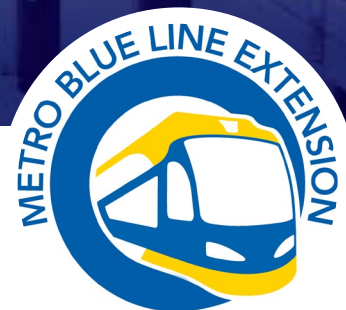


Business Advisory Committee

June 6, 2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Call to Order and Welcome
- Approval of May Meeting Minutes
- Upcoming Meetings and Attendance
- Project Update
- Minneapolis Design Update
- Anti-Displacement Discussion
- BAC Open Discussion



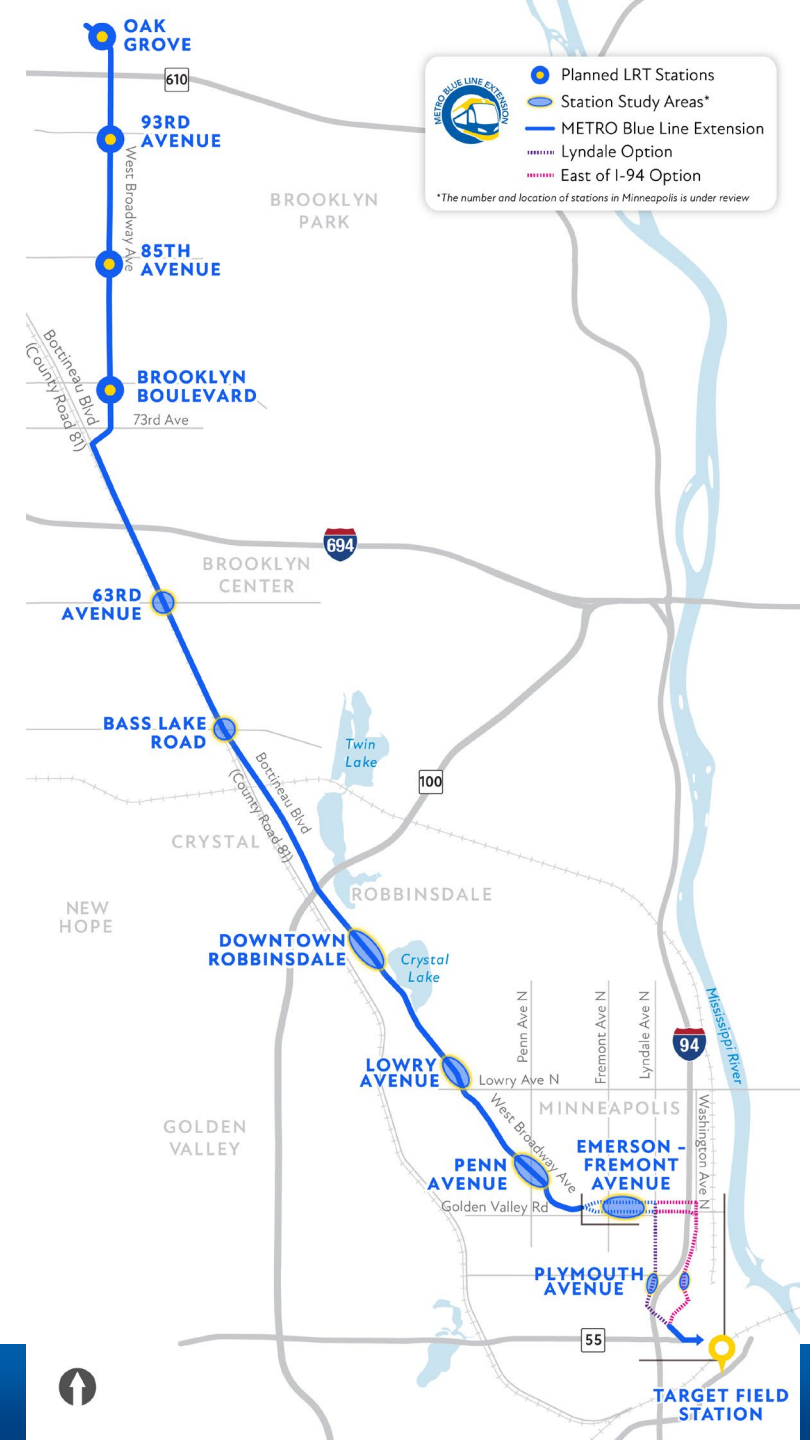
The public can submit written comments to Nkongo Cigolo (Nkongo.Cigolo@metrotransit.org)

