

WELCOME

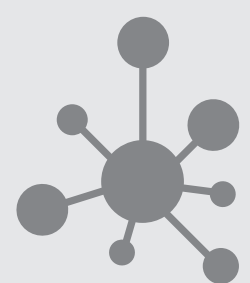
Welcome to the
METRO Blue Line
Extension
Open House



METRO BLUE LINE EXTENSION



PROJECT GOALS



GOAL 1

Improve transit access and connections to jobs and regional destinations



GOAL 2

Improve frequency and reliability of transit service to communities in the corridor



GOAL 3

Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable



GOAL 4

Support communities' development goals



GOAL 5

Promote healthy communities and sound environmental practices including efforts to address climate change



GOAL 6

Advance local and regional equity and work towards reducing regional racial disparities



ROUTE IDENTIFICATION PROCESS



1 Why was Highway 100 not considered as a possible route?

Although the Highway 100 corridor is relatively wide, it does not travel through areas that serve more people and destinations as compared to other route options. It also deviates rather far from the original alignment.

2 Why could an agreement not be reached with BNSF or eminent domain used?

The BNSF Railway is a private company with individual property rights that supersede state right to take private property for public use. Significant effort and resources, including offering to purchase the corridor, were taken at the local, regional, state, and federal level to advance required approvals by BNSF Railway. After several years of unsuccessful discussions, it was time to move the project forward without using freight rail property.

3 Why were roads like Penn Avenue, Fremont Avenue or Emerson Avenue not represented as possible routes?

These roadway corridors are relatively narrow, which would require significant property impacts. In addition, these corridors already accommodate valuable METRO transit services through the planned D-Line and existing C-line arterial bus rapid transit.

4 Why was Lyndale Avenue not considered as a route to get all the way to the Lowry Route?

North of West Broadway Avenue, Lyndale Avenue transitions to a two-lane roadway without much room to accommodate light rail, and houses that closely front the roadway. This would require significant property impacts.



POTENTIAL STATION STUDY AREAS FOR THE ROUTE OPTIONS

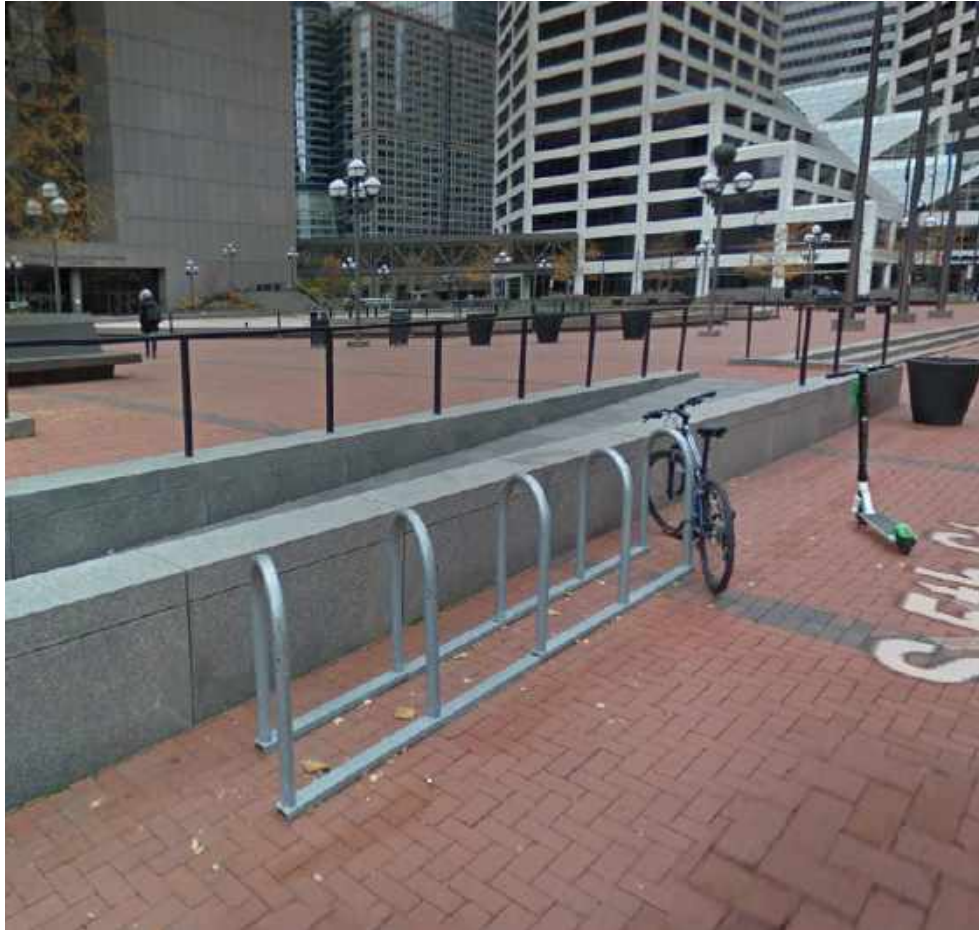
A potential station study area is a location where the project is considering a station for the light rail.



LIGHT RAIL AND STATION AMENITIES

The images below highlight the types of streetscape elements that could be included as part of a light rail project.

Bicycle parking and amenities



Greening and landscaping



Lighting



Public art and placemaking



Place your comments here:



METRO BLUE LINE EXTENSION



WHAT DO PEDESTRIAN SAFETY IMPROVEMENTS LOOK LIKE?

