup
- Policy recommendation in June 2023 for preferred route where Supplemental EIS includes more than one option



Project Schedule

Blue Line Extension Community Supported Route:

- Best meets the project Principles and Goals
- Grounded in community feedback through collaboration with stakeholders
- Supported by project corridor communities and decision-makers



LRT projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.








Metro Transit's "METRO" System



Fast. Frequent.
All day. All yours.








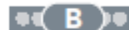






METRO Light Rail Transit

-  METRO Blue Line
-  METRO Green Line
-  METRO Green Line Extension
(Project under construction)
-  METRO Blue Line Extension
(Project under study; route and stations subject to change)
-  Riverview Line
(Project in development by county)

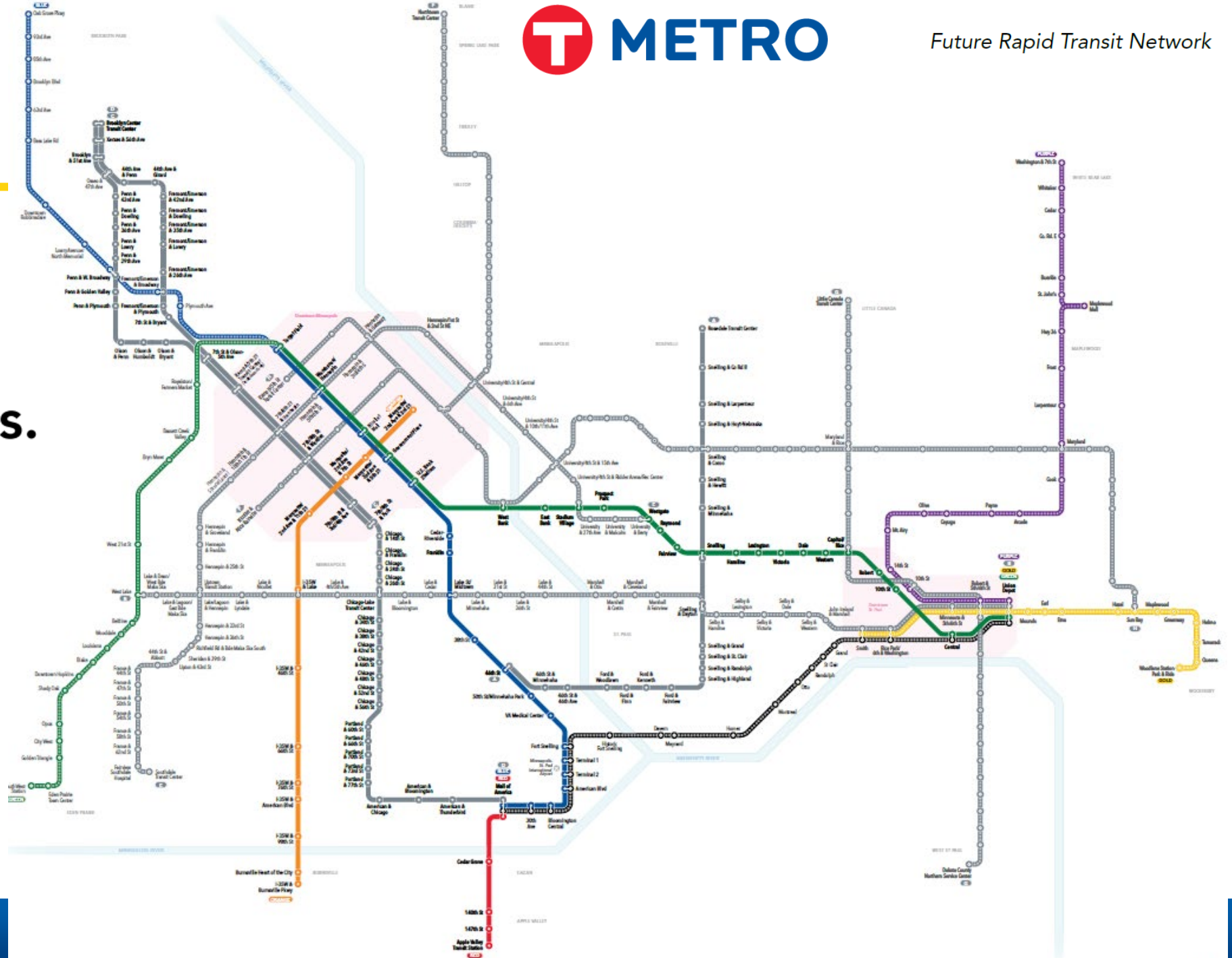


METRO Bus Rapid Transit

-  Orange Line
-  Red Line
-  Gold Line: Opens 2025
-  Purple Line: Opens 2026
(Project in planning; stations subject to change)
-  A Line
-  C Line
-  D Line
-  B Line: Opens 2024
-  E Line: Opens 2025
-  F Line: Opens 2026
(Project in planning; stations subject to change)
-  G Line
(Project in planning; stations subject to change)
-  H Line
(Project in planning; stations subject to change)



