



Corridor Wide Community Conversation: July 2021



Brooklyn Park | Crystal | Robbinsdale | Golden Valley | Minneapolis



Today's Topics

- Schedule
- Potential Station Locations
- Corridor Wide LRT Visualizations



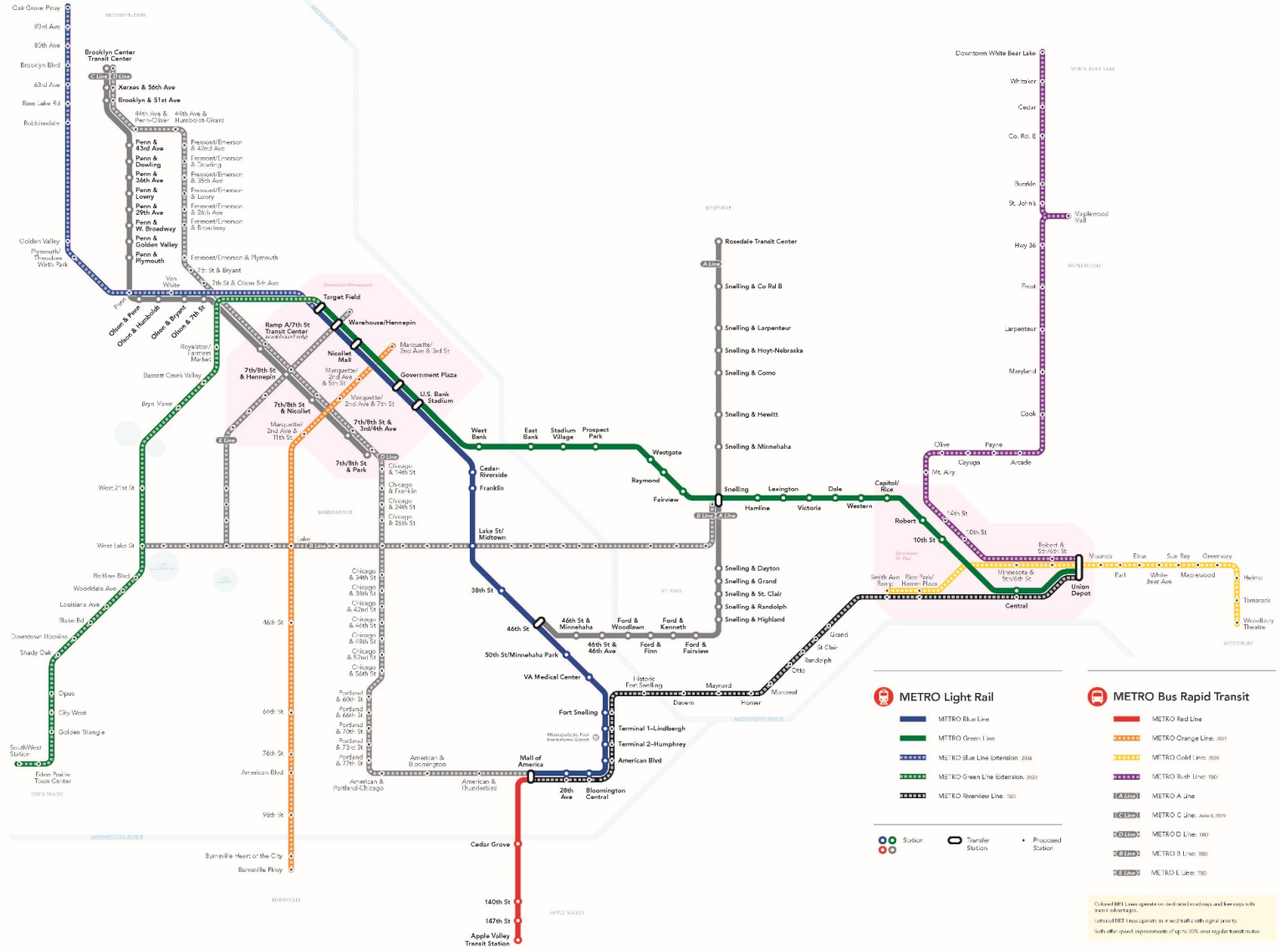
Blue Line Extension

- 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.