Signalized intersection on University Avenue at Fairview Avenue

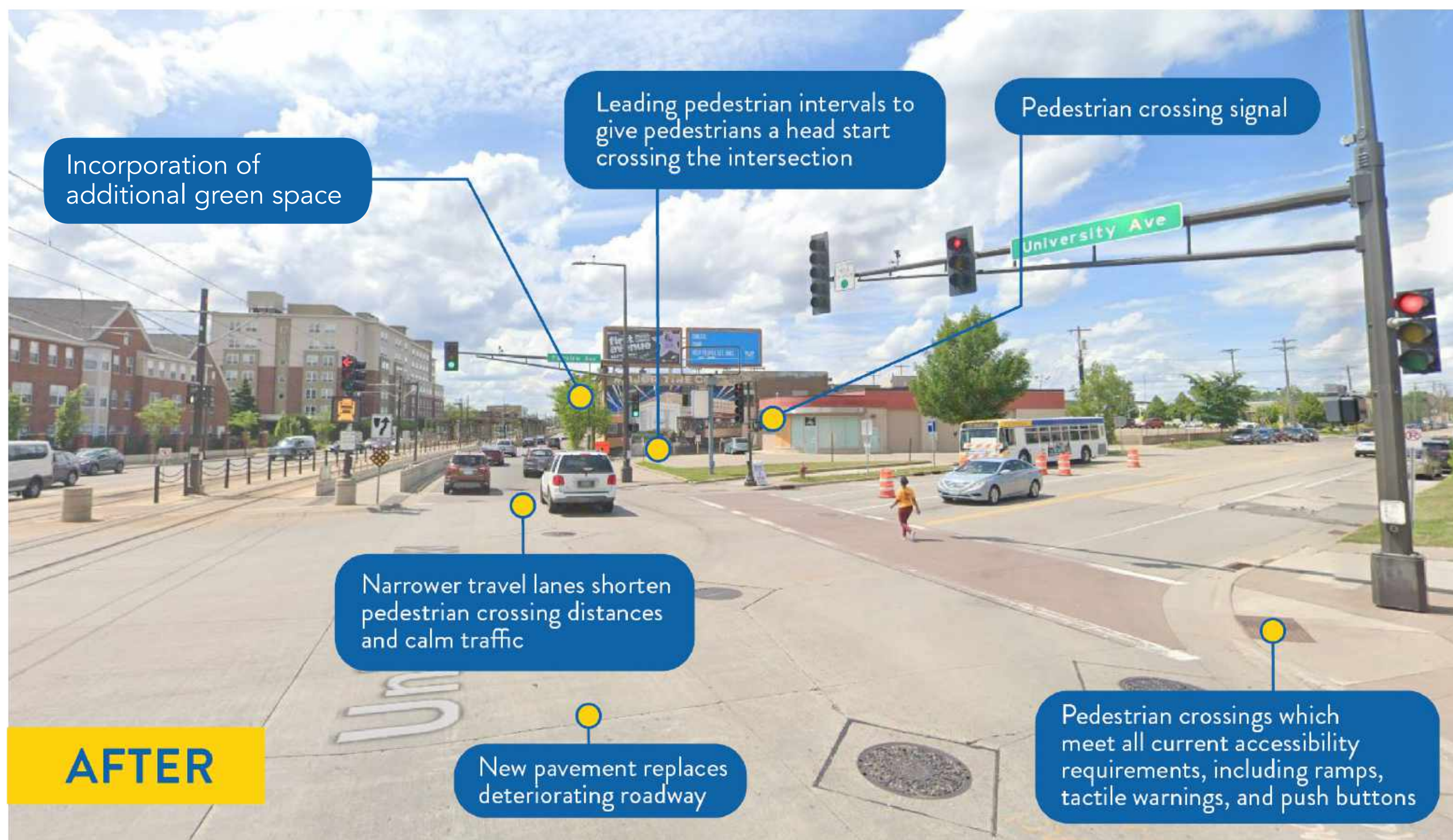


BEFORE

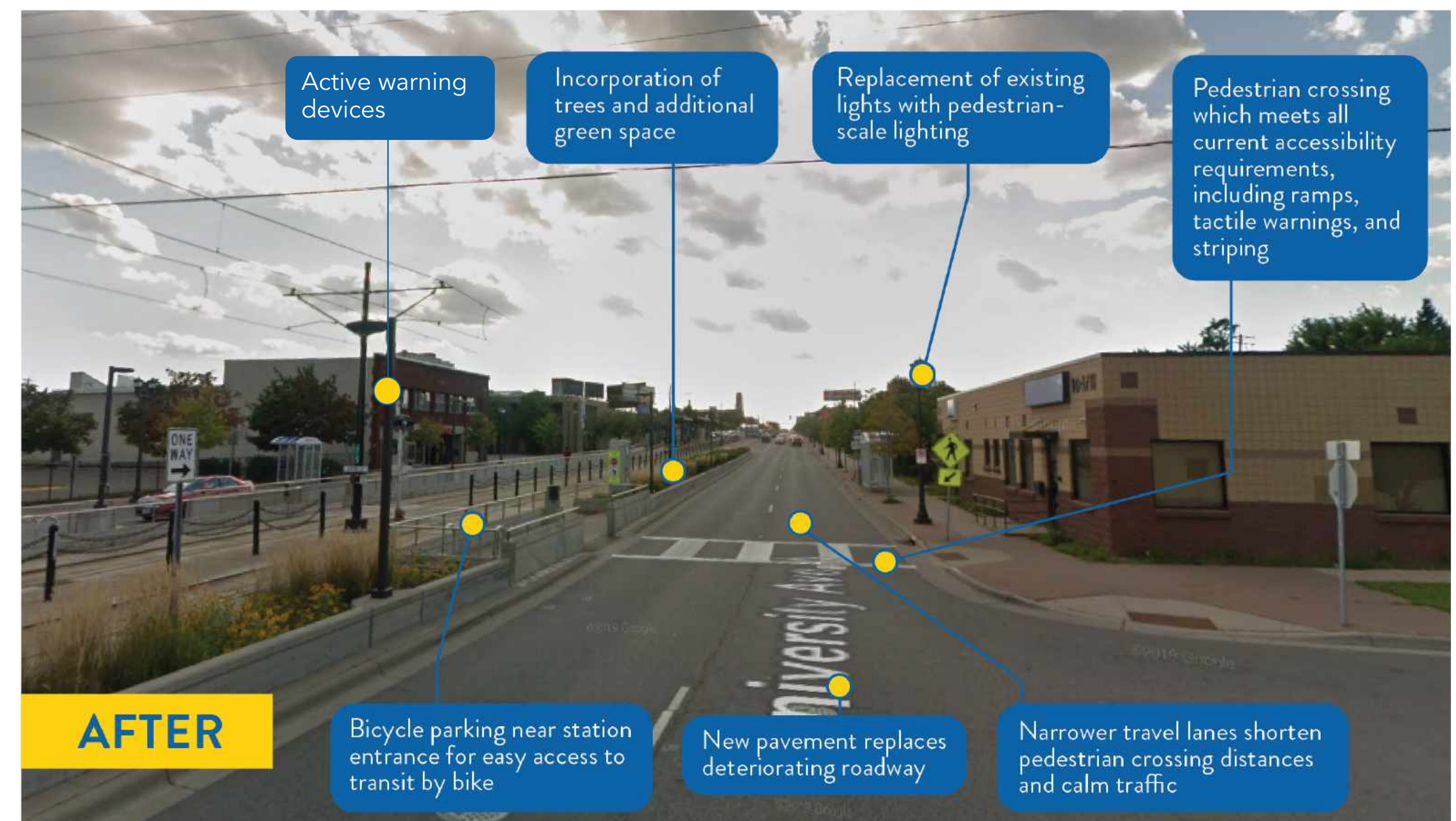
Unsignalized intersection on University Avenue at Oxford Street