Fast. Frequent.
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Blue Line Route Recommendations

	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Blue Lines Committees including Corridor Management Committee (CMC)	Orange	Yellow	Green	Pink	Light Blue					
Brooklyn Park	Orange				Orange					
Crystal		Yellow			Yellow					
Robbinsdale			Green		Green					
Minneapolis				Pink	Pink					
Supplemental Draft Environmental Impact Statement (EIS)						Red	Red	Red	Red	Red
Anti-Displacement Workgroup		Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Grey



Outreach and Engagement Plan

Brooklyn Park

Jan 30 - Open House

Feb 6 - City Council Update

Feb – Blue Line Committees*

Crystal

Feb 9 - City Council Update

Feb 27 - Open House

Mar – Blue Line Committees*

Robbinsdale

Mar 6 - Open House

Mar 14 - City Council Update

Apr – Blue Line Committees*

Minneapolis

Mar 22 & Apr 17 - Open Houses

Apr - City Council Update

May – Blue Line Committees*

Policy Recommendation

June 2023 – Blue Line Committees*

July 2023 – FTA** begins final review

Other 2023 BLRT outreach & engagement includes meetings with community, key stakeholders, businesses and property owners; Anti Displacement Working Group; Community Engagement Cohort; Cultivate Arts; etc.

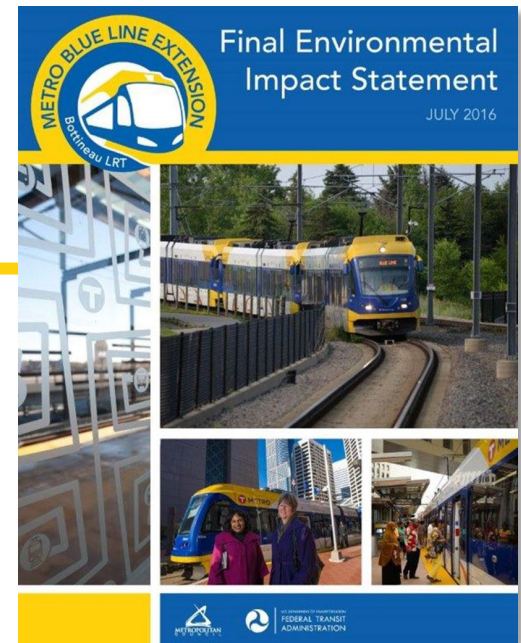
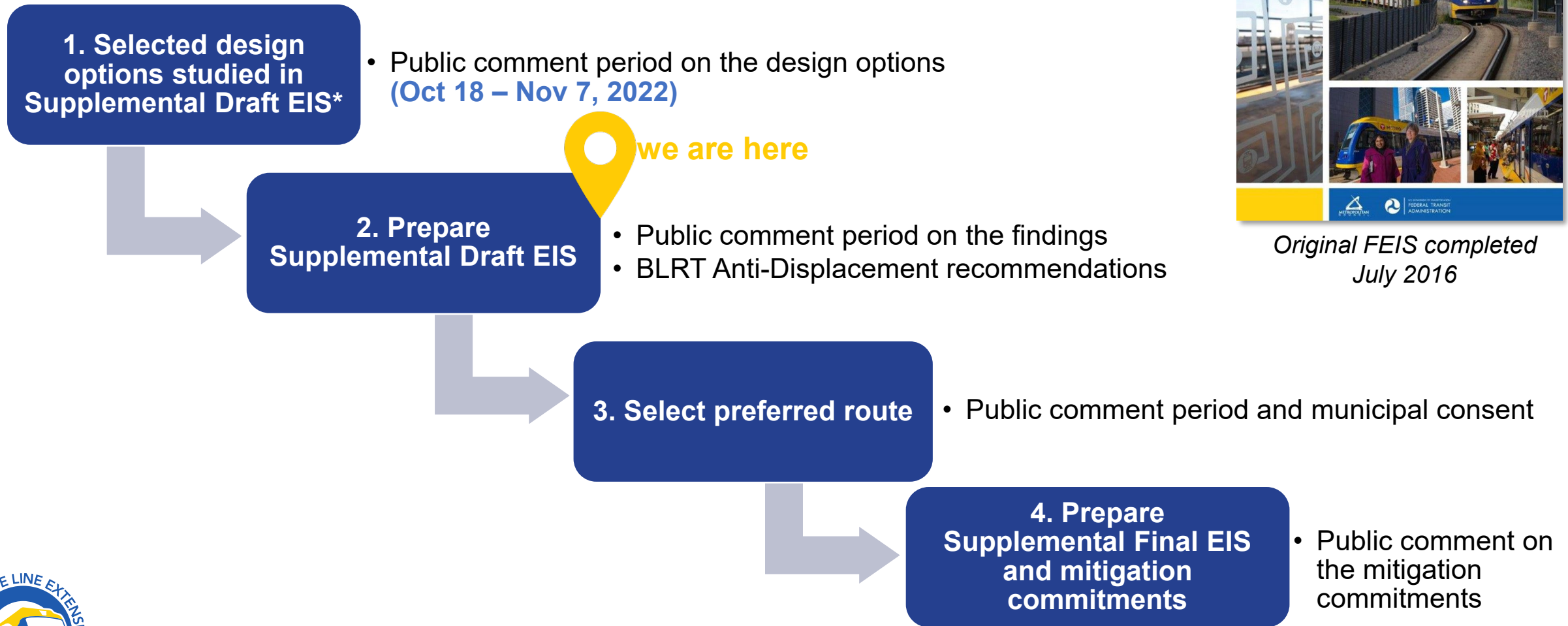


