



Information Session: March 15, 2022



Brooklyn Park | Crystal | Robbinsdale | Minneapolis



Today's Topics

- Project Overview
- Draft Route Modification Report Overview
- Preview of Route Modification Report
- Anti-Displacement Work Group Update
- Next Steps and Q&A



Project Overview

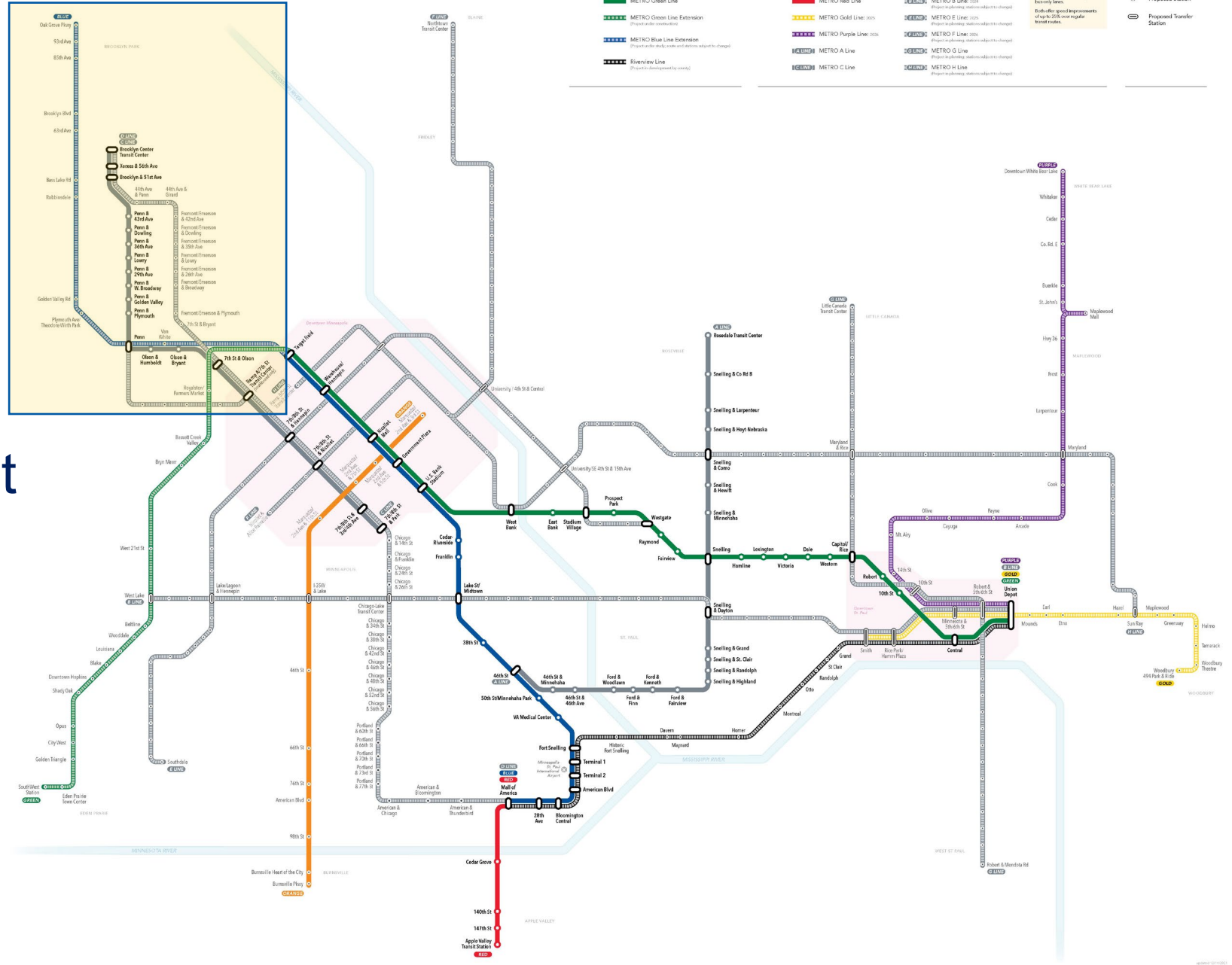


Blue Line Extension

- Connecting communities to fast, frequent, reliable transportation
- Will provide single seat trips to downtown Minneapolis, Minneapolis-St. Paul International Airport, and Mall of America