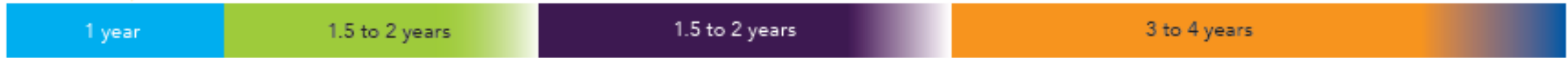
Future Rapid Transit Network



Colored BRT Lines operate on dedicated roadways and have the highest BRT speeds up to 60 mph with signal priority. Both other rapid transit modes of up to 20% over regular transit routes.

Schedule/Next Steps

We're here 



 Identify community supported route

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

 Environmental review
Document benefits and impacts of the project

Municipal Consent

Seek city support of the LRT design

 Engineering
Develop construction ready design plans

 Construction and Full Funding Grant Agreement
Federal funding

 Goal— Line opens in 2028

Light Rail Transit projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.

Potential Station Locations



Purpose & Timeline

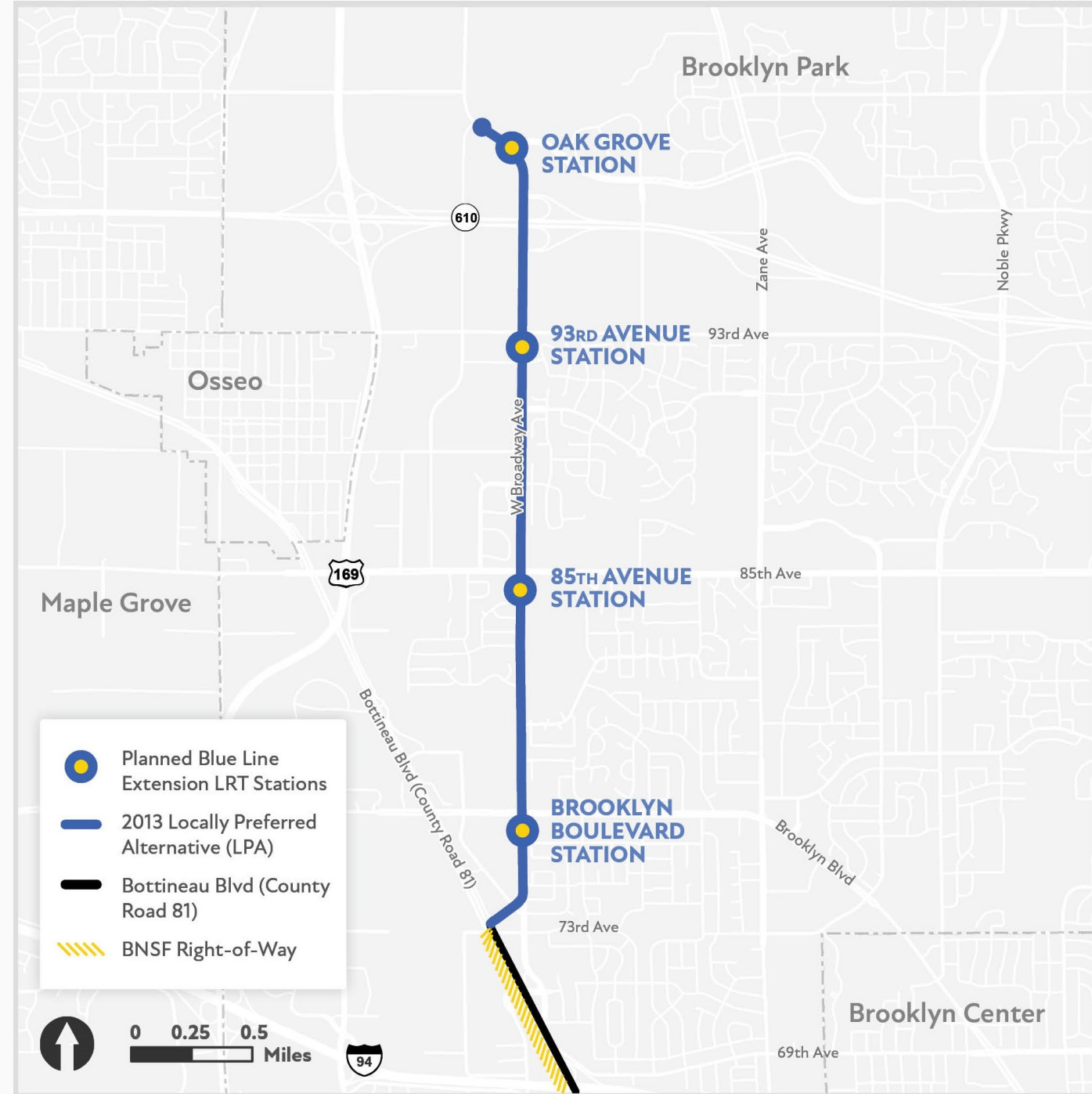
- We are seeking your feedback to advance potential station locations and LRT visualizations to be incorporated in a report released this fall
- Expect ongoing, continued discussion as we refine and further develop these options and design