*Technical Project Advisory Committee (TPAC), Community Advisory Committee (CAC), Business Advisory Committee (BAC), Corridor Management Committee (CMC); **Federal Transit Administration (FTA)

Environmental Update



Environmental Schedule



Original FEIS completed July 2016



*EIS = Environmental Impact Statement

Chapter 4: Community and Social Analysis

- Sociodemographic Background
- Land Use Plan Compatibility
- Community Facilities/Character and Cohesion
- Relocations of Residents and Businesses



Chapter 4: Community and Social Analysis

- Cultural Resources
- Visual/Aesthetics
- Economic Effects
- Safety and Security



Chapter 5: Physical and Environmental Analysis

- Utilities
- Floodplains
- Wetlands
- Geology, Soils and Topography
- Hazardous Materials Contamination



Chapter 5: Physical and Environmental Analysis

- Noise
- Vibration
- Biological Environment (Wildlife Habitat and Endangered Species)
- Water Quality and Stormwater
- Air Quality/Greenhouse Gas Emissions
- Energy



Crystal Design Decisions for SDEIS



Project Design Principles

Maintain BLRT Purpose and Need

Minimize travel time

Maximize ridership

Maximize community and economic development

Maximize Federal Transit Administration New Starts project rating

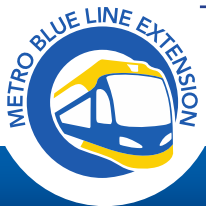
Pursue opportunities to serve even more people and destinations

