







Today's Topics

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





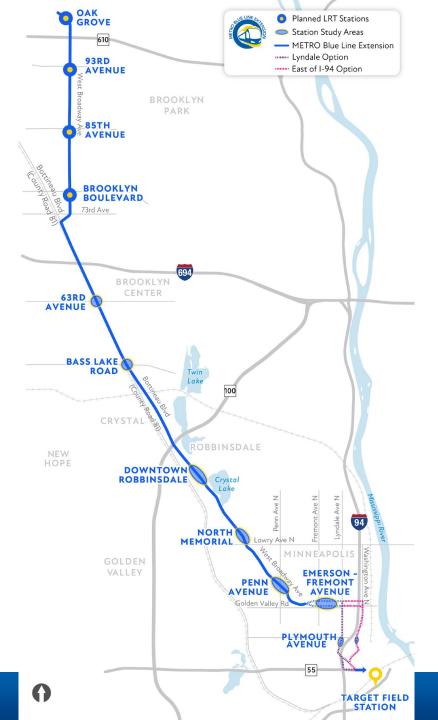
Project Update



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

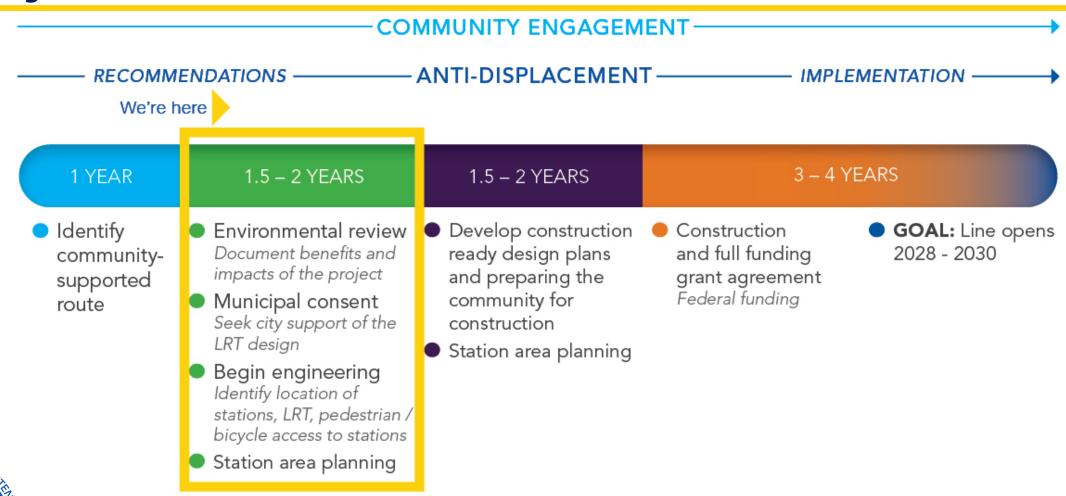




Project Schedule

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



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METRO Bus Rapid 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)





Red Line

Orange Line



Gold Line: Opens 2025



Purple Line: Opens 2026

(Project in planning; stations subject to change)





A Line



D D Line



B Line: Opens 2024



E Line: Opens 2025



F Line: Opens 2026

(Project in planning; stations subject to change)