Project Update



Blue Line LRT Extension

- BLRT Extension located in Hennepin County directly connecting downtown Minneapolis, Robbinsdale, Crystal and Brooklyn Park and communities in the northwest metro
- Modified route adopted in June 2022
- Public engagement ongoing, including an Anti-Displacement Workgroup
- Anti-Displacement Recommendations Report published for comment in May 2023
- Policy recommendation on route in Summer 2023 where Supplemental Draft Environmental Impact Statement 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.



Legislative Update

- \$50 Million for Blue Line Extension
- BLRT Community Engagement Meetings
 - Quarterly meetings in consultation with community groups; documented and provided to the CMC
 - Will include representatives from Met Council, Henn County, MnDOT, and all corridor cities
 - By July 1, the BLRT Project Team must coordinate with community groups to establish a framework for community engagement meetings
- BLRT Route Alignment Consultation
 - Evaluation of east of I-94 options in Mpls (Met Council, Henn Co, MnDOT, Mpls)
 - All cities to have opportunity to present concerns and proposals to the CMC

Engagement Principles

Honor and build on previous robust community engagement

Tailor engagement practices to meet the needs of the individual communities

Ensure corridor communities of all races, ethnicities, incomes, and abilities are engaged so all share in growth opportunities

Use community goals, priorities, and criteria for growth to inform decision-making

Adjust strategies and approach as needed to ensure corridor communities are fully represented in engagement efforts



CMC Timeline

	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Blue Lines Committees including Corridor Management Committee (CMC)	X	X	X	X							
Brooklyn Park	X			X							
Crystal		X		X							
Robbinsdale			X	X							
Minneapolis				X							
Anti-Displacement Workgroup				X							
Supplemental Draft Environmental Impact Statement (EIS)											