How were these potential station study areas determined?

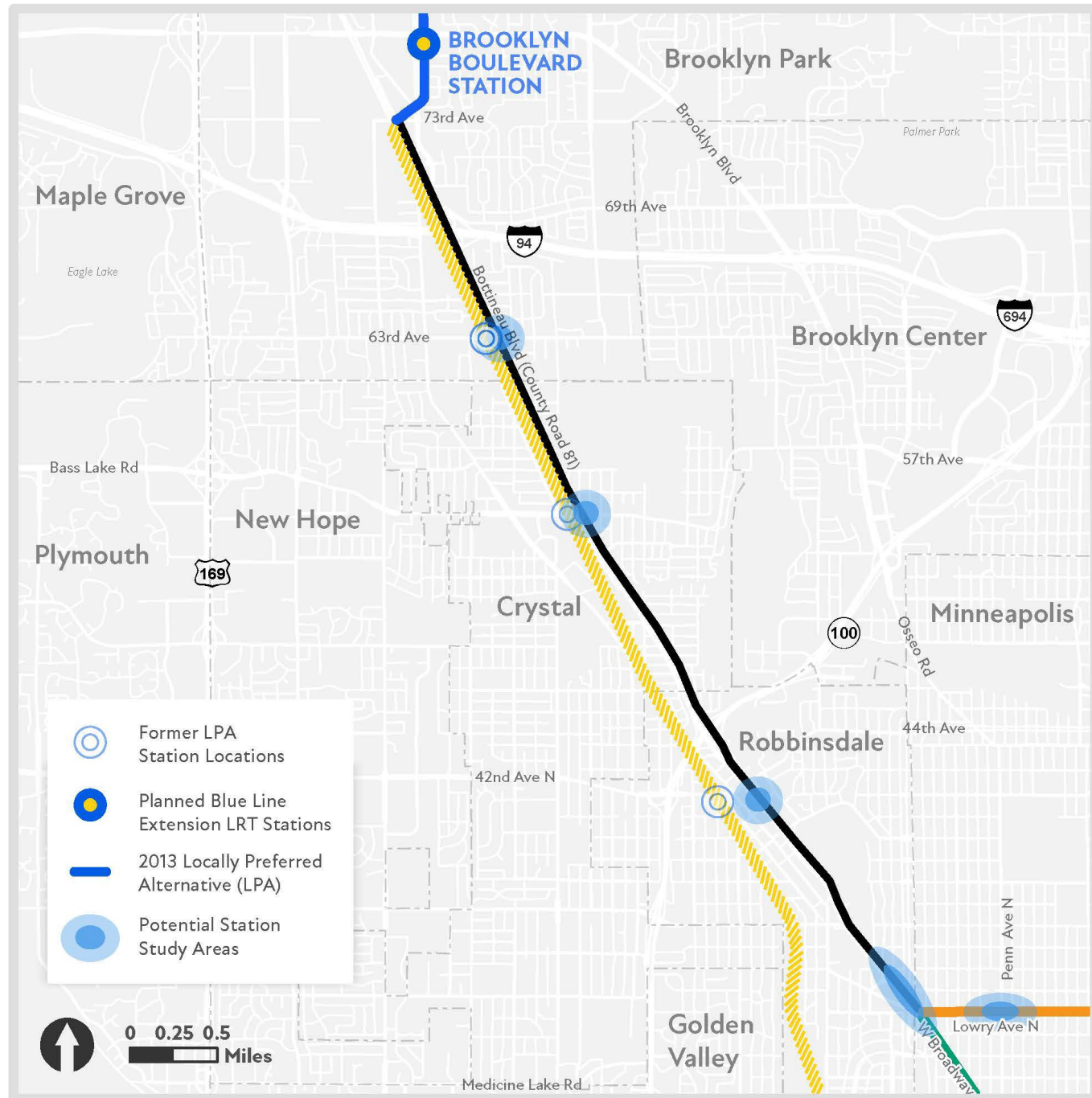
- Previously planned stations
- Stakeholder and community input
- Key destinations
- Transit connections
- ½ to 1 mile spacing
- Overall number of stations