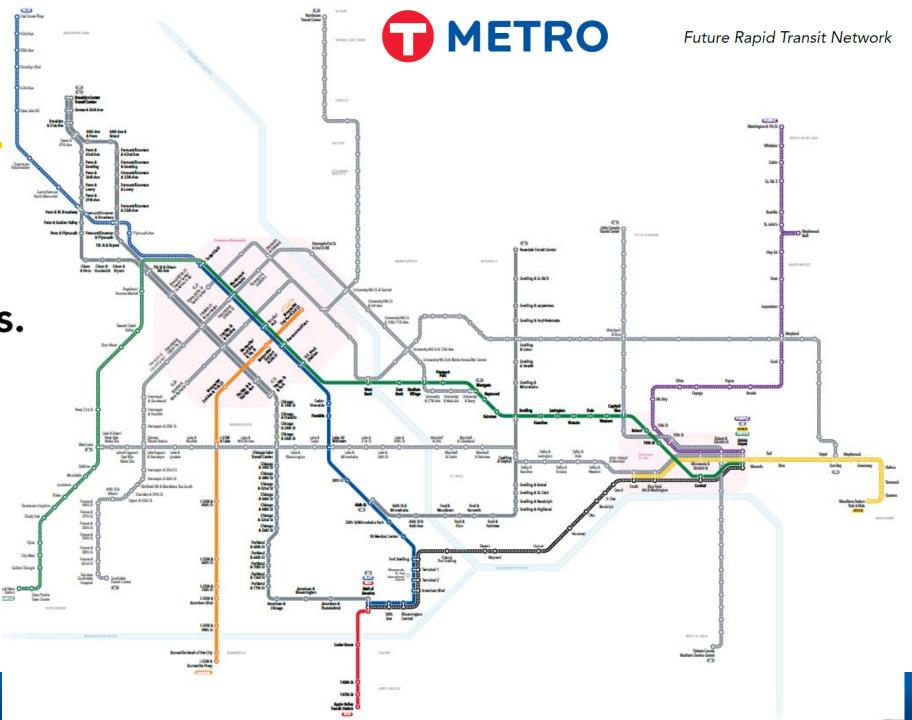
(Project in planning; stations subject to change)



(Project in planning; stations subject to change)



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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) | | | | | | | | | | |
| Brooklyn Park | | | | | | | | | | |
| Crystal | | | | | | | | | | |
| Robbinsdale | | | | | | | | | | |
| Minneapolis | | | | | | | | | | |
| Supplemental Draft Environmental Impact Statement (EIS) | | | | | | | | | | |
| Anti-Displacement Workgroup | | | | | | | | | | |

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.

Environmental Update



Environmental Schedule

1. Selected design options studied in Supplemental Draft EIS*

 Public comment period on the design options (Oct 18 – Nov 7, 2022)



2. Prepare Supplemental Draft EIS

- Public comment period on the findings
- BLRT Anti-Displacement recommendations



Original FEIS completed
July 2016

- 3. Select preferred route
- Public comment period and municipal consent



4. Prepare
Supplemental Final EIS
and mitigation
commitments

 Public comment on the mitigation commitments



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



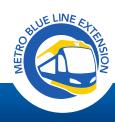
Chapter 5: Physical and Environmental Analysis

- 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



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



Crystal Alignment and Station Decisions
METRO Blue Line LRT Extension (BLRT)

Overview (DRAFT as of 2/23/2023)

Background

Stabilishment of the track digment and station locations for the METRO Blue. Line Extension project is an invariant process. Exploratory digment float are a generator, studied, and vende to narrow the concepts down to allow rough rough countries. The process of getting to a single alignment often requires multiple rounds of planning, design, coordination, and desiction modifies.

The purpose of this document is to introduce the primary remaining decisions required to fully define the Blue Line Extension's alignment and station locations, as well as summorize some of the primary contributing elements to that decision.

The Decision-Making Process

The decision-making process to get to a <u>single track</u> alignment and station locations involves several layers including:

- 8 Tier 1 Citry Issue Resolution Teams (RT)
 Issue Resolution Teams represent on organized collaboration between the project's technical team and CI staff. This group represents the first level of idea generation, study, and review and is informed by the community reagonament roots.
- Tiez 2 Corridor Managament Committee (CMC)
 The CMC advises the Metropolition Council on issues related to the design and construction of the BLRT project. The CMC is informed and advised by the project's buttiness Advisory Committee (BAC) and Chizen
- 8. Tier 3 Hamagini Courty and Mar Council booards.
 Hamagini Courty material fair disvelapment through the Hamagini Courty Transportation Solas and Use Tax and the Hamagini Courty Regional Roll Authority. The Materpolitieni Council is respectable for the development of the project and responsible for the development of the project and responsible for the Stores program. Together their boards are on moler project decision making and for related policies and documents such as the Transportation Policy Plan (TPR).

