



Blue Line Extension Project Update: June 29, 2021



Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Introductions
- BLRT Project Update
- Brooklyn Park Opportunities
- Discussion/Questions/Comments



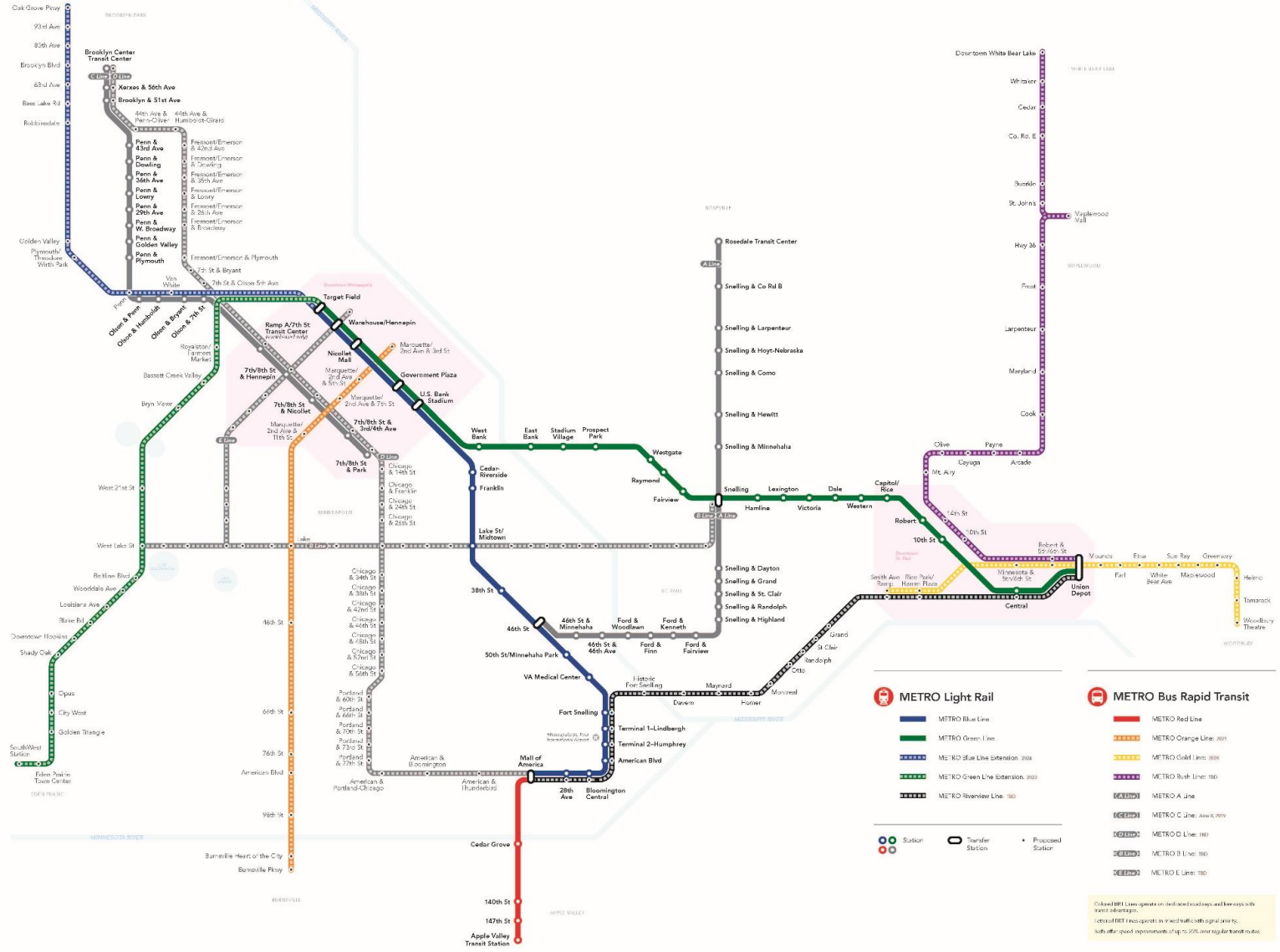
Blue Line Extension

- Connecting communities to fast, frequent, reliable transportation
- Will provide single seat trips to downtown Minneapolis, Minneapolis – St. Paul International Airport, and Mall of America