Note: The total number of stations has not been determined, meaning some potential station locations may be consolidated or eliminated.

Brooklyn Park Planned Stations



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

LRT Visualizations



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

PLANNED 85TH AVENUE STATION RENDERING , BROOKLYN PARK

Looking southeast



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METRO BLUE LINE LRT EXTENSION



PLANNED 85TH AVENUE STATION RENDERING , BROOKLYN PARK

Looking northwest



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PLANNED 85TH AVENUE STATION RENDERING , BROOKLYN PARK

Looking north



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METRO BLUE LINE LRT EXTENSION



Crystal Design Considerations

- Confirm center running at-grade on County Road 81
- Four-lane road design
- Bass Lake Road design in development

📍 BOTTINEAU BLVD (COUNTY ROAD 81) SOUTH OF BASS LAKE ROAD: **EXISTING**

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



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BOTTINEAU BLVD (COUNTY ROAD 81) SOUTH OF BASS LAKE ROAD: **CONCEPT**

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

DRAFT: CONCEPT IN DEVELOPMENT



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📍 BOTTINEAU BLVD (COUNTY ROAD 81) AT 48TH AVE, CRYSTAL: EXISTING

This is a visualization of a section of Bottineau Blvd (County Road 81) in Crystal as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT



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📍 BOTTINEAU BLVD (COUNTY ROAD 81) AT 48TH AVE, CRYSTAL: CONCEPT

This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



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Robbinsdale Design Considerations

- Confirm center running at-grade on County Road 81
- Maintain existing intersections
- Focus on safe pedestrian crossings and the pedestrian environment
- To be developed: design details such as landscaping, streetscaping

📍 BOTTINEAU BLVD (COUNTY ROAD 81) AT 40TH AVE, ROBBINSDALE: **EXISTING**

This is a visualization of a section of Bottineau Blvd (County Road 81) in Robbinsdale as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT

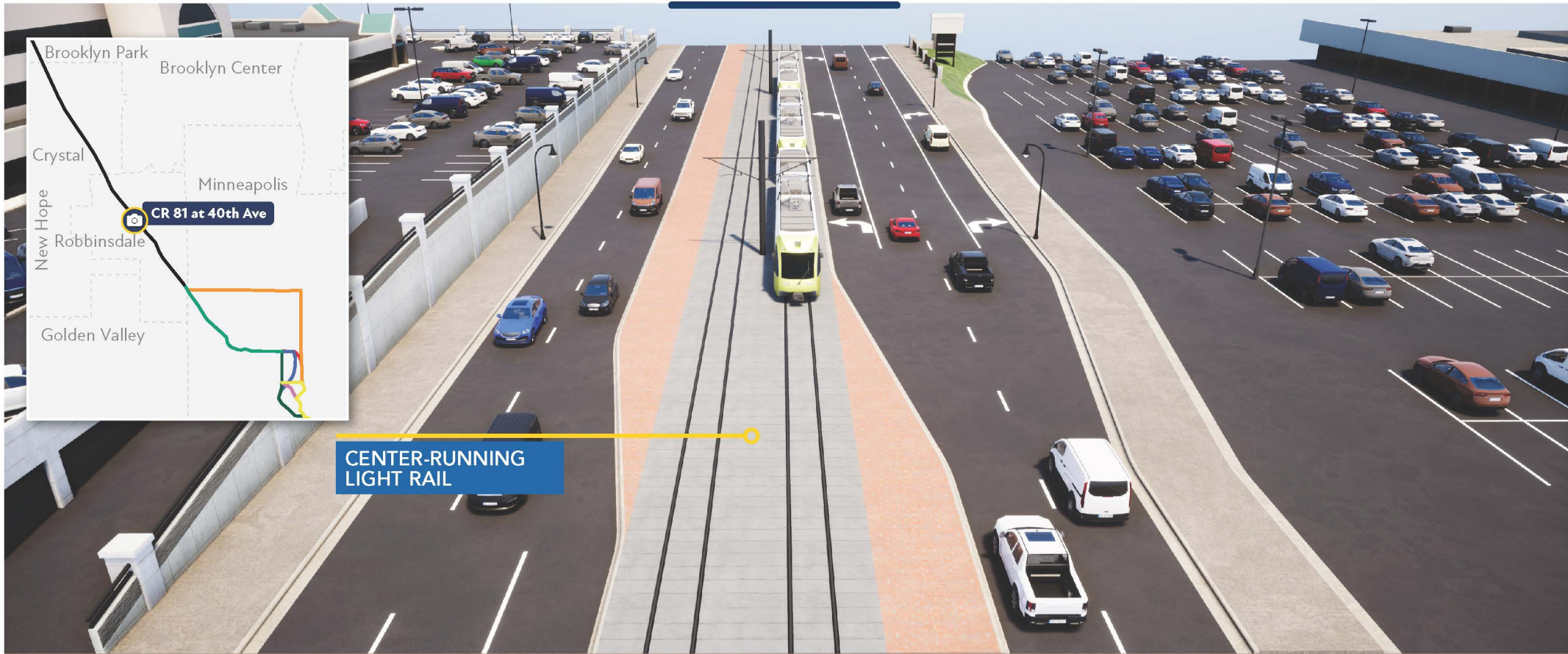


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📍 BOTTINEAU BLVD (COUNTY ROAD 81) AT 40TH AVE, ROBBINSDALE: CONCEPT

This visualization represents how light rail could fit in Robbinsdale along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



CENTER-RUNNING
LIGHT RAIL

NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

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📍 BOTTINEAU BLVD (COUNTY ROAD 81) NEAR NORTH MEMORIAL, ROBBINSDALE: **EXISTING**

This is a visualization of a section of Bottineau Blvd (County Road 81) in Robbinsdale as it exists today.



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BOTTINEAU BLVD (COUNTY ROAD 81) NEAR NORTH MEMORIAL, ROBBINSDALE: **CONCEPT**

This visualization represents how light rail could fit in Robbinsdale along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



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METRO BLUE LINE LRT EXTENSION



Minneapolis Design Considerations

- Two route options: Lowry Avenue & West Broadway
- Determine links to main route options
- Parking analysis underway to develop toolbox of mitigation options
 - Examples: district parking, side street options, property specific solutions
- Intersection operations
 - Traffic signals & turn lanes
- To be developed: design details such as landscaping, streetscaping, bike facilities, exact dimensions

📍 LOWRY AVE AT NEWTON AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of Lowry Avenue in North Minneapolis as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT



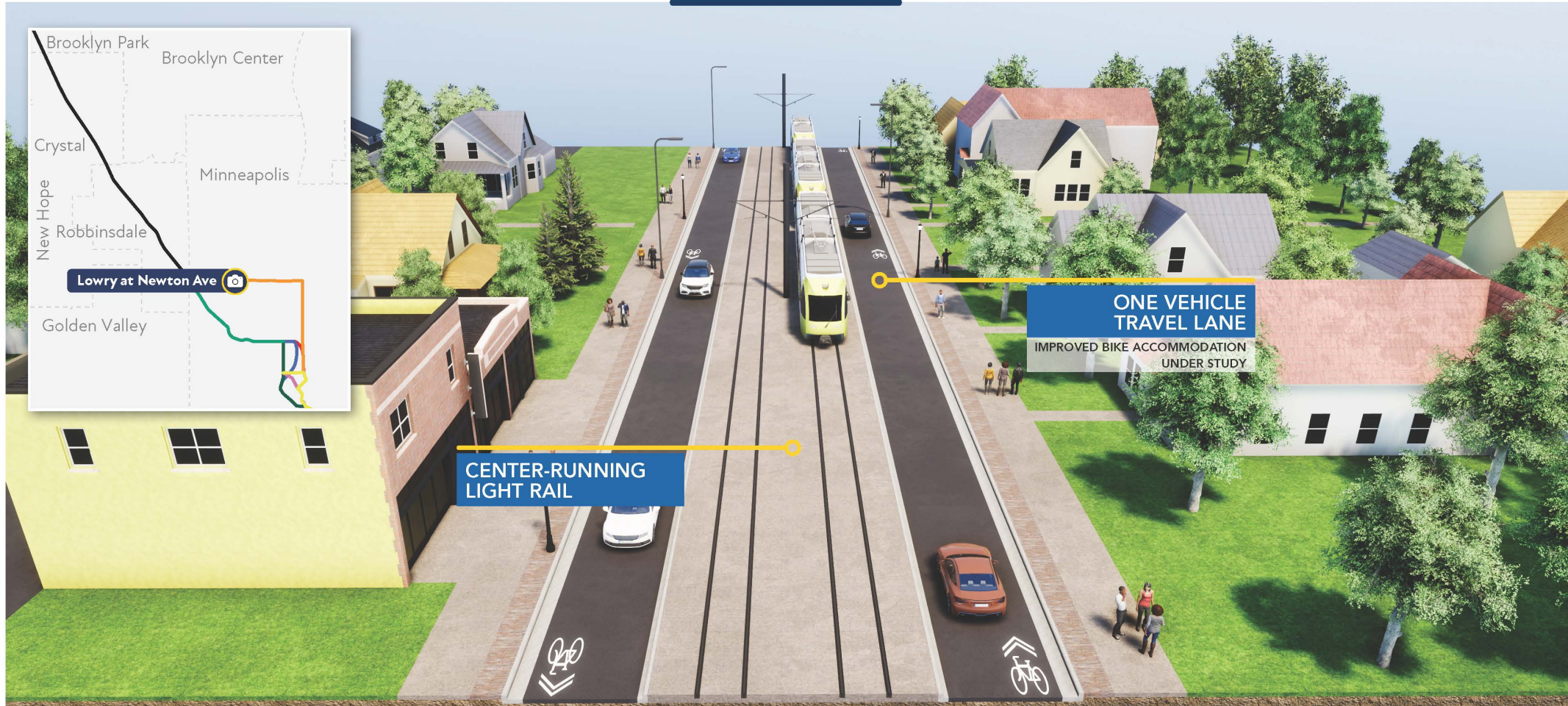
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METRO BLUE LINE LRT EXTENSION



LOWRY AVE AT NEWTON AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit in North Minneapolis along Lowry Avenue.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

DRAFT: CONCEPT IN DEVELOPMENT



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📍 LOWRY AVE AT LYNDALE AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of Lowry Avenue in North Minneapolis as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT



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METRO BLUE LINE LRT EXTENSION



📍 LOWRY AVE AT LYNDALE AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit along Lowry Avenue in North Minneapolis. This picture uses the typical width of the roadway at this location.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

DRAFT: CONCEPT IN DEVELOPMENT



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METRO BLUE LINE LRT EXTENSION



WEST BROADWAY AT QUEEN AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of West Broadway Avenue in North Minneapolis as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT



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METRO BLUE LINE LRT EXTENSION



📍 WEST BROADWAY AT QUEEN AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit along West Broadway Avenue in North Minneapolis. The picture uses the typical width of West Broadway.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

DRAFT: CONCEPT IN DEVELOPMENT



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METRO BLUE LINE LRT EXTENSION



📍 WEST BROADWAY AT NEWTON AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of West Broadway Avenue in North Minneapolis as it exists today.