Decision-Making Phases

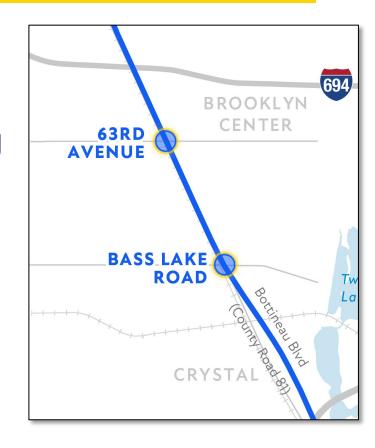
- 8 Part The Initial State Followine Report released in Morch 2021 laid on a process and general finalizate to identify a community-upperaded must for the Blue like Execution Psycial [EET]. The Droth Rouse Modification Report reliased in December 2021 reflected the next step in project development and described the process, public linery, and rethorical evolutions used to recommend on modified route for EET. The revised Rouse Modification Report released in May 2022 (evopporated comments received on the drift and mode a recommendation for route modification.
- Present A of Fall 2022 the project has formally initiated development of the Supplemental Draft Environmental Impact Statement (SDSS). This document supplements the prior project developed DBIs to catalog and review changes to the a diignment as it has shift out of the railroad corridor. The project will publish the finel SDBIs and summarize a single-track oligoment and station location. The decisions summarized by this document represent key decisions required to complete the SDBIs.
- Future Following release of the SDEIS, the project will reinitiate the Minnesota Municipal Consent process.