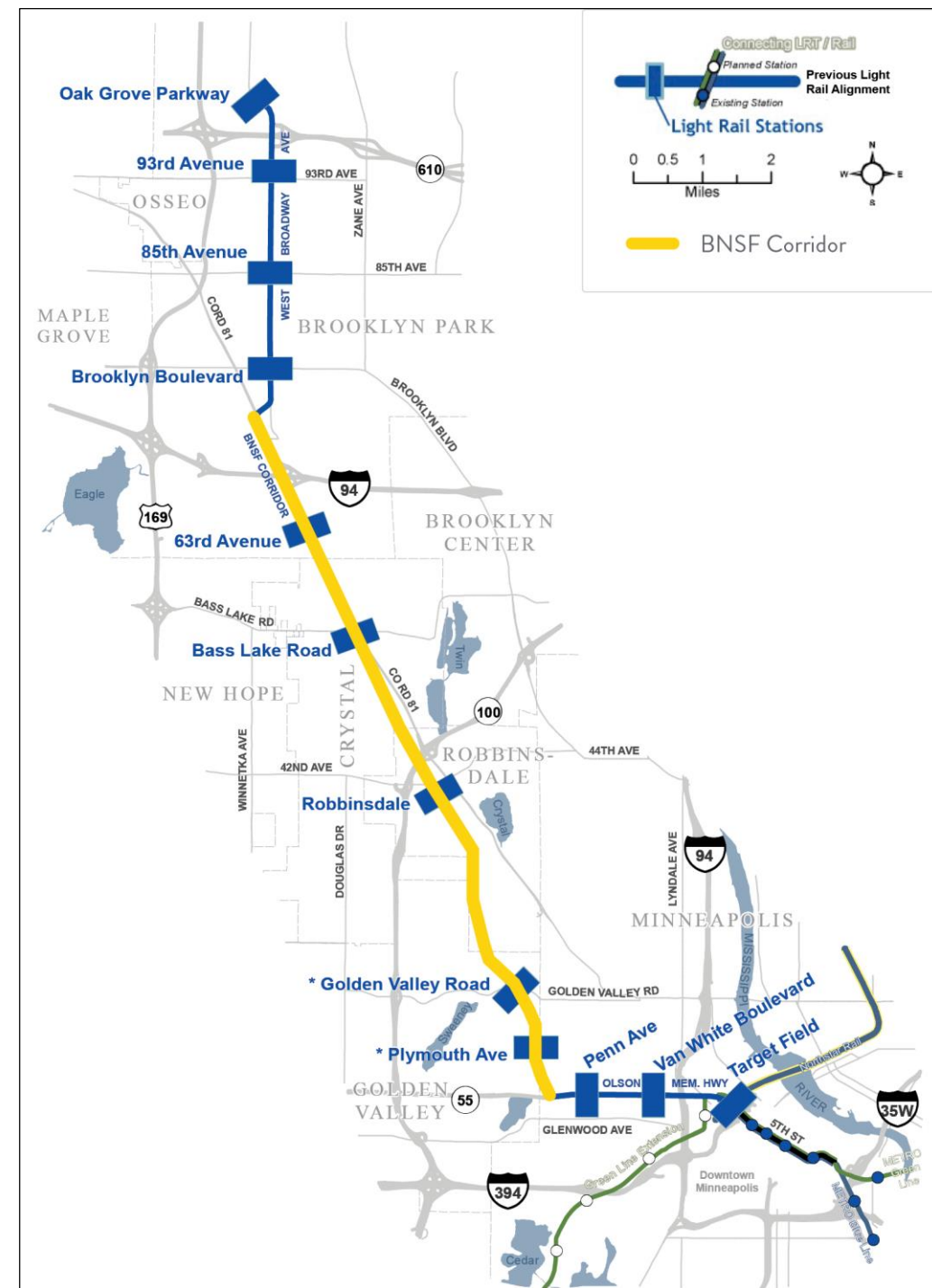
Fast. Frequent. All day. All yours.