BEFORE



AFTER



AFTER



METRO BLUE LINE EXTENSION

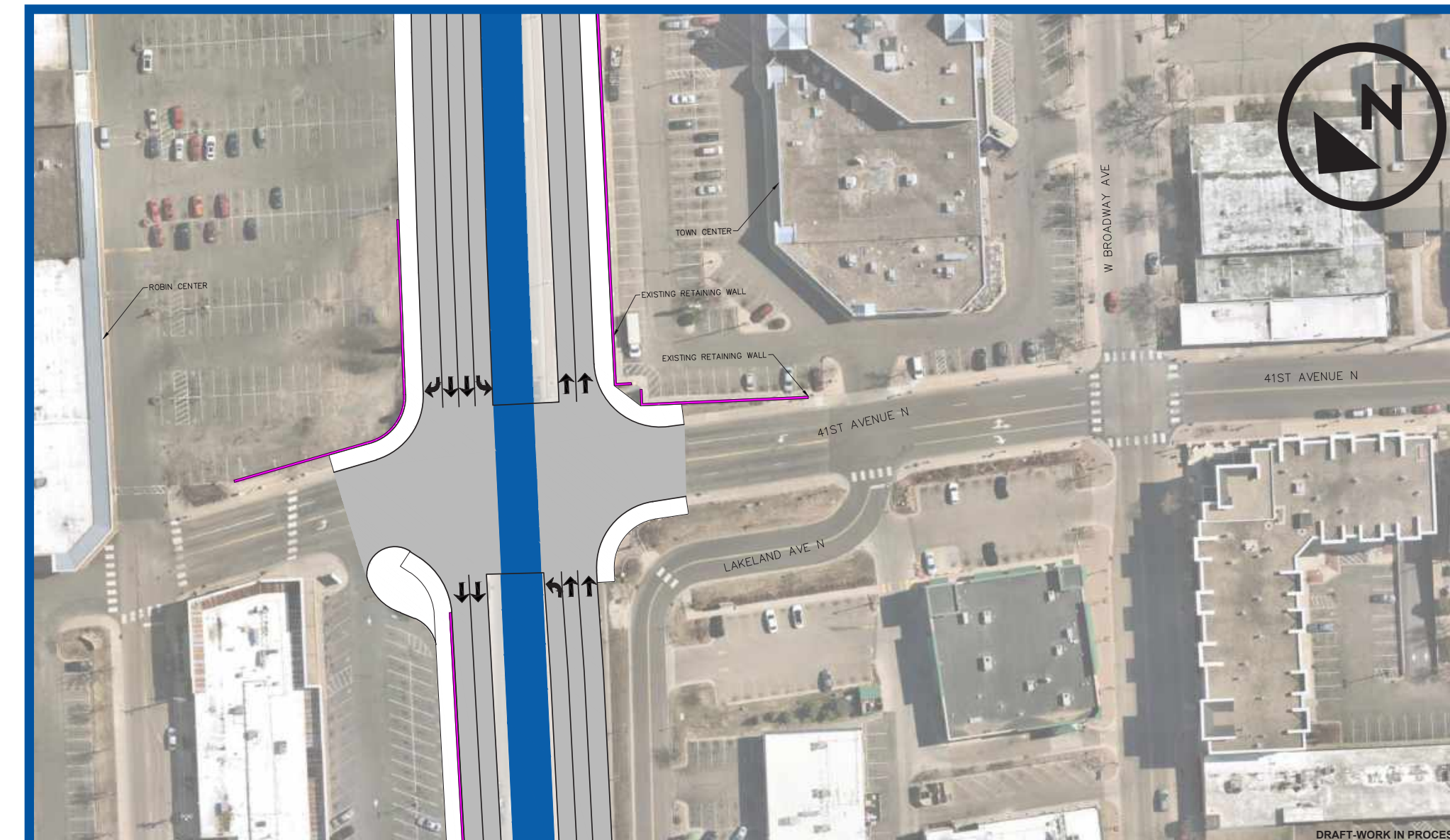


DOWNTOWN ROBBINSDALE EXISTING AND PROPOSED PEDESTRIAN CROSSINGS SOUTH OF 41ST AVE



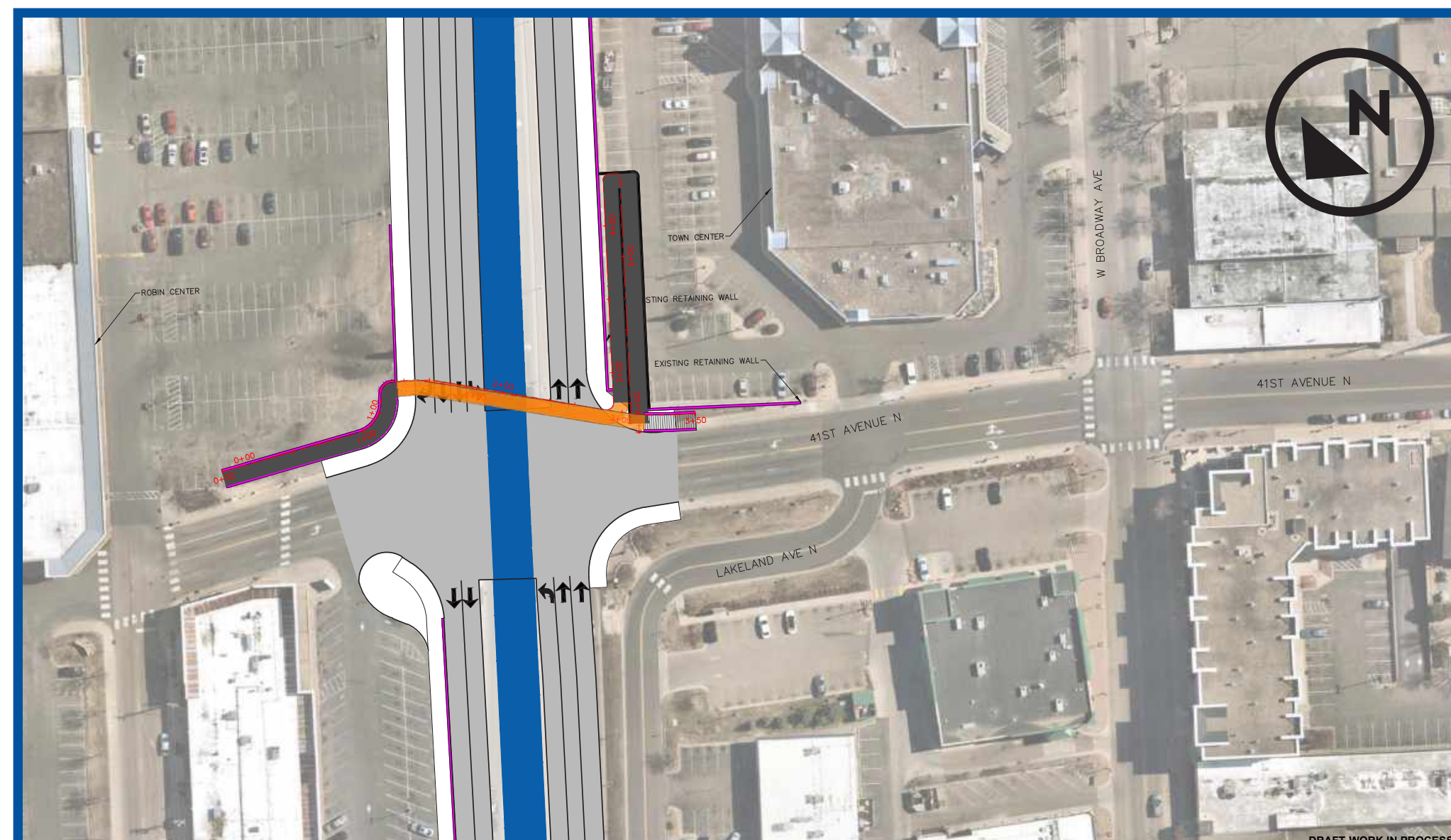
EXISTING AT GRADE CROSSING

Crossing Time = 79.4 Sec **0% INCREASE**



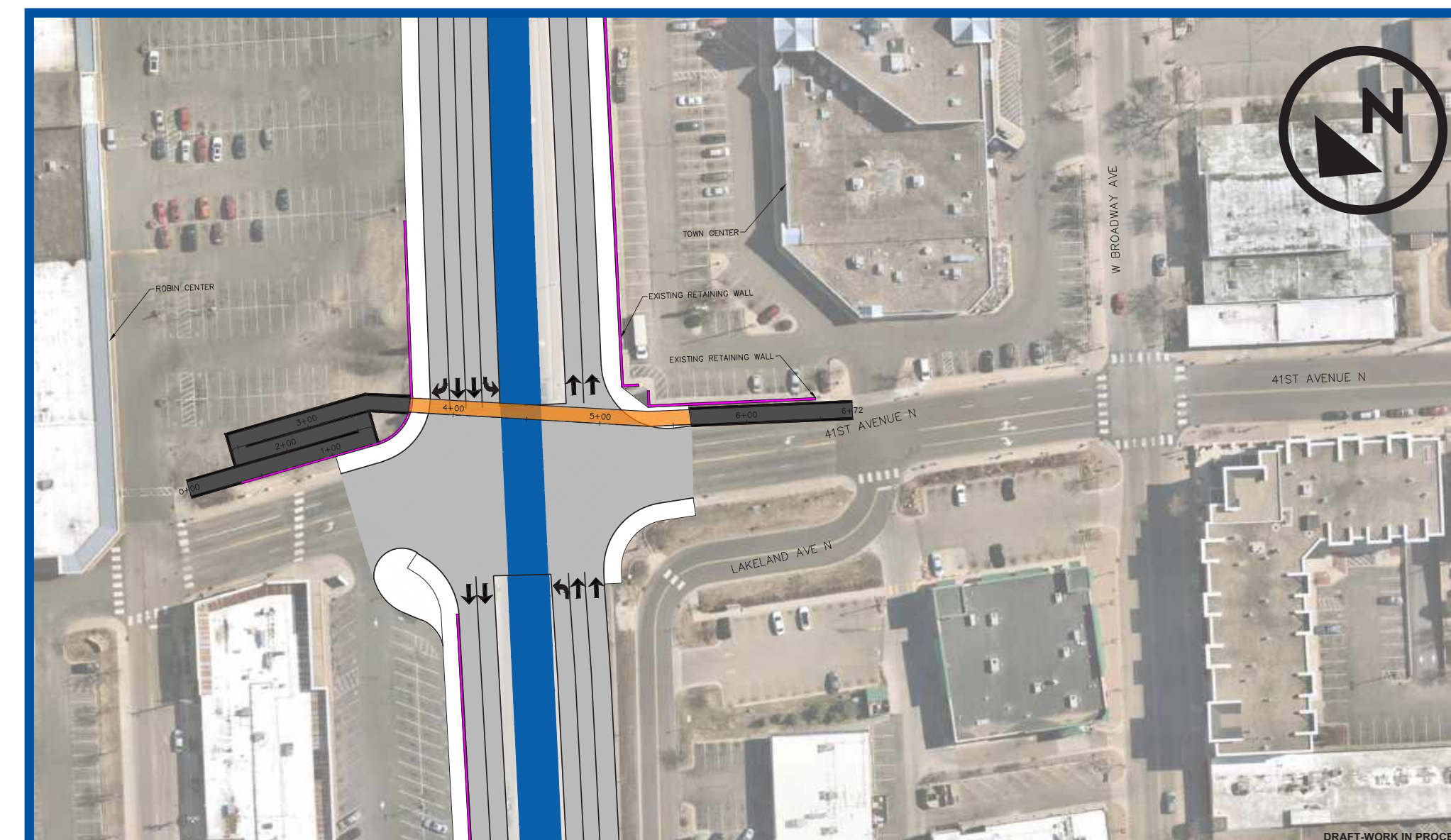
PROPOSED AT GRADE CROSSING

Crossing Time = 88.1 Sec **11% INCREASE**



PROPOSED UNDERPASS

Crossing Time = 245.6 Sec **209% INCREASE**



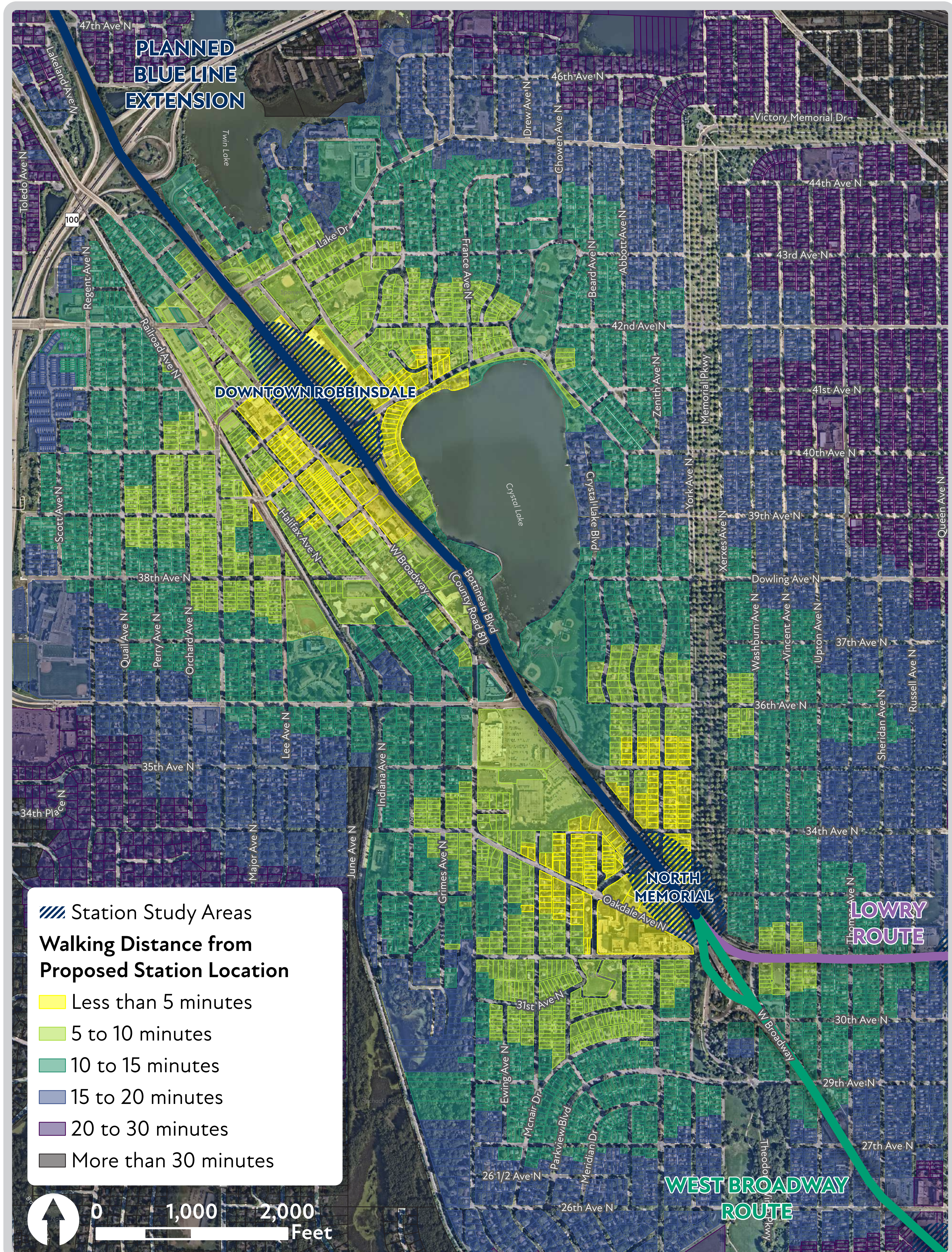
PROPOSED OVERPASS

Crossing Time = 270 Sec **271% INCREASE**