Kimley » Horn

DRAFT AS OF 2/23/2023 Page | 1

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

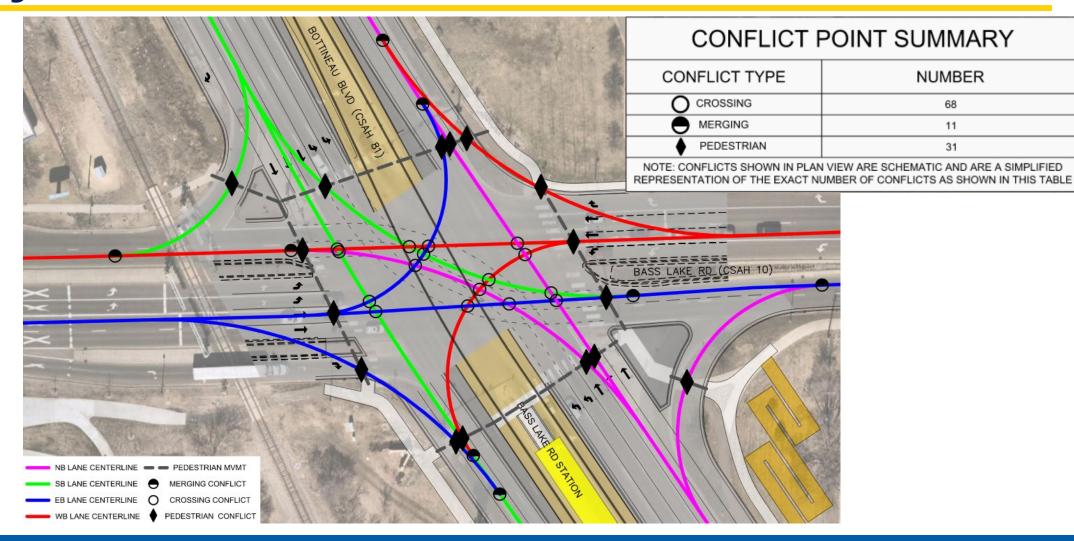
6 Lanes at Grade with LRT





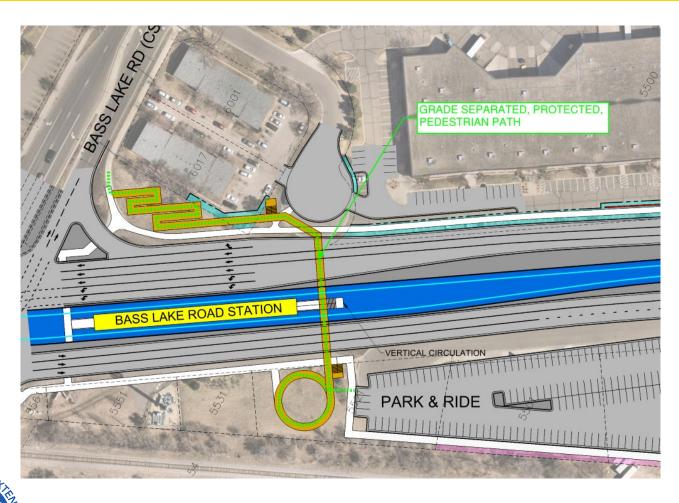
CR 81 view south from Bass Lake Road

Safety Considerations: At-Grade Intersection





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

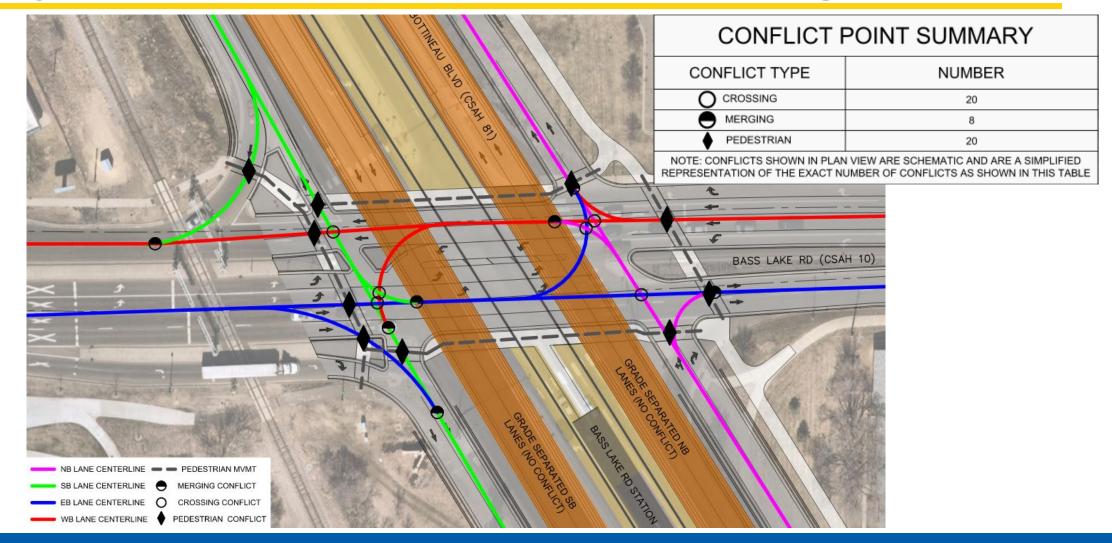
^{*}Assumed walking speed of 3.5 ft/sec with variation based on grade of path (i.e. incline/decline)

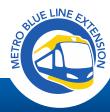
4/5 Lanes with Interchange



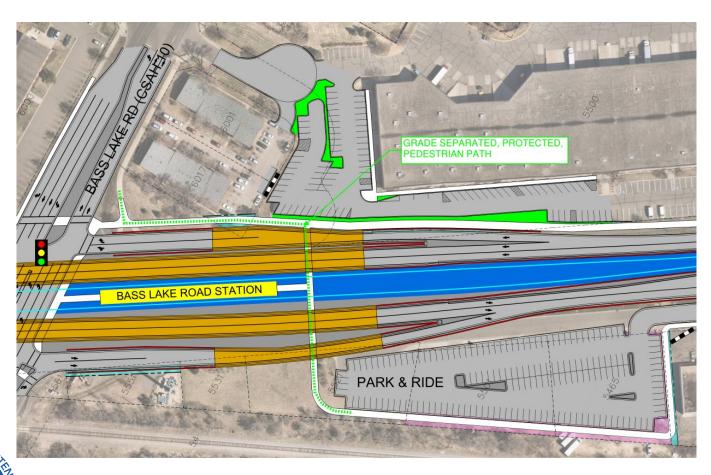


Safety Considerations: Interchange





Protected Pedestrian Paths: Interchange



- ~1/8 mile to safely cross
 CSAH 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





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