Complement existing and planned METRO transitways

Minimize residential, commercial and environmental impacts

Support safety and connections prioritizing people walking, biking, and rolling

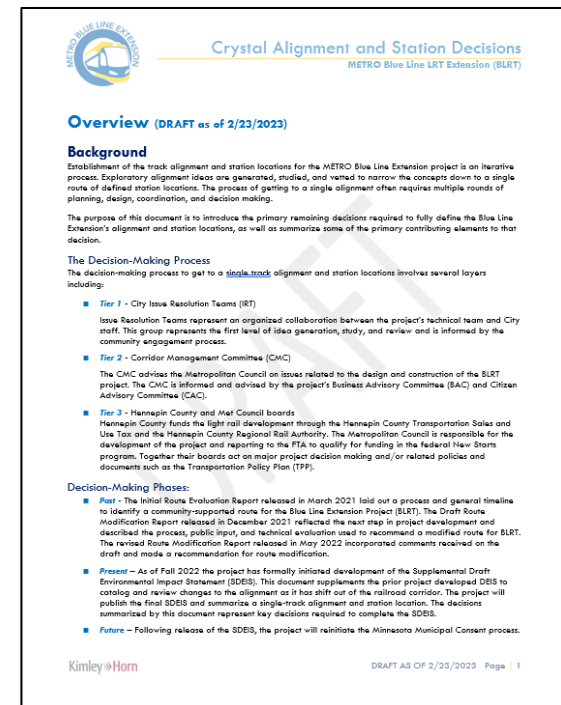
Maximize carbon pollution reduction



Review Design Decisions Document for Crystal

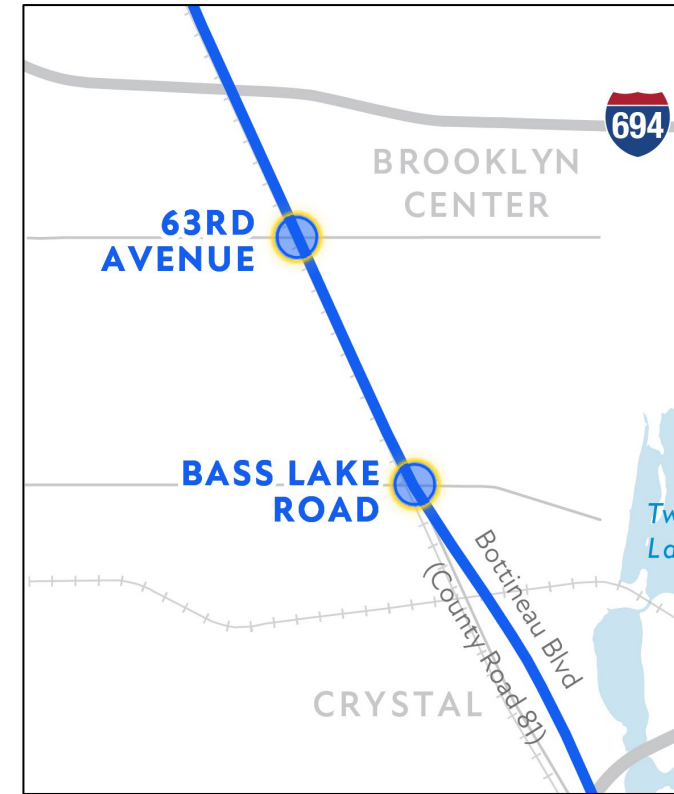
- Decision-Making Process & Phases
- Engagement Plan
- List of key decisions
- Community input
- Environmental considerations
- Stakeholder input
- Outstanding issues and questions for design

See Handout



County Rd 81 - Crystal

- LRT alignment to run within the median on County Road 81
- Stations at 63rd Avenue and Bass Lake Road including station access and design
- Two options analyzed at County Road 81/Bass Lake Road
 - Conventional intersection with a pedestrian bridge
 - Elevated structure carrying County Road 81 over Bass Lake Road



Crystal: CR 81/Bass Lake Road Intersection

- Study traffic capacity and intersection operations on County Road 81
- Refine station design and access