New Staff Introduction

- Bojan Mistic
 - Hennepin County Manager of Design and Engineering

- Kaja Vang
 - Community Outreach Coordinator



Minneapolis Design Update



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

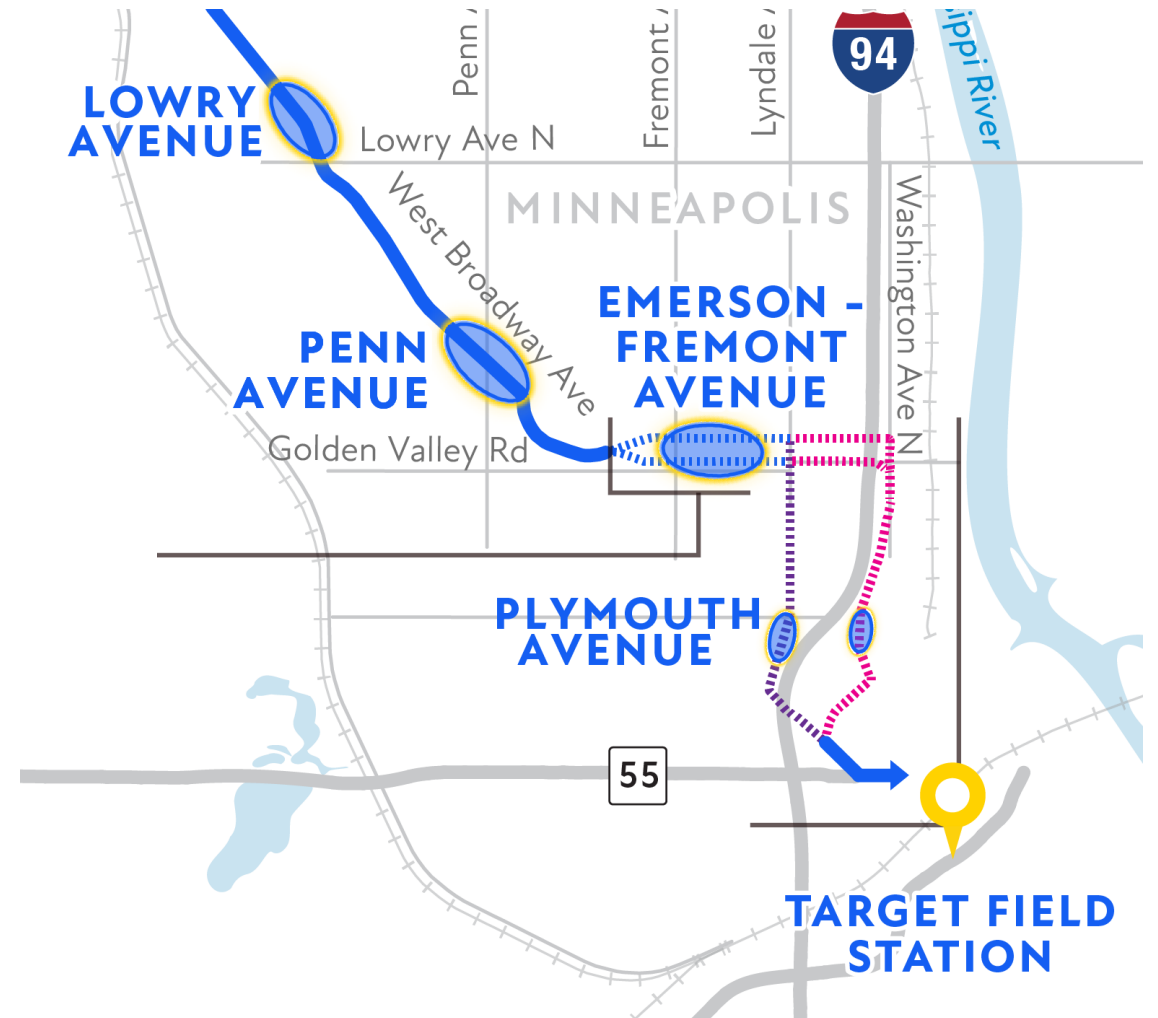
Support safety and connections prioritizing people walking, biking, and rolling

Maximize carbon pollution reduction



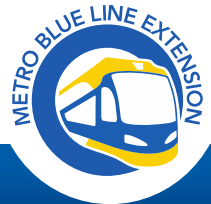
Minneapolis Decisions

- Route from Target Field Station to 21st Avenue or West Broadway Avenue
- Route on 21st Avenue or West Broadway Avenue
- Station number (1 or 2) and placement in the area between Knox Avenue and Lyndale Avenue
- Penn Avenue Station Refinement