Future Rapid Transit Network

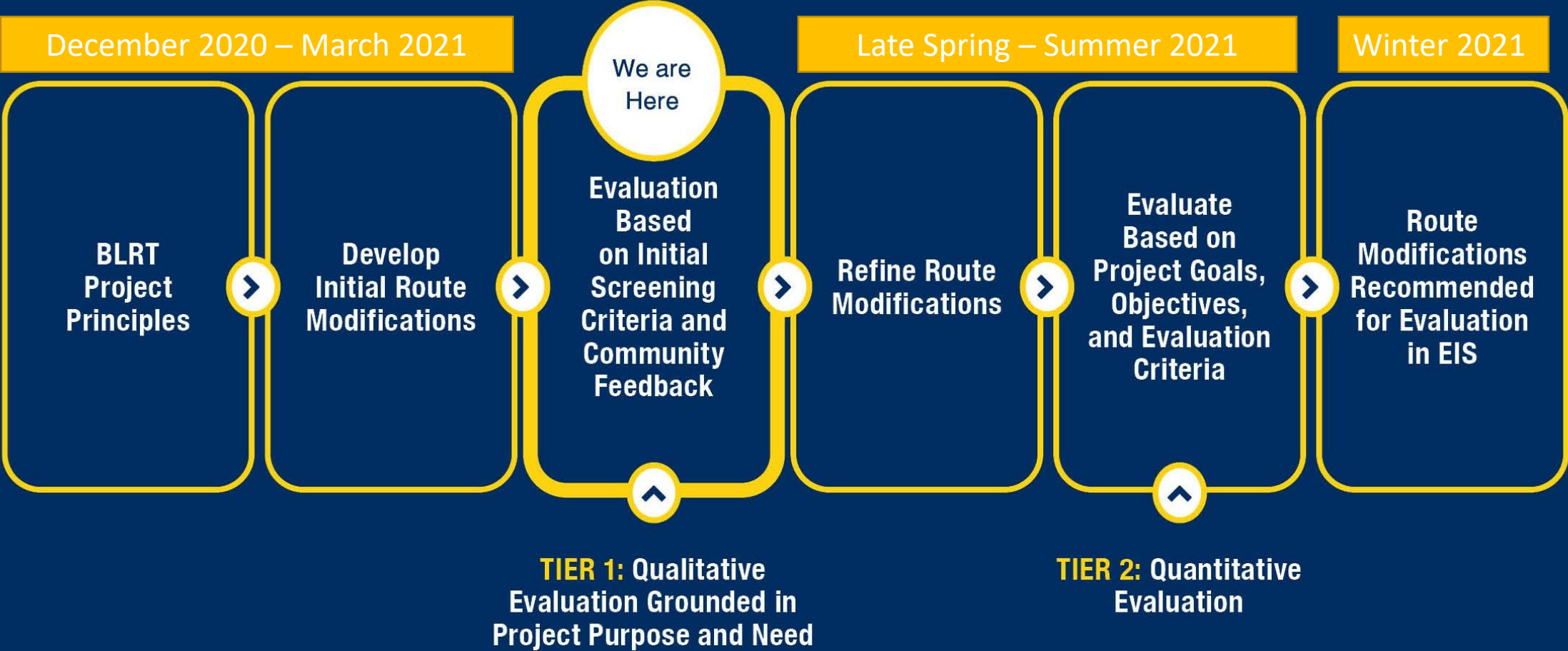


Project Transition

- 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



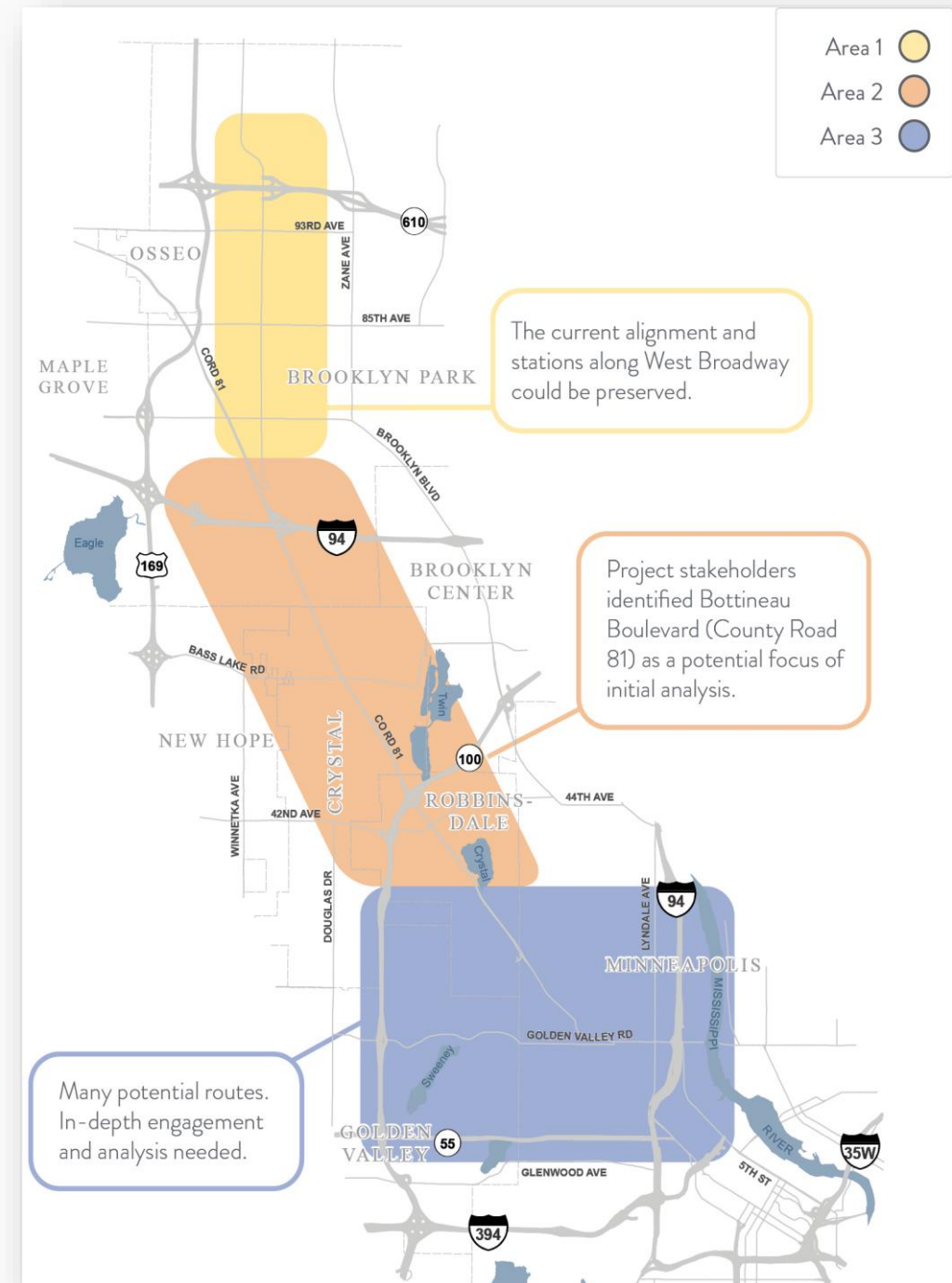
Potential BLRT Development Schedule