📷 Location (looking northbound)



DRAFT: CONCEPT IN DEVELOPMENT



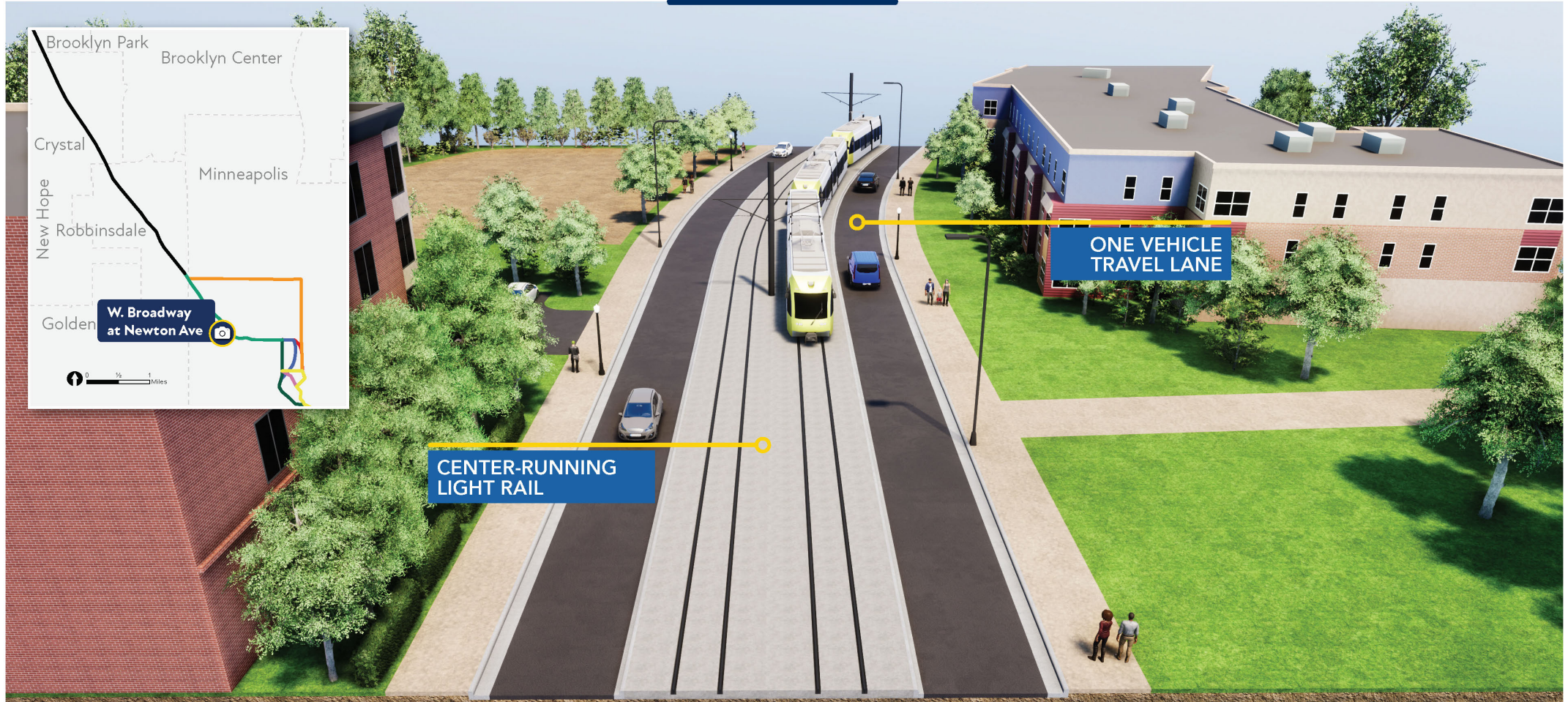
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📍 WEST BROADWAY AT EMERSON AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of West Broadway Avenue as it exists today.



DRAFT: CONCEPT IN DEVELOPMENT



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📍 WEST BROADWAY AT EMERSON AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit in North Minneapolis along West Broadway Avenue. The picture uses the typical width of West Broadway.



NOTE: Proposed trees and other landscape material omitted for visual clarity. These elements will be added as the design progresses.

DRAFT: CONCEPT IN DEVELOPMENT



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Other Options Evaluated

- Elevated
- Side running

📍 WEST BROADWAY AT EMERSON AVE, MINNEAPOLIS: ELEVATED CONCEPT

This visualization represents how elevated (aerial) light rail could fit along West Broadway Avenue in North Minneapolis. The picture uses the typical width of West Broadway.



West Broadway at Emerson: Side-Running Concept



This visualization represents how a side running LRT could fit along West Broadway Avenue.

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

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