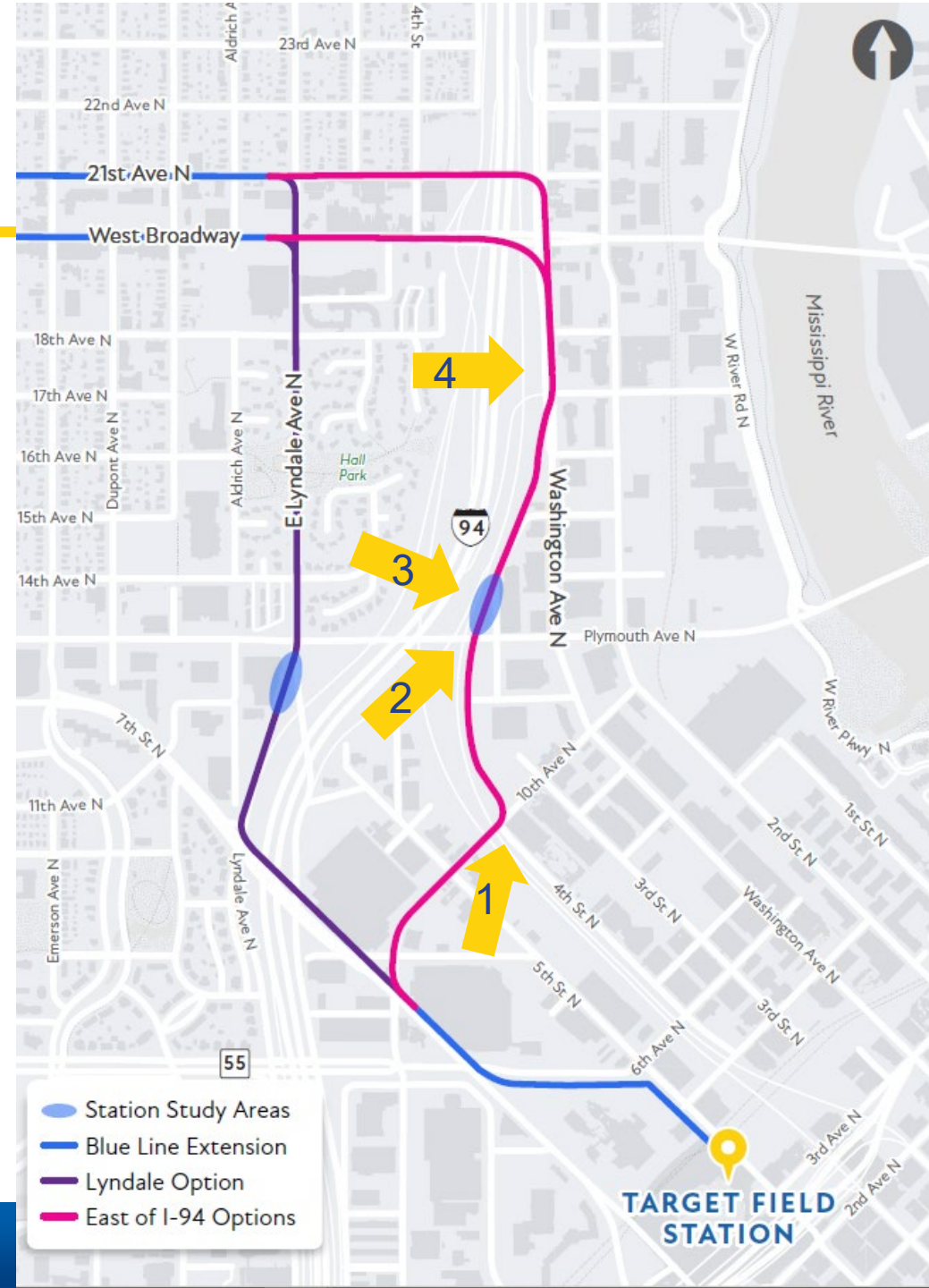
West Broadway or 21st to Target Field Station – October 2022

- Studied route options:
 - Olson Memorial Hwy or North 7th Street to Lyndale Avenue
 - North 7th South to 10th Avenue North then running along the east side of I-94 parallel to Washington Avenue
- Both routes connect to 21st Avenue and/or West Broadway
- Both route options will travel over I-94 on a bridge