WALKING DISTANCE FROM STATIONS

This map shows the walking distance from the potential station areas in Robbinsdale using land use analysis data from the software Urban Footprint.



LOWRY ROUTE OPTION & STATION CONCEPT NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



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WEST BROADWAY ROUTE OPTION & STATION CONCEPT 1 NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



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WEST BROADWAY ROUTE OPTION & STATION CONCEPT 2 NEAR NORTH MEMORIAL



DRAFT: CONCEPT IN DEVELOPMENT



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.



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.



BOTTINEAU BLVD (COUNTY ROAD 81) NEAR CRYSTAL LAKE, ROBBINSDALE

EXISTING

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



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.



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

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.



CONCEPT

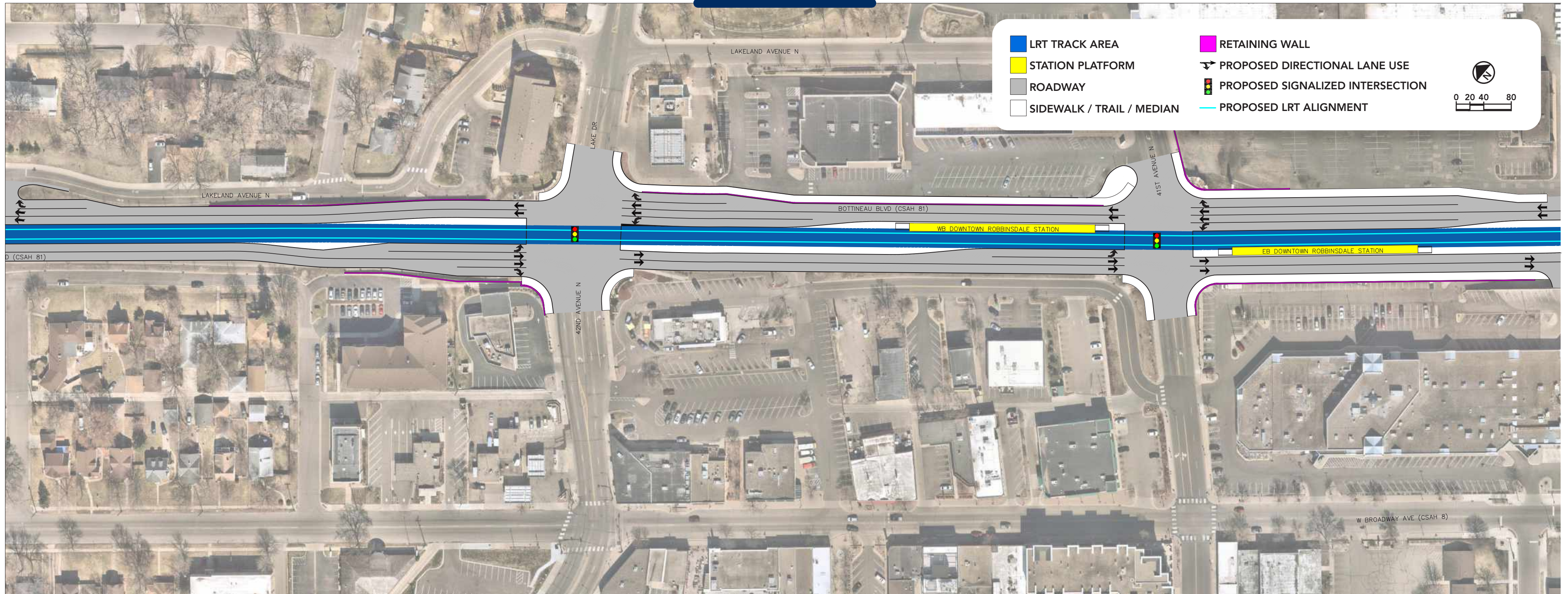
This visualization represents how light rail could fit in Robbinsdale along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