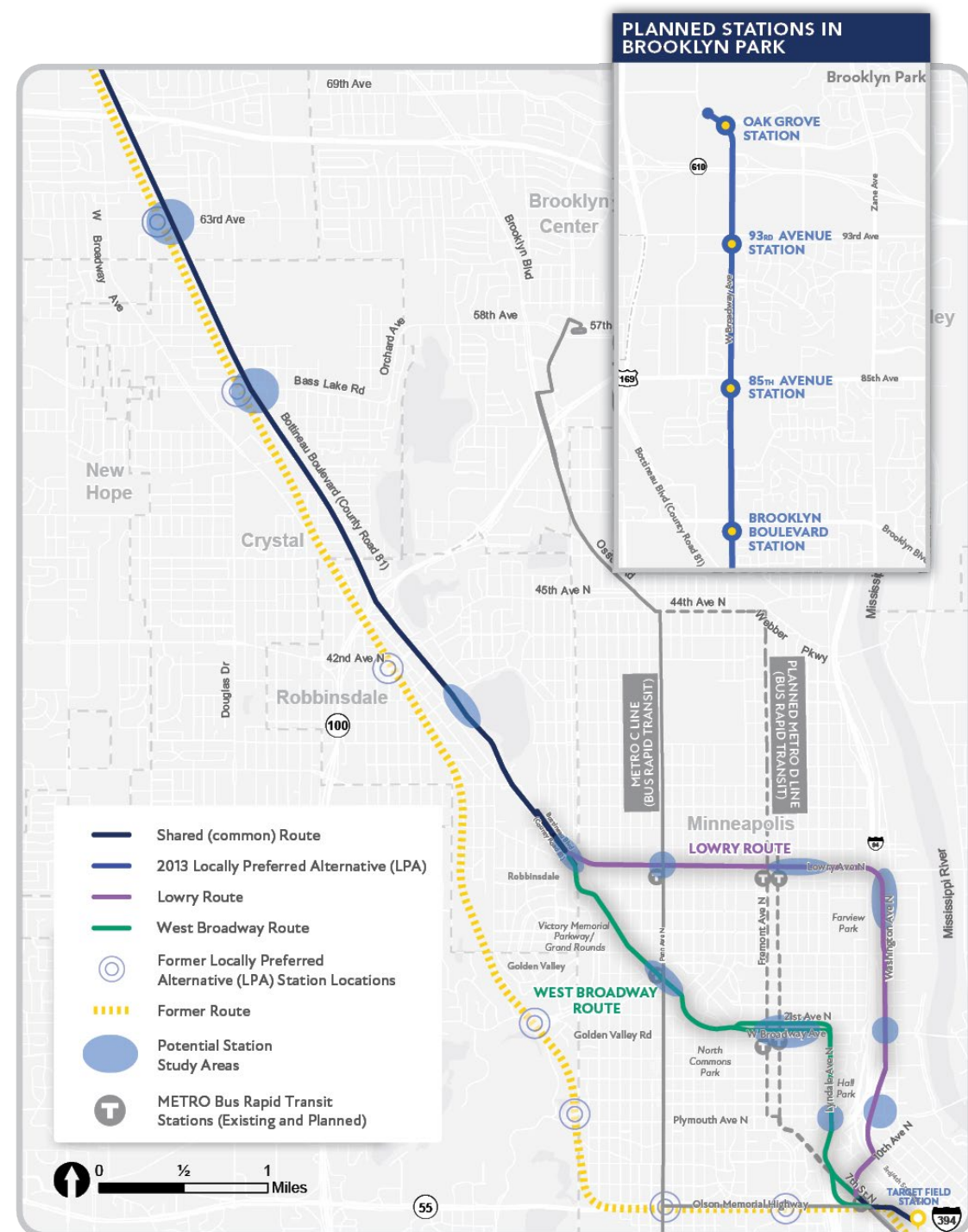


Future Rapid Transit Network



Route Options

- **Brooklyn Park** – former route and stations along West Broadway remain the same
- **Brooklyn Park, Crystal and Robbinsdale** – proposed route along Bottineau Blvd (County Road 81) closes parallels the original route for most of this area
- **Minneapolis** – two route options are being evaluated: one along Lowry/Washington (purple) and one along West Broadway Avenue (green)



2020-2022 Milestones

ONGOING PUBLIC ENGAGEMENT

We're here 

AUGUST
2020

Hennepin County and the Metropolitan Council issued a joint statement on advancing the project without using 8 miles of railroad right-of-way

MARCH
2021

Release of the Initial Route Evaluation Report that identified potential route options

