Today’s Topics

- Schedule
- Potential Station Locations
- Minneapolis 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
Schedule/Next Steps

We're here

1 year
1.5 to 2 years
1.5 to 2 years
3 to 4 years

- Identify community supported route
- Environmental review
  Document benefits and impacts of the project
- Engineering
  Develop construction ready design plans
- Construction and Full Funding Grant Agreement
  Federal funding
- Goal — Line opens in 2028

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

Municipal Consent
Seek city support of the LRT design

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.
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
Discussion

• Are we missing any key destinations?
• Does station placement seem right for today and tomorrow?
• Of the options are there locations of particular importance?
• Any considerations as we work to place station specifically?
• Are we serving and protecting community assets; are we honoring these locations?
LRT Visualizations
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.
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
This is a visualization of a section of Lowry Avenue in North Minneapolis as it exists today.
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.
WASHINGTON AVE AT 18TH AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of Washington Avenue in North Minneapolis as it exists today.
WASHINGTON AVE AT 18TH AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit along Washington 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.
WASHINGTON AVE AT 14TH AVE, MINNEAPOLIS: EXISTING

This is a visualization of a section of Washington Avenue in North Minneapolis as it exists today.
WASHINGTON AVE AT 14TH AVE, MINNEAPOLIS: CONCEPT

This visualization represents how light rail could fit along Washington 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
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.
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.
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.
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.
This is a visualization of a section of West Broadway Avenue as it exists today.
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
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.

ELEVATED (AERIAL) LIGHT RAIL

DRAFT: CONCEPT IN DEVELOPMENT
This visualization represents how a side running LRT could fit along West Broadway Avenue.
Side Running Impacts: West Broadway

- 2 Alley Closures
- 22 Driveway Closures
- 11 Roadway Closures
Side Running Impacts: West Broadway

North/East Side Running

- 5 Alley Closures
- 23 Driveway Closures
- 8 Roadway Closures
Side Running Impacts: Lowry Avenue

**Lowry South Side Running**

- 16 Alley Closures
- 7 Driveway Closures
- 21 Roadway Closures
Side Running Impacts: Lowry Avenue

Lowry North Side Running

- 22 Alley Closures
- 24 Driveway Closures
- 22 Roadway Closures
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 was due: July 27
    o Three proposals received
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
  ▪ Facebook: MetroBlueLineExtension