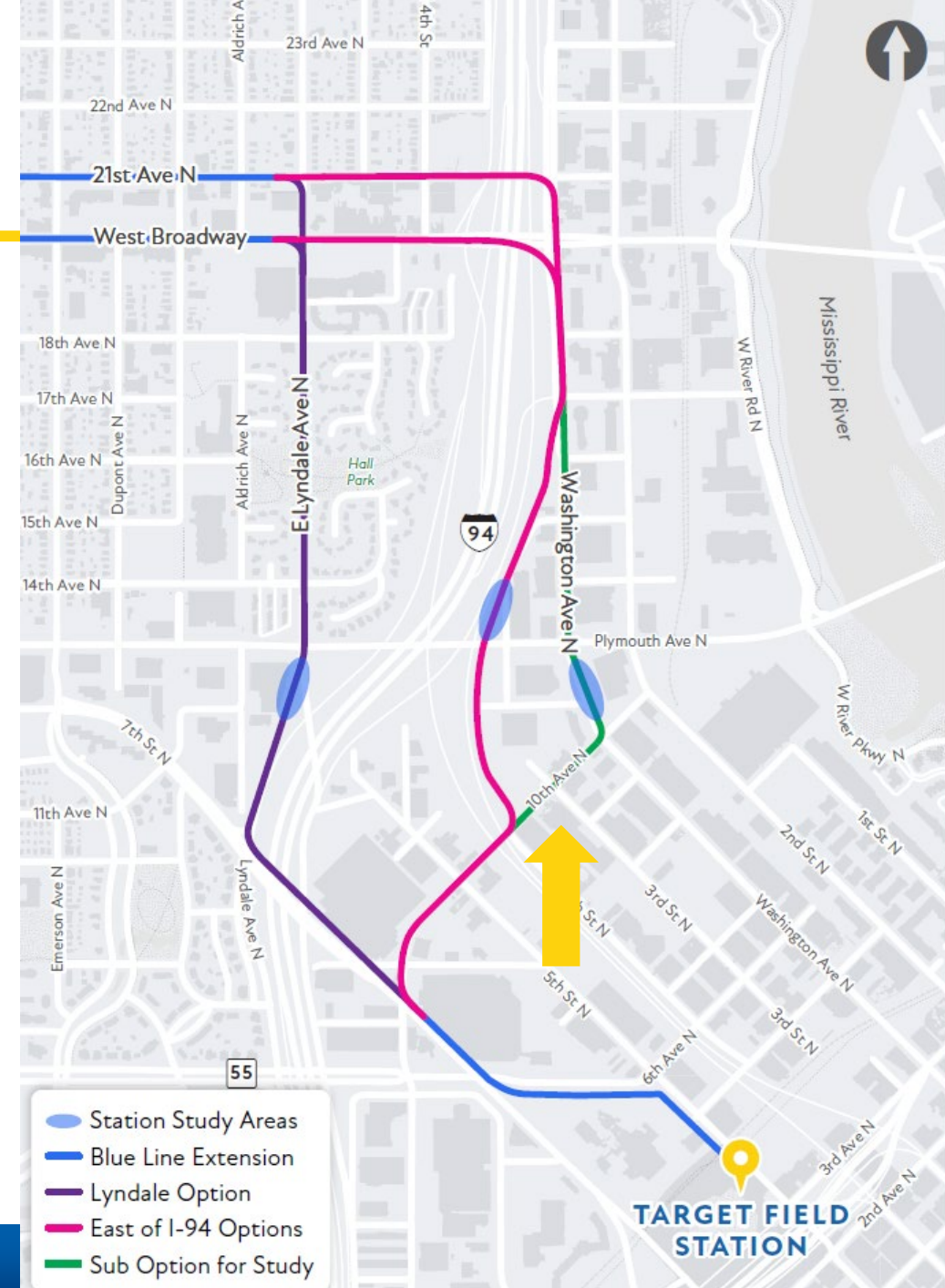
East of I-94 Option

1. Route north of 10th requires moving the 3rd Street ramp
2. Narrow corridor adjacent to Twin Cities International School
3. Impacts to existing commercial property north of Plymouth
4. Due to the challenges with crossing I-94 exit at 17th Avenue and West Broadway the route is on structure



Target Field Station to West Broadway

- Sub option to continue down 10th Ave to Washington Ave
- Station on Washington, south of Plymouth Ave
- Uses existing infrastructure
- Keeps at-grade LRT operation until I-94 crossing
- Narrow 10th Ave right of way has challenges for all roadway uses (bike, ped, buses etc.)



Anti-Displacement Recommendation Report CMC Discussion



CMC Discussion



Centers recommended
outcomes first

Distinct to each jurisdiction
and corridor-wide



17 policies support
recommended outcomes



ADWG identified underlying
principles for all
recommendations

BAC Open Discussion – Community Input and Highlights



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



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