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

CITY OF ROBBINSDALE

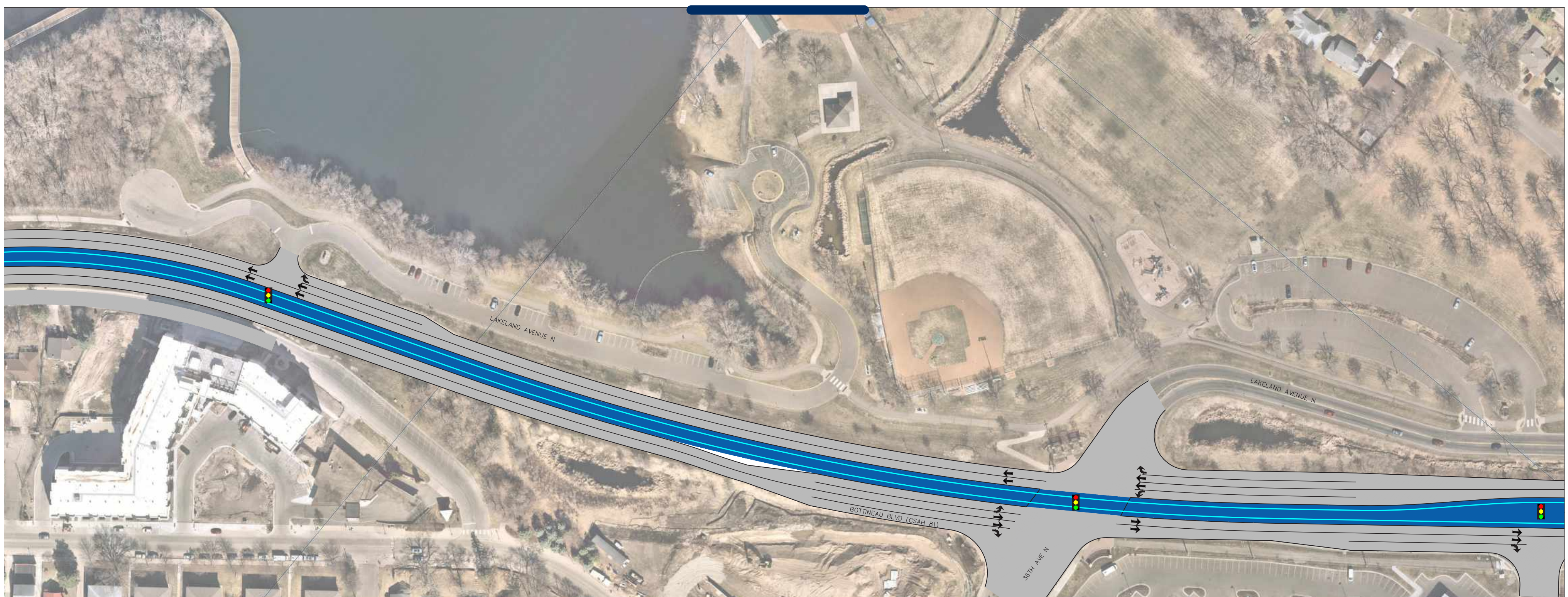
BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 43RD AVE TO 41ST AVENUE



BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE ALONG CRYSTAL LAKE



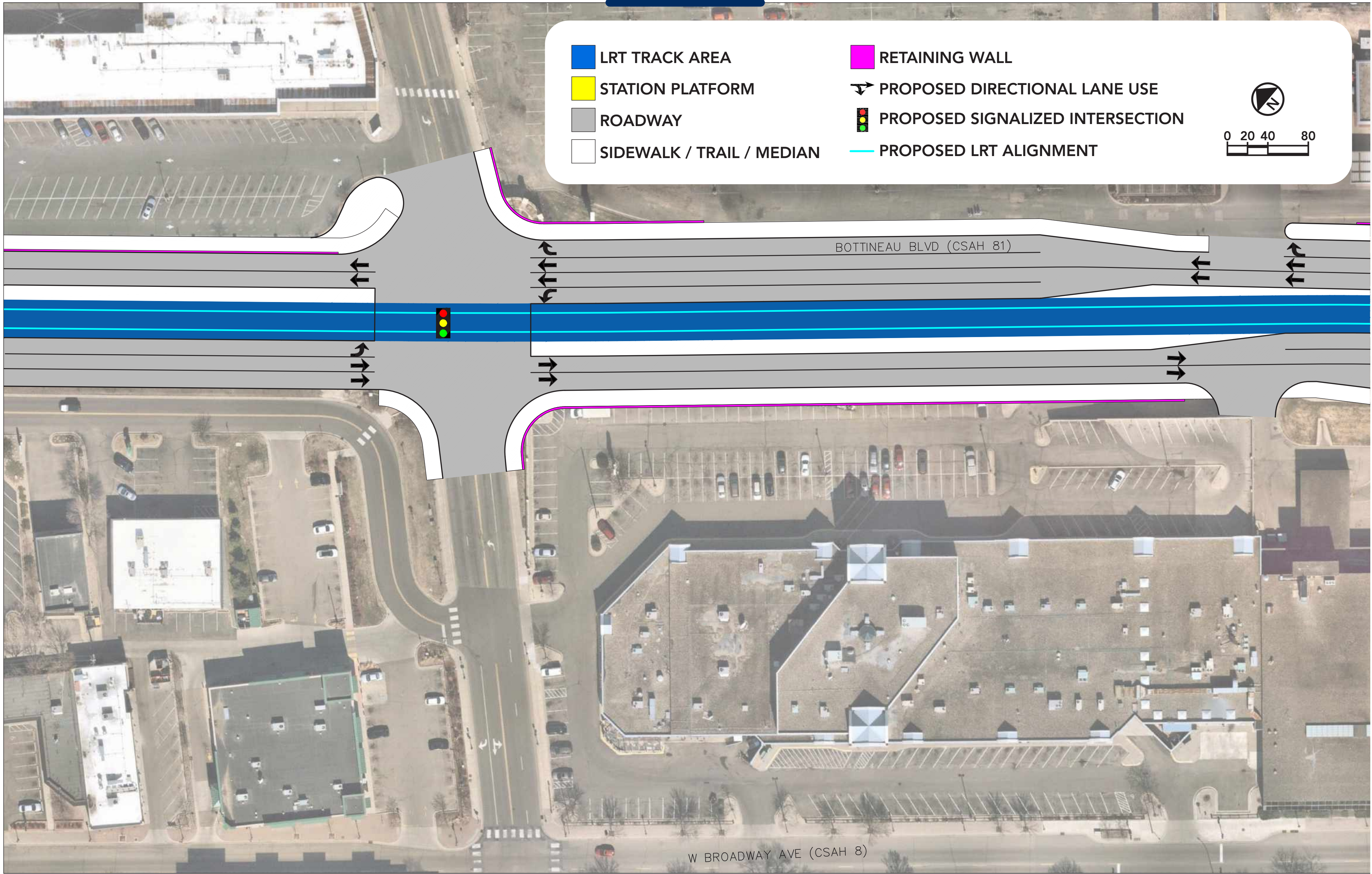
BOTTINEAU BOULEVARD (COUNTY ROAD 81) – ALONG CRYSTAL LAKE – 36TH AVENUE



CITY OF ROBBINSDALE

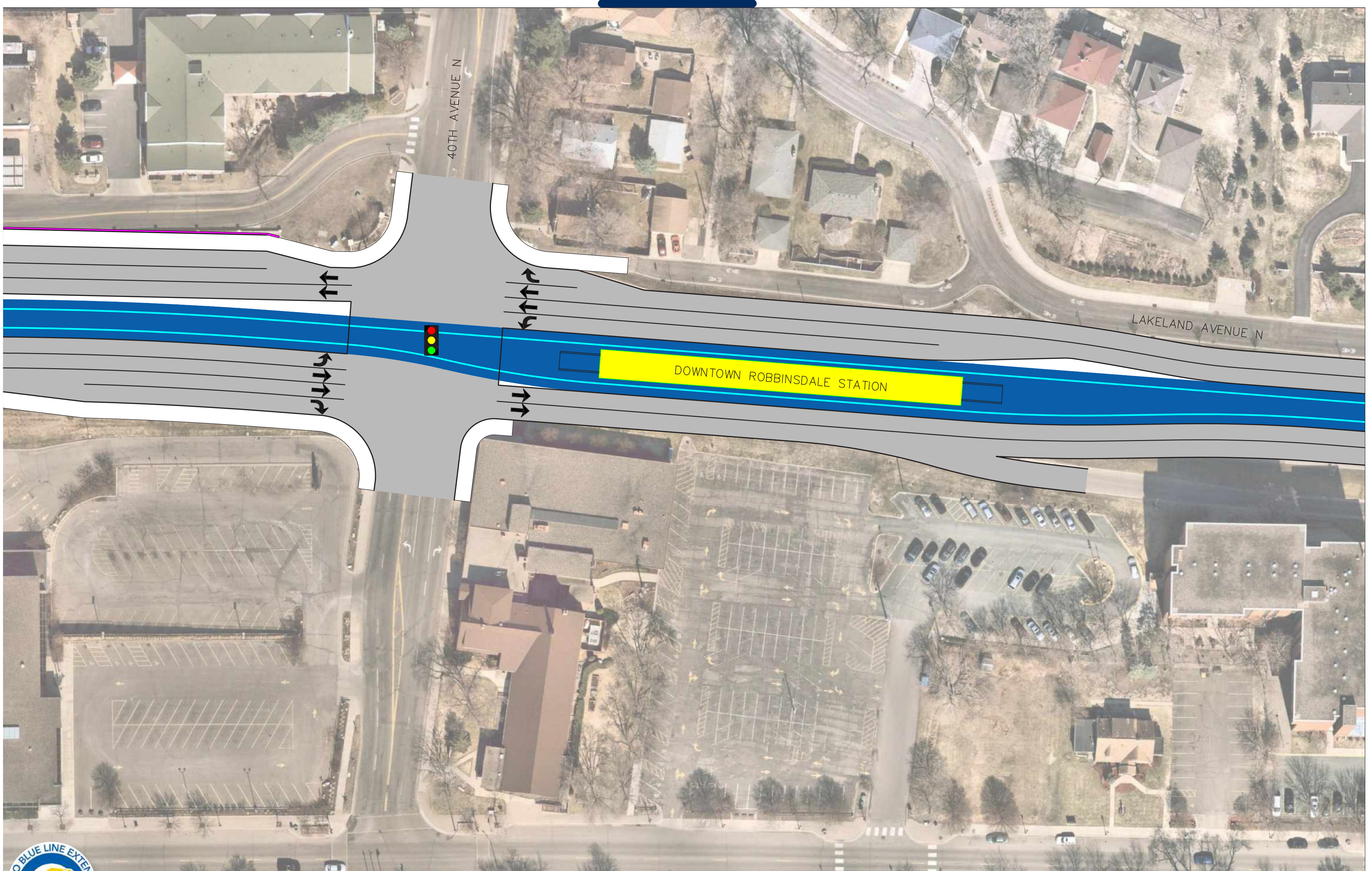
BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 41ST AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 40th



BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE

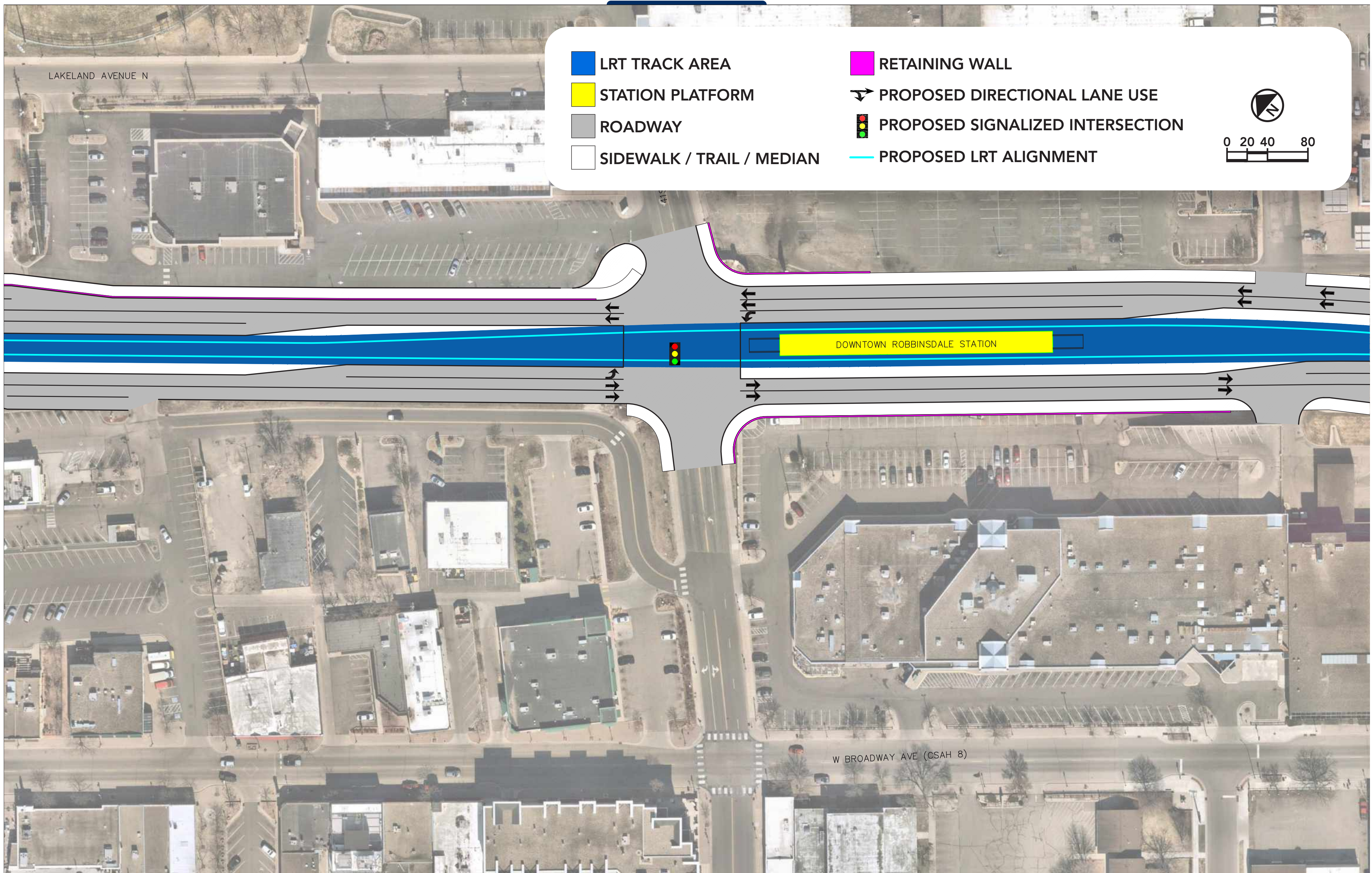
Downtown Robbinsdale Station Alternative – Center Platform at 40th