JULY
2021

Release of potential station study areas and visualizations of light rail

NOVEMBER
2021

Release of preliminary design options on how LRT could fit into each community

DECEMBER
2021

Release of Draft Route Modification Report

SPRING
2022

Release of Final Route Modification Report



Draft Route Modification Report Overview



DECEMBER 13, 2021

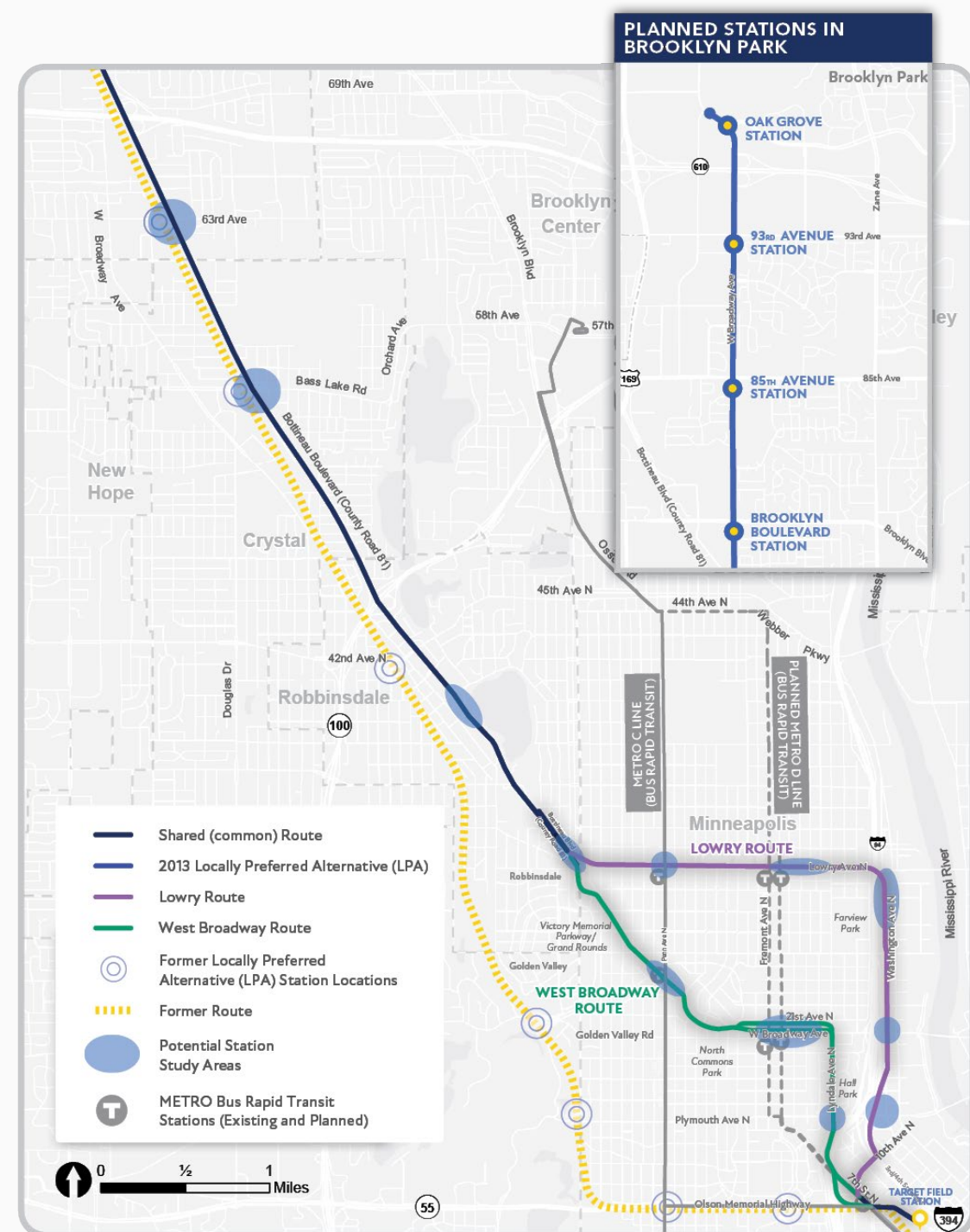
METRO BLUE LINE EXTENSION

Draft Route Modification Report



Purpose of the Draft Route Modification Report

- Documents the overall process since the new route options were released in March 2021
- Evaluation incorporates public input from engagement efforts over the past year
- Provides an overview of technical work that informs the route modifications
- Evaluates each route against the Project Principles and Project Goals









Draft Report Assessments

- Each route was reviewed for its ability to achieve the Project Principles and Project Goals and achieved an assessment of Excellent, Good or Poor
- **POOR:** did not meet project goals
- **GOOD:** meets project goals and provides benefits in serving the community
- **EXCELLENT:** route has unique characteristics and/or has the potential to deliverer exemplary positive benefits