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

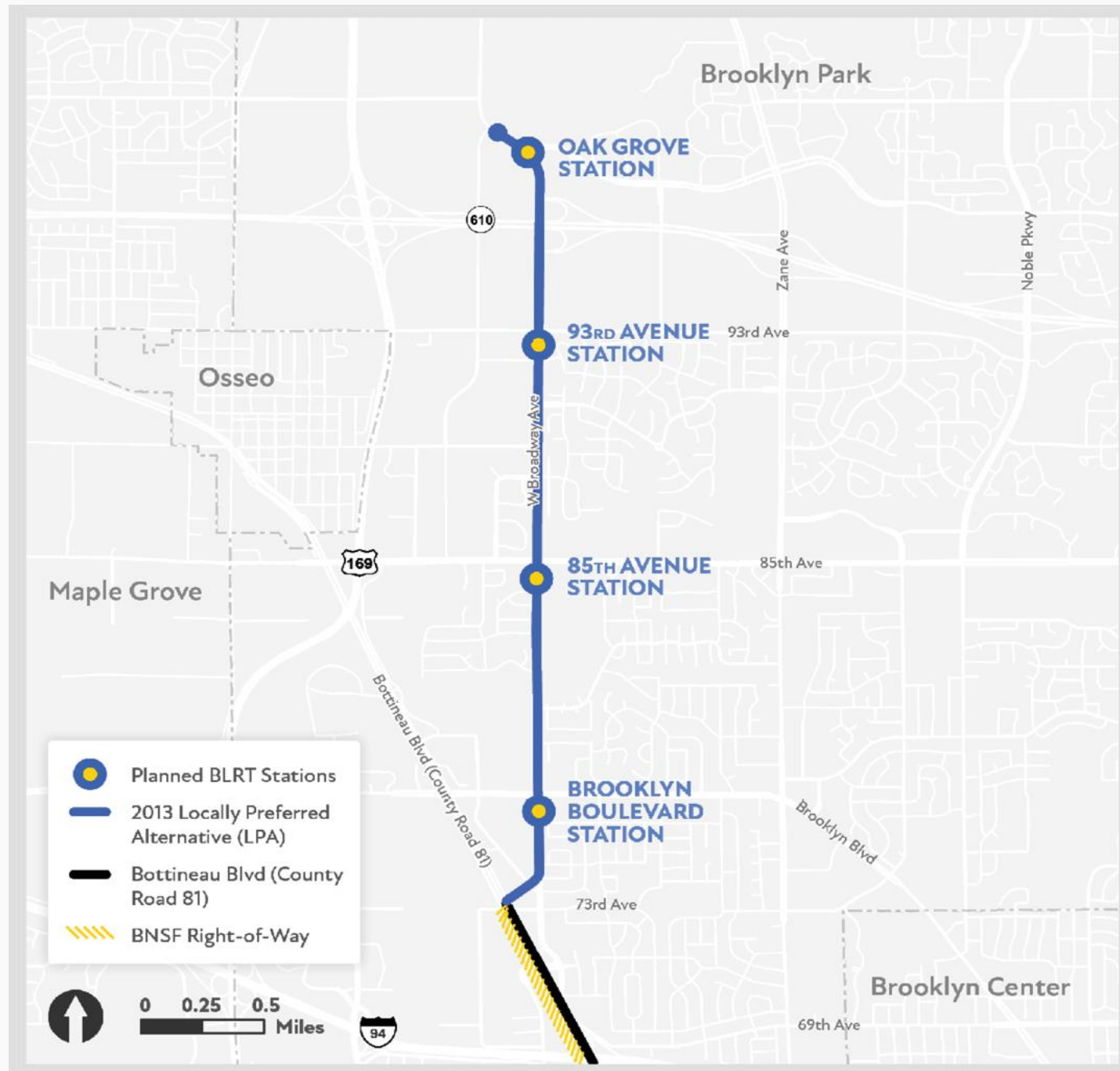


Project Areas

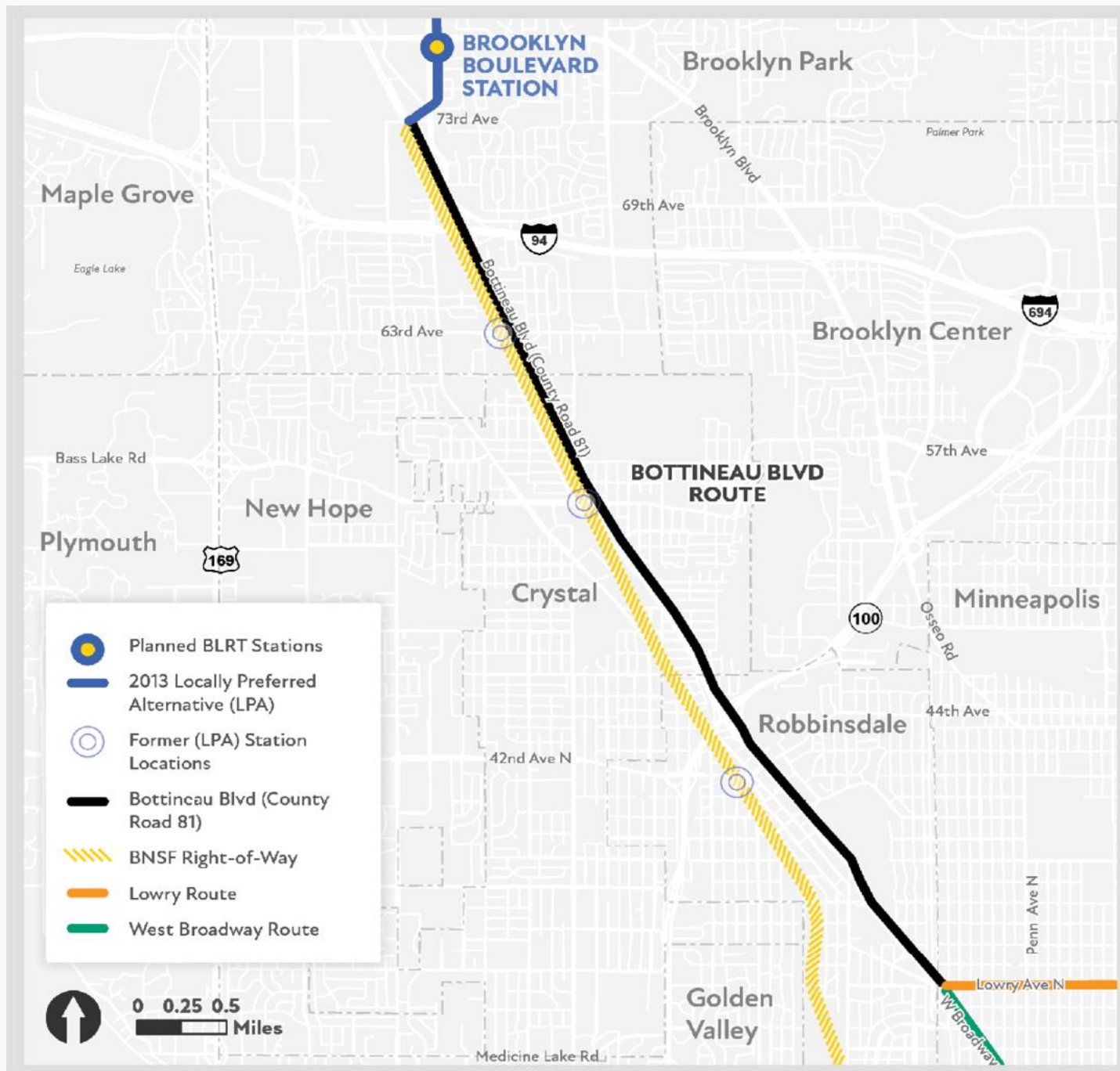
- Project route options
 - Confirmation of route options for Areas 1 & 2
 - Preliminary options for Area 3
- Options based on:
 - Adopted Project Principles
 - Conceptual review of LRT right of way and operational needs
 - Applicable previous work
 - Community feedback on key destinations and connections