CR 81 and Bass Lake Road intersection

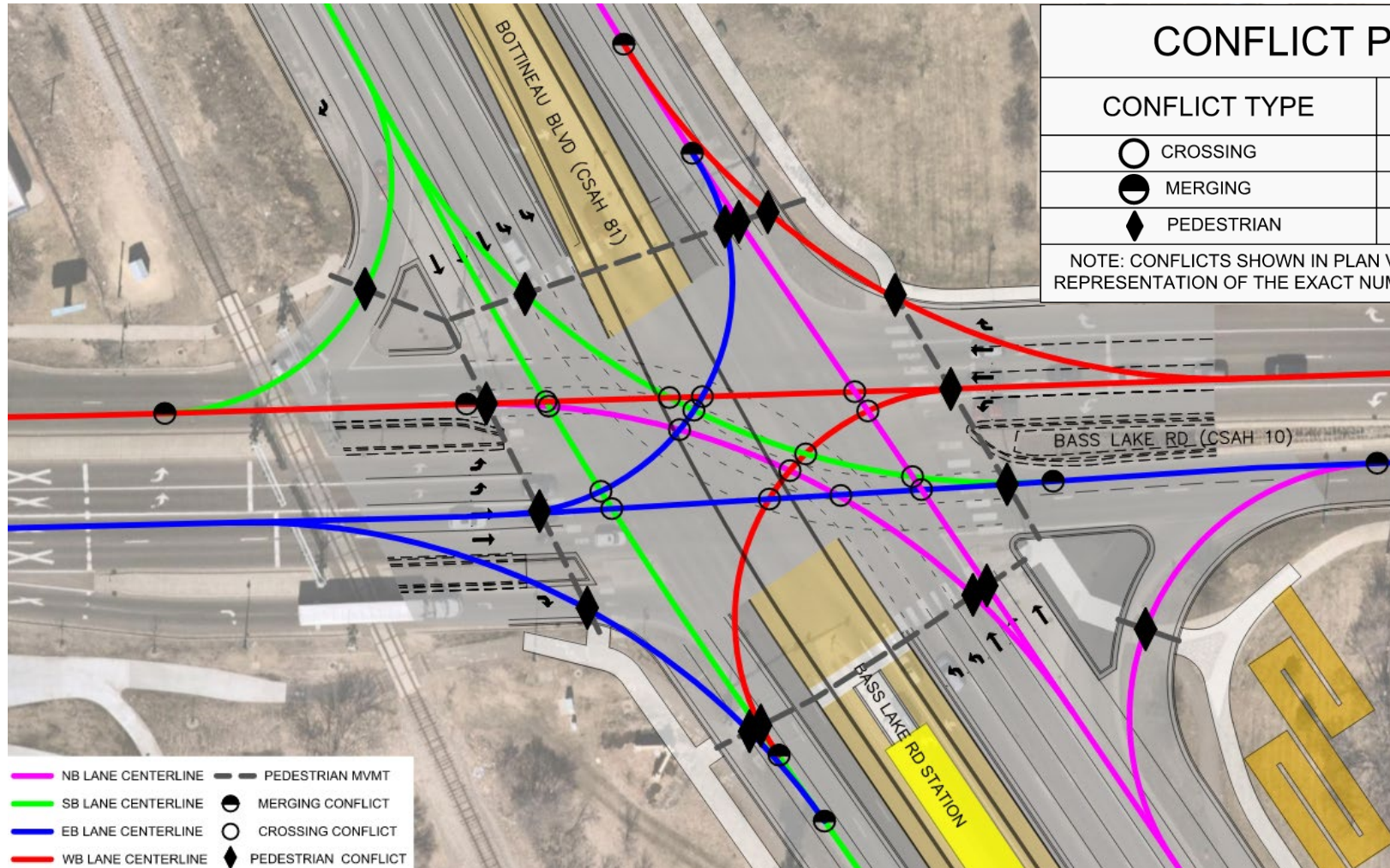
6 Lanes at Grade with LRT



CR 81 view south from Bass Lake Road



Safety Considerations: At-Grade Intersection

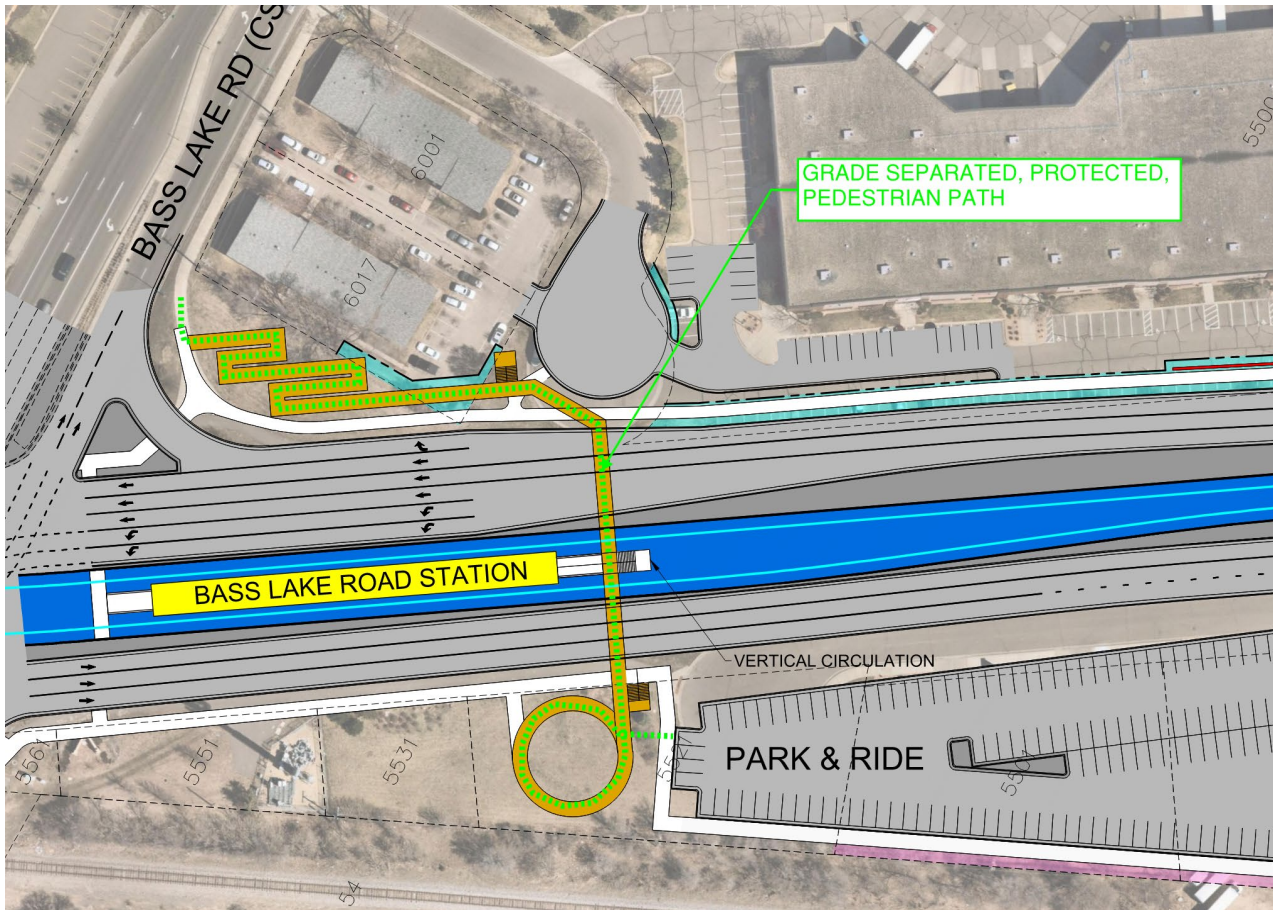


CONFLICT POINT SUMMARY	
CONFLICT TYPE	NUMBER
○ CROSSING	68
◐ MERGING	11
◆ PEDESTRIAN	31
NOTE: CONFLICTS SHOWN IN PLAN VIEW ARE SCHEMATIC AND ARE A SIMPLIFIED REPRESENTATION OF THE EXACT NUMBER OF CONFLICTS AS SHOWN IN THIS TABLE	

