Today’s Topics
• Introductions
• Project Status and Overview
• Brooklyn Park Station Locations
• Potential Station Locations in Other Corridor Communities
• Stay Connected
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.
Schedule/Next Steps

We're here

1 year

- Identify community supported route
- Environmental review
  Document benefits and impacts of the project
- Municipal Consent
  Seek city support of the LRT design

1.5 to 2 years

- Engineering
  Develop construction ready design plans

1.5 to 2 years

- Construction and Full Funding Grant Agreement
  Federal funding

3 to 4 years

- Goal — Line opens in 2028

Light Rail Transit projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.
Brooklyn Park Planned Stations
Brooklyn Park Design Considerations

- Design is at 90% for four out of the five stations
- Analysis of the area around the 63rd Station area
- Continue to engage as the rest of the corridor is developed
Oak Grove Parkway Park and Ride Site Plan
Birdseye view of Oak Grove Pkwy Station
Oak Grove Parkway Station

View near 99th, looking northeast
Oak Grove Parkway Station

View looking southwest
Oak Grove Parkway Station

View from platform, looking east
93rd Avenue Station

Looking southwest
93rd Avenue Station

Looking northwest
93rd Avenue Station

Looking north
85th Avenue Station Site Plan
85th Avenue Station

Looking northwest
85\textsuperscript{th} Avenue Station

Looking north
Brooklyn Boulevard Station

Looking southwest
Brooklyn Boulevard Station

Looking northwest
Brooklyn Boulevard Station
Potential Station Locations
How were these potential station study areas determined?

• Previously planned stations
• Stakeholder and community input
• Key destinations
• Transit connections
• ½ to 1 mile spacing
• Overall number of stations

Note: The total number of stations has not been determined, meaning some potential station locations may be consolidated or eliminated.
Potential Station Study Areas: Brooklyn Park, Crystal, & Robbinsdale
Potential Station Study Areas: Minneapolis
How will these potential station study areas be evaluated?

• Project Principles & Goals
• Public engagement feedback
• Engineering requirements
• Population, connections, destinations, and jobs
• Available right of way
• Existing and future land use
Key Community Feedback

• 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

• Avoid negative impacts: business/resident displacement, construction, pollution, traffic operations, gentrification
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 Due: July 27
Discussion

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

• Project website: bluelineext.org
  - Project news, maps, surveys, what we’re hearing
  - Sign-up for GovDelivery project updates
  - Connect with staff for your questions or schedule a presentation

• Follow us:
  - Twitter: @BlueLineExt
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