CITY OF ROBBINSDALE

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 41ST AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 41st



BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 40TH AVENUE

Downtown Robbinsdale Station Alternative – Center Platform at 41st

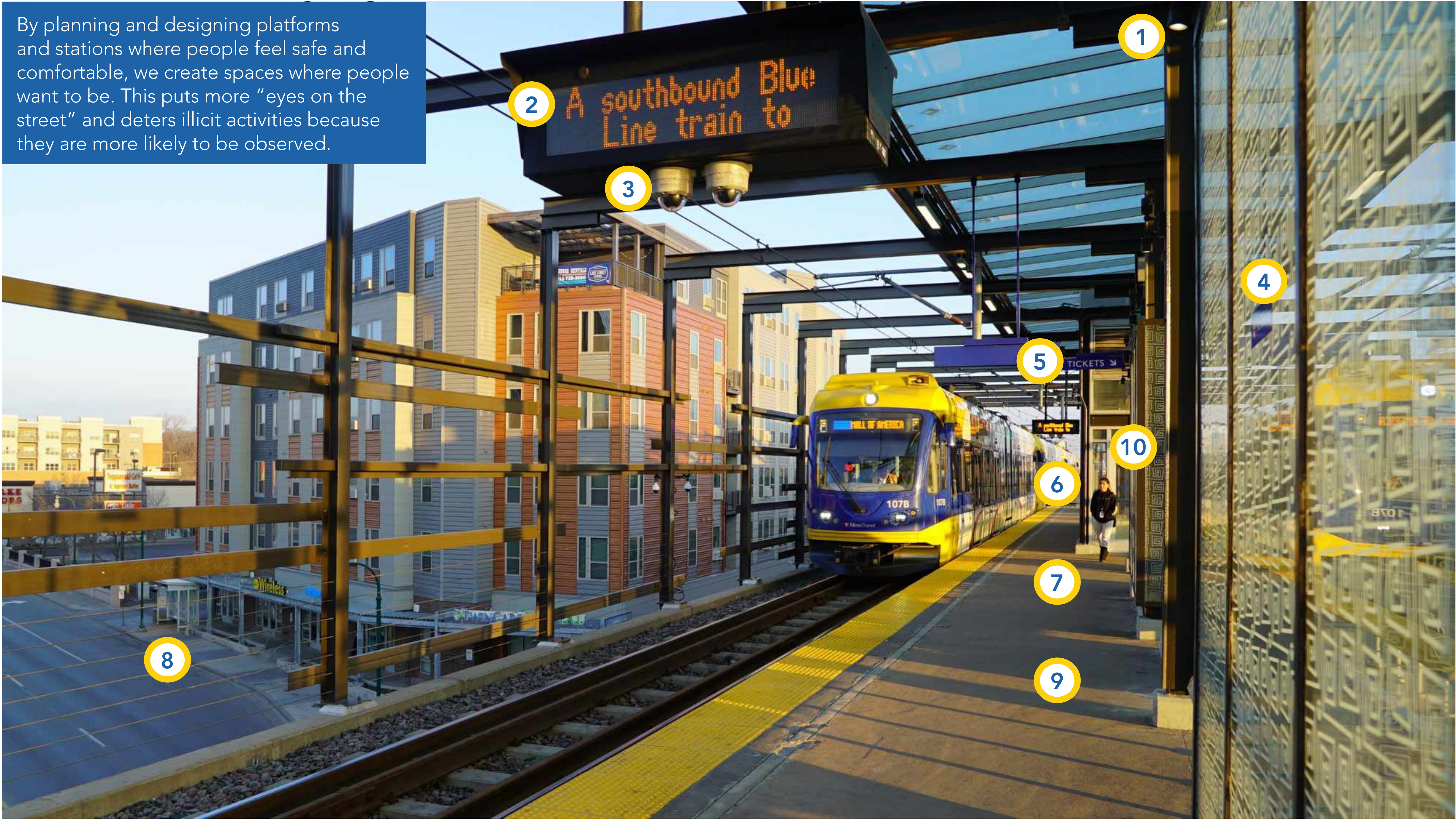


SAFETY AND SECURITY

Safety and security are key considerations factored into the planning and design of light rail well before the line is built or in operation.

We plan and design the light rail platforms and station areas to be safe and secure with elements such as:

By planning and designing platforms and stations where people feel safe and comfortable, we create spaces where people want to be. This puts more “eyes on the street” and deters illicit activities because they are more likely to be observed.



- 1 Appropriate lighting in the station area and on the trains
- 2 Real-time information
- 3 Security cameras
- 4 Open-air and/or transparent shelters and waiting facilities.
- 5 Consistent wayfinding and signage
- 6 A human-scale feel, which means facilities are designed to be comfortable to riders of all abilities.
- 7 Clear sight lines which allow train operators and riders to see each other.
- 8 Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops.
- 9 Intuitive circulation, which allows riders to safely access the trains.
- 10 Emergency telephones



SAFETY AND SECURITY

Feel unsafe, see something suspicious or inappropriate?

TEXT FOR SAFETY



AGENCY COMMITMENT

Metro Transit is committed to keeping transit safe for all customers. Some of the measures we have implemented to cultivate a safe and secure transit environment include:

- Light rail vehicle and facility cleaning, maintenance, and repair.
- Our Text for Safety program, which allows Metro Transit riders to report unwanted or suspicious behavior discreetly via text.
- Additional resources to directly handle issues and concerns identified by customers.

OPERATIONS

Metro Transit uses a multi-layered approach to safe and secure operations on vehicles and at light rail stations. Some of the different ways we ensure safe and secure operations include:

- Metro Transit employees are trained to deal with security issues.
- Metro Transit has its own professional police force that watches out for customer safety and responds to emergency situations.
- Light rail platforms and vehicles feature surveillance and communication tools such as monitored security cameras and emergency phones and intercom buttons for customers to contact a dispatcher and report a concern.



METRO BLUE LINE EXTENSION



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.



STAY CONNECTED!

Visit BlueLineExt.org for more information to sign-up for the project newsletter, and share your comments, questions and concerns on our interactive feedback map.

For project questions or to invite us to an event, contact:

Robbinsdale/Minneapolis/Brooklyn Park and Overall Project Questions:

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Crystal:

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