- NB LANE CENTERLINE
 — SB LANE CENTERLINE
 — EB LANE CENTERLINE
 — WB LANE CENTERLINE
 PEDESTRIAN MVMT
 ◐ MERGING CONFLICT
 ○ CROSSING CONFLICT
 ◆ PEDESTRIAN CONFLICT



Protected Pedestrian Paths: At-Grade Int.



- ~1/4 mile to safely cross CSAH 81 on grade separated pathway
- Significant vertical variance to overcome moving route ~25' vertical
- ~ 8 minutes to cross

*Assumed walking speed of 3.5 ft/sec with variation based on grade of path (i.e. incline/decline)

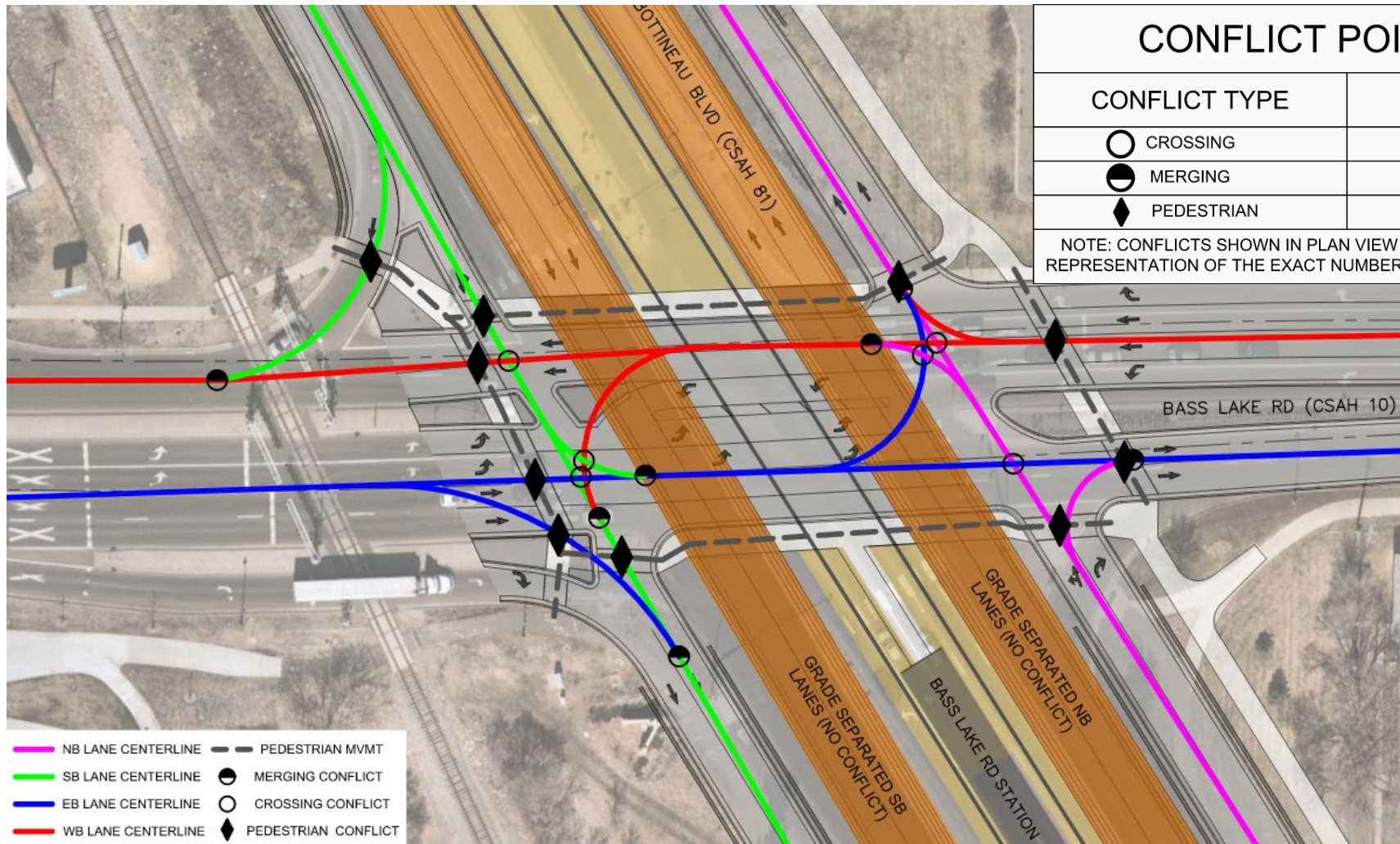


4/5 Lanes with Interchange



CR 81 view north toward Bass Lake Road

Safety Considerations: Interchange



CONFLICT POINT SUMMARY

CONFLICT TYPE

NUMBER

○ CROSSING

20

● MERGING

8

◆ PEDESTRIAN

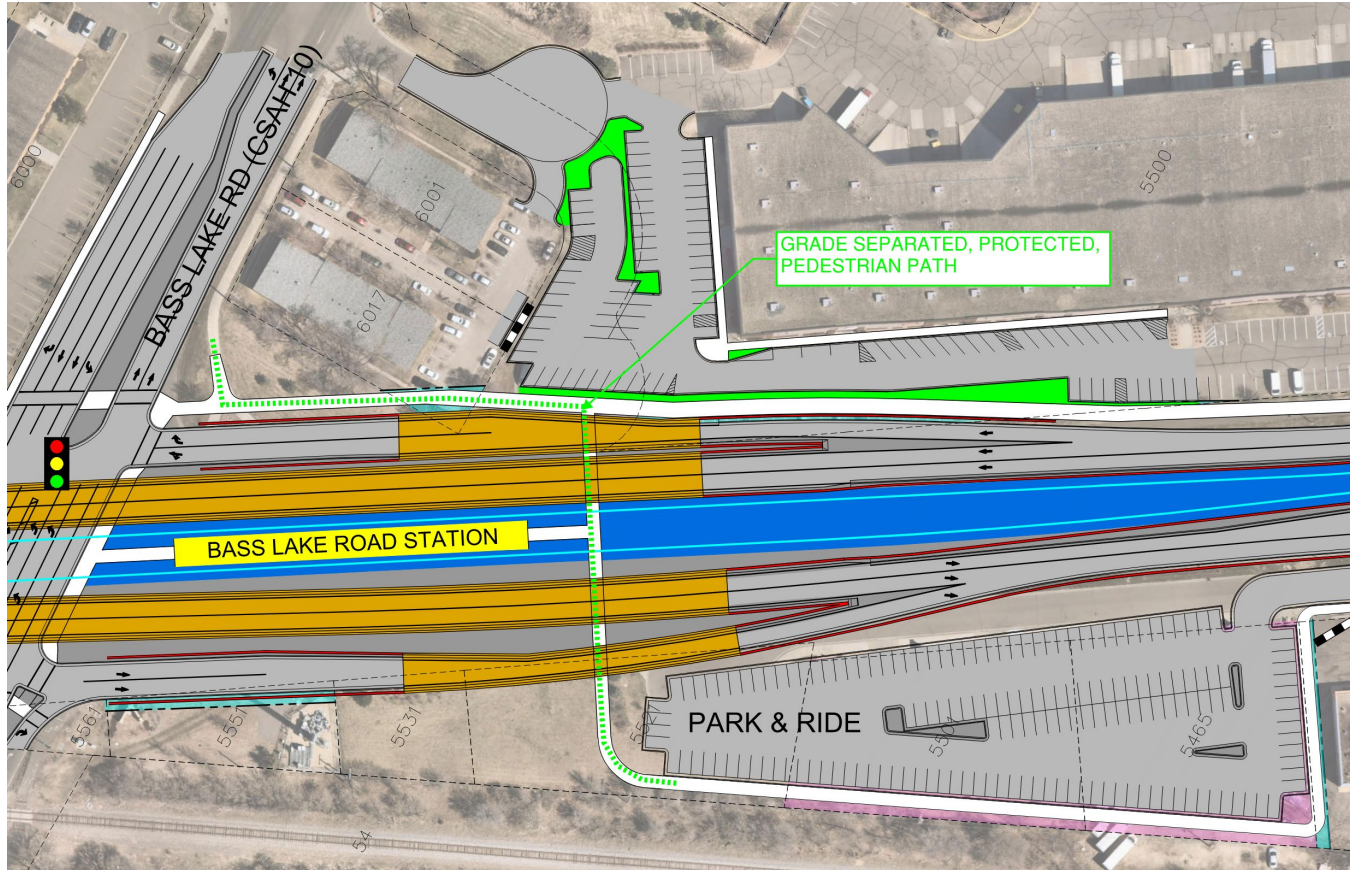
20

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Protected Pedestrian Paths: Interchange