Area 1



Area 2



Area 3

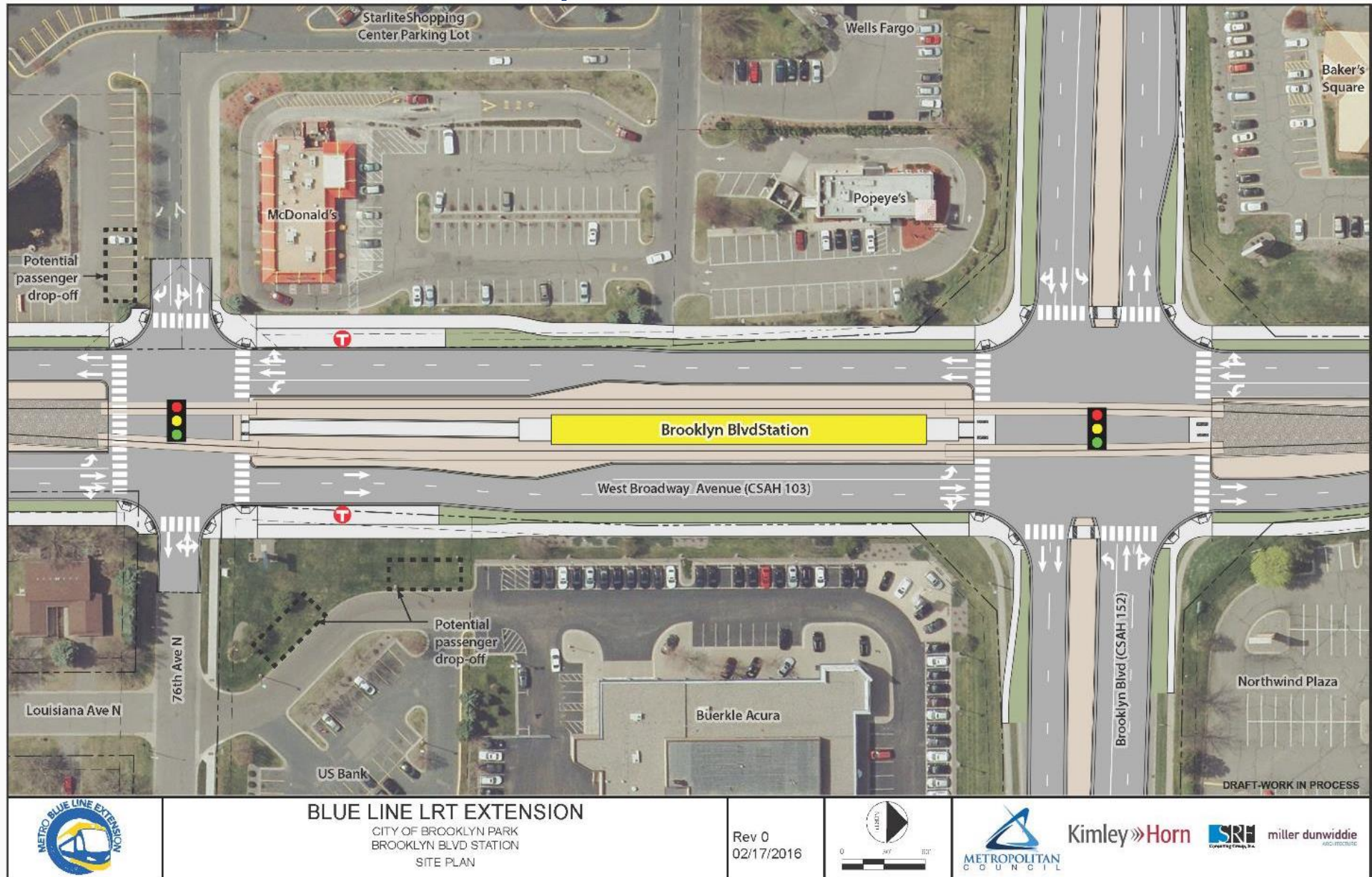


Brooklyn Park Opportunities

- 5 BLRT stations for Brooklyn Park:
 - Oak Grove
 - 93rd
 - 85th
 - Brooklyn Blvd
 - 63rd



Station Site Plan Example





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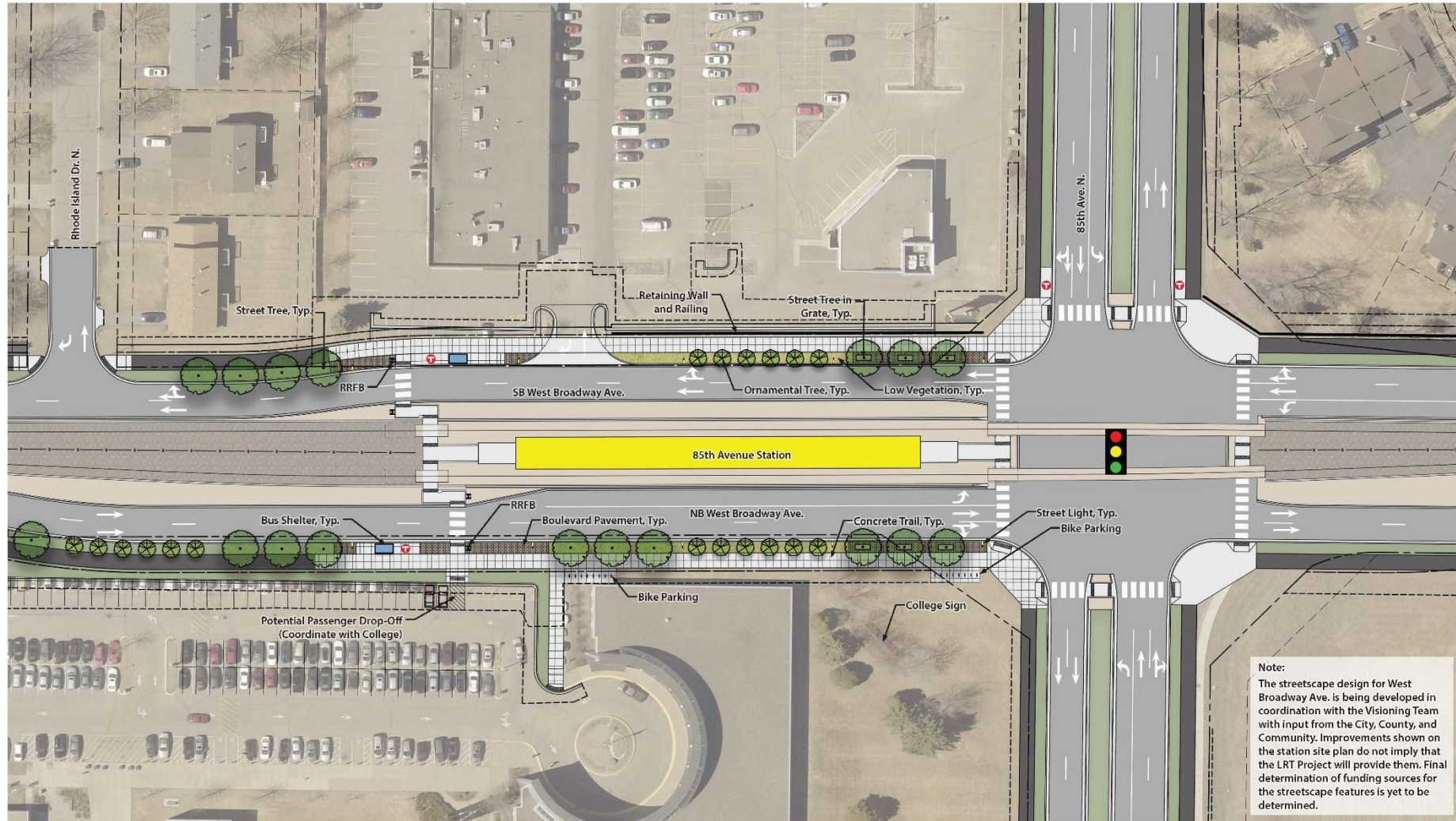
View from platform entry looking North



