Blue Line Extension Project Update: June 29, 2021
Today’s Topics

• Introductions
• BLRT Project Update
• Brooklyn Park Opportunities
• Discussion/Questions/Comments
Blue Line Extension

• Connecting communities to fast, frequent, reliable transportation

• Will provide single seat trips to downtown Minneapolis, Minneapolis – St. Paul International Airport, and Mall of America
August 2020: After a multi-year effort to negotiate with BNSF that included many levels of government and offers including buying the corridor, it was time to move the project forward.
Approach & Timeline

December 2020 – March 2021
- BLRT Project Principles
- Develop Initial Route Modifications

We are Here
- Evaluation Based on Initial Screening Criteria and Community Feedback

Late Spring – Summer 2021
- Refine Route Modifications

TIER 1: Qualitative Evaluation Grounded in Project Purpose and Need

TIER 2: Quantitative Evaluation

Winter 2021
- Evaluate Based on Project Goals, Objectives, and Evaluation Criteria
- Route Modifications Recommended for Evaluation in EIS
Potential BLRT Development Schedule

- Identify Community Supported Alignment: 2021
- Environmental Review (NEPA): 2022-2023
- Engineering: 2023-2024
- Construction: 2025-2028
- Revenue Service Goal: 2028
Project Areas

• Project route options
  ▪ Confirmation of route options for Areas 1 & 2
  ▪ Preliminary options for Area 3

• Options based on:
  ▪ Adopted Project Principles
  ▪ Conceptual review of LRT right of way and operational needs
  ▪ Applicable previous work
  ▪ Community feedback on key destinations and connections
Area 1
Brooklyn Park Opportunities

- 5 BLRT stations for Brooklyn Park:
  - Oak Groove
  - 93rd
  - 85th
  - Brooklyn Blvd
  - 63rd
Station Site Plan Example
View from platform entry looking North
View from Broadway Ave looking North
Station Plan Concept: 85th Avenue

Note:
The streetscape design for West Broadway Ave. is being developed in coordination with the Voicing Team with input from the City, County, and Corridor. Improvements shown on the station site plan do not imply that the City Project will provide them. Final determination of funding sources for the streetscape features is yet to be determined.

DRAFT WORK IN PROGRESS
View from platform entry looking North
View from 85th Avenue looking South
Station Plan Concept: 93rd Avenue

Note:
The streetscape design for West Broadway Ave is being developed in coordination with the following teams with input from the City, County, and Community. Improvements shown on the station site plan do not imply that the LRT Project will provide them. Final determination of streetscape features for the streetscape buffer is yet to be determined.
View from Broadway Ave looking North
Station Plan Concept: Oak Grove Parkway
Birdseye view of Oak Grove Pkwy Station
View from sidewalk to LRT platform & ramp
Key Community Feedback

• Avoid negative impacts: business/resident displacement, construction, pollution, traffic operations, gentrification
• Improve access and mobility: for people of color, lower income, limited mobility
• Improve transit experience: safety of pedestrians etc., security along corridor, faster travel times, increase ridership
• Cost effectiveness: what will it cost what are the other options and environmental considerations including climate change
Community Wealth Building Through Investment

• Forming an Anti-Displacement Working Group
  ▪ To develop and implement a comprehensive, innovative set of strategies:
    o To ensure this investment builds on, supports, and protects existing community assets
    o Benefit existing corridor residents
    o Provide more opportunities for equitable housing, employment, business development, cultural experiences, and other activities of daily life
  ▪ Request for Proposals: late June - early July
LRT Development Trends

• Permitted: ~$14 billion in development has been permitted near high frequency transit in the last 17 years
  ▪ 35% of regional development has occurred along high frequency transit corridors
  ▪ $9.2 billion is located within one-half mile of a LRT station
  ▪ 20,500 multi-family units permitted near LRT stations (out of 34.2K units)

• Planned: $8.9 billion in development is planned near high-frequency transit
  ▪ 68% of the development planned in the region is along high frequency transit corridors
  ▪ $5.6 billion near LRT stations
  ▪ 19,000 multifamily units near LRT stations (out of 35K units)

_Development Trends Along Transit 2020 Report, Metro Transit_
Expanding on Business Assistance During Construction: Green Line (Central Corridor)

- 450 businesses made preparations and improvements prior to and during construction:
  - $3.1M in loans, $260K in façade grants, training and technical assistance
- 212 businesses were aided by $3.9M in “Ready for Rail” forgivable loans
- 128 street-level businesses opened fronting the Green Line during the four-year construction period, 13 more than closed or relocated

Central Station, St. Paul
Next Steps: Continue to Seek Solutions

**Project Goals, Objectives and Criteria**

**Conceptual Engineering and Design**
- Engineering Analysis to Understand LRT & Roadway Configurations
- Potential Station Locations
- Right of Way Impacts

**Community Benefits**
- Further efforts to address anti-displacement, equitable development and community wealth building

**Previous Project Commitments**
- Address investments related to the previous alignment
Discussion

• What does this project mean to you?
• What are we missing?
• How can we stay connected?

• Online Listening Session with CM Reva Chamblis July 22, 12-1pm more information coming soon
Stay Connected!

• Project website: BlueLineExt.org
  ▪ Project news, maps, surveys, what we’re hearing
  ▪ Committee meeting materials: agenda, handouts, presentations, meeting minutes
  ▪ Sign-up for GovDelivery project updates
  ▪ Connect with staff for your questions or schedule a presentation

• Follow us:
  ▪ Twitter: @BlueLineExt
  ▪ Facebook: MetroBlueLineExtension