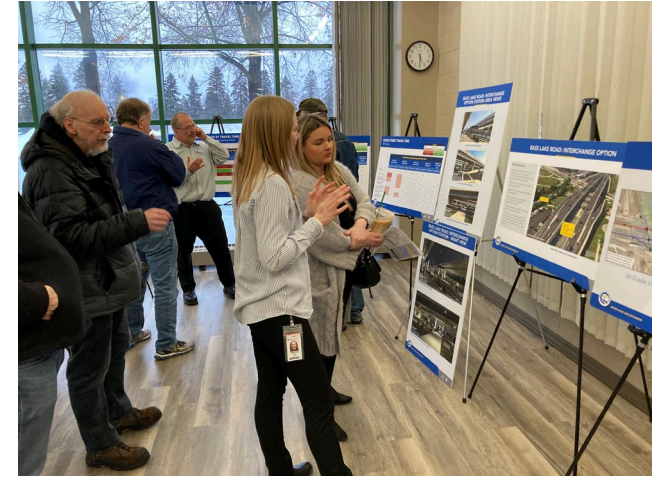


- ~1/8 mile to safely cross CS AH 81 on grade separated pathway
- Flat terrain with minimal elevation change
- ~3 minutes to cross*

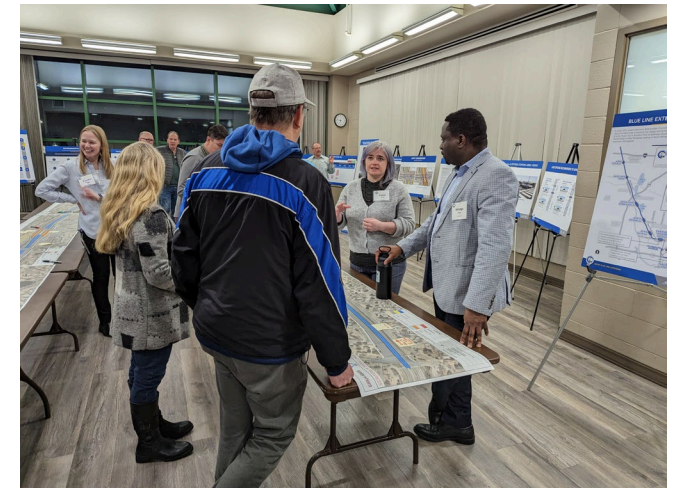
*Assumed walking speed of 3.5 ft/sec with variation based on grade of path (i.e. incline/decline)

Community Feedback

- Feedback from Feb 27, 2023 Open House
 - Safety concern that older residents may not make it across intersection in one light.
 - Would like a wall between neighborhood and light rail for sight and sound purposes.
 - Light rail should be elevated above the road to prevent delays for first responders.
 - Concerns for safety of light rail passengers.
 - Some feel light rail is not needed.



Crystal Open House, February 27, 2023



Crystal Open House, February 27, 2023



Community Feedback

- Feedback we've previously heard in Crystal:
 - Ensure appropriate station lighting
 - Mitigate environmental impacts
 - Desire for a fast route into downtown
 - Traffic impacts on CR 81
 - Need for LRT to work well with traffic
 - Concern about money already spent on roadway improvements
 - Stressful to cross Bass Lake Road with high vehicle speeds



Outreach Coordinator Kjerstin Yager tables at Crystal Frolics, March 2022



Robbinsdale Design Decisions Preview

- Downtown LRT Station
 - Location
- Park and Ride
 - Location
 - Transit Connections



Minneapolis Design Decisions Preview

- Route option from Target Field Station to West Broadway
- Route option for LRT on West Broadway or 21st Avenue
- Number and Location of Stations
- Penn Avenue Station Location



Anti-Displacement Work Group Update



Anti-displacement Policy Recommendation Structure and Process

- Recommendation Structure

- Policies
- Roles
- Cost
- Impact and measurement for success
- Legal consideration
- Timing – before/during/after construction
- Examples
- Implementation strategy or plan



Stay connected

- **BlueLineExt.org**
 - For the latest project updates and to sign up for our newsletter
 - Connect with staff for your questions or schedule a presentation
- Follow us:
 - Twitter: @BlueLineExt
 - Facebook: MetroBlueLineExtension



A service of the Metropolitan Council

COUNCIL'S *Transit*
Improvement
BOARD

Other/Reference

**DO NOT PRINT
THIS SECTION**



2023 CMC Workplan

- 2023 Outreach and Engagement & CMC Workplan
 - Designed to develop policy recommendations for preferred route(s) where SDEIS includes more than one option
 - “Line, Lanes and Stations”
 - FTA’s final review of SDEIS begins July 1 and will include these recommendations



SDEIS: Supplemental Draft Environmental Impact Statement