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View from Broadway Ave looking North

Station Plan Concept: 85th Avenue



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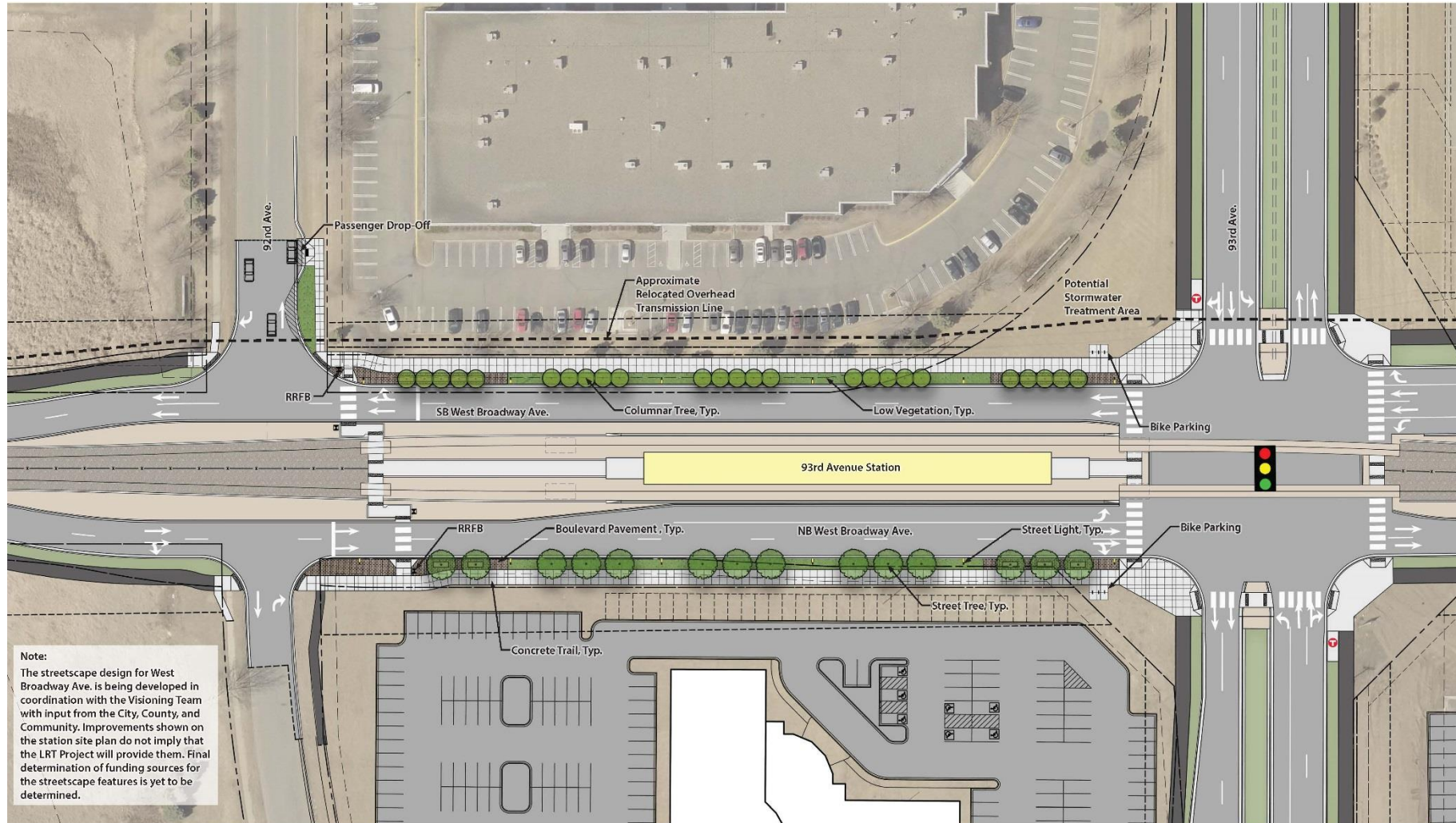
View from platform entry looking North



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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 Visioning Team 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 funding sources for the streetscape features is yet to be determined.

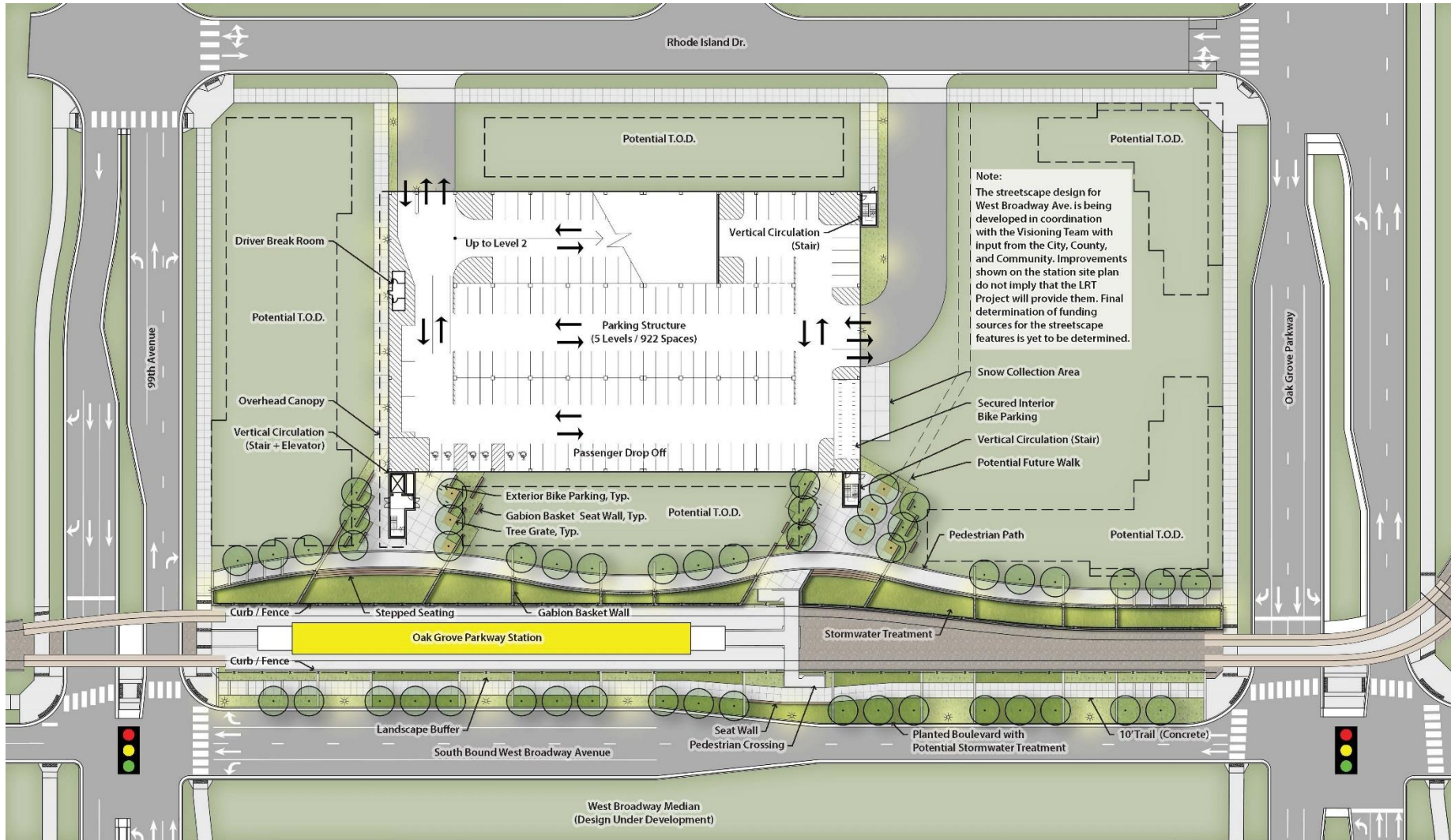
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View from Broadway Ave looking North

Station Plan Concept: Oak Grove Parkway



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Birdseye view of Oak Grove Pkwy Station



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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:
 - To ensure this investment builds on, supports, and protects existing community assets
 - Benefit existing corridor residents
 - 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)

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](https://twitter.com/BlueLineExt)
 - Facebook: [MetroBlueLineExtension](https://www.facebook.com/MetroBlueLineExtension)

