Welcome to the METRO Blue Line Extension Open House
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
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.
A potential station study area is a location where the project is considering a station for the light rail.

How were these potential station study areas determined?

- Previously planned stations
- Stakeholder and community input
- Key destinations
- Transit connections
- 1/2 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.

How will these potential station study areas be studied?

These stations will be studied with regards to the project principles and goals, public engagement, and engineering requirements. Some additional considerations may include population and jobs, available right of way, and existing and future land use.

Former LPA Station Locations

Former Route

Potential Station Study Areas

METRO Bus Rapid Transit Stations (Existing and Planned)
The images below highlight the types of streetscape elements that could be included as part of a light rail project.

<table>
<thead>
<tr>
<th>Bicycle parking and amenities</th>
<th>Greening and landscaping</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1" alt="Bicycle parking" /></td>
<td><img src="image2" alt="Greening" /></td>
</tr>
<tr>
<td><img src="image3" alt="Amenities" /></td>
<td><img src="image4" alt="Landscaping" /></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Lighting</th>
<th>Public art and placemaking</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image5" alt="Lighting" /></td>
<td><img src="image6" alt="Public art" /></td>
</tr>
<tr>
<td><img src="image7" alt="Place" /></td>
<td><img src="image8" alt="Placemaking" /></td>
</tr>
</tbody>
</table>

Place your comments here:
WHAT DO PEDESTRIAN SAFETY IMPROVEMENTS LOOK LIKE?

Signalized intersection on University Avenue at Fairview Avenue

- Incorporation of additional green space
- Pedestrian crossing signal
- Narrower travel lanes shorten pedestrian crossing distances and calm traffic
- New pavement replaces deteriorating roadway
- Leading pedestrian intervals to give pedestrians a head start crossing the intersection

Unsignalized intersection on University Avenue at Oxford Street

- Active warning devices
- Incorporation of trees and additional green space
- Replacement of existing lights with pedestrian-usable lighting
- Pedestrian crossing which meets all current accessibility requirements, including ramps, tactile warnings, and push buttons
- Bicycle parking near station entrance for easy access to transit by bike
- Narrower travel lanes shorten pedestrian crossing distances and calm traffic

BEFORE

AFTER
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
This map shows the walking distance from the potential station areas in Robbinsdale using land use analysis data from the software Urban Footprint.
WEST BROADWAY ROUTE OPTION & STATION CONCEPT 1
NEAR NORTH MEMORIAL
WEST BROADWAY ROUTE OPTION & STATION CONCEPT 2
NEAR NORTH MEMORIAL

DRAFT: CONCEPT IN DEVELOPMENT
EXISTING

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

DRAFT: CONCEPT IN DEVELOPMENT

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

200 LRT TRACK AREA
RETAINING WALL
STATION PLATFORM
PROPOSED DIRECTIONAL LANE USE
ROADWAY
PROPOSED SIGNALIZED INTERSECTION
SIDEWALK / TRAIL / MEDIAN
PROPOSED LRT ALIGNMENT

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

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

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

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

**Identify 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**
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:
Sophia Ginis – Sophia.Ginis@metrotransit.org

Crystal:
David Davies – David.Davies@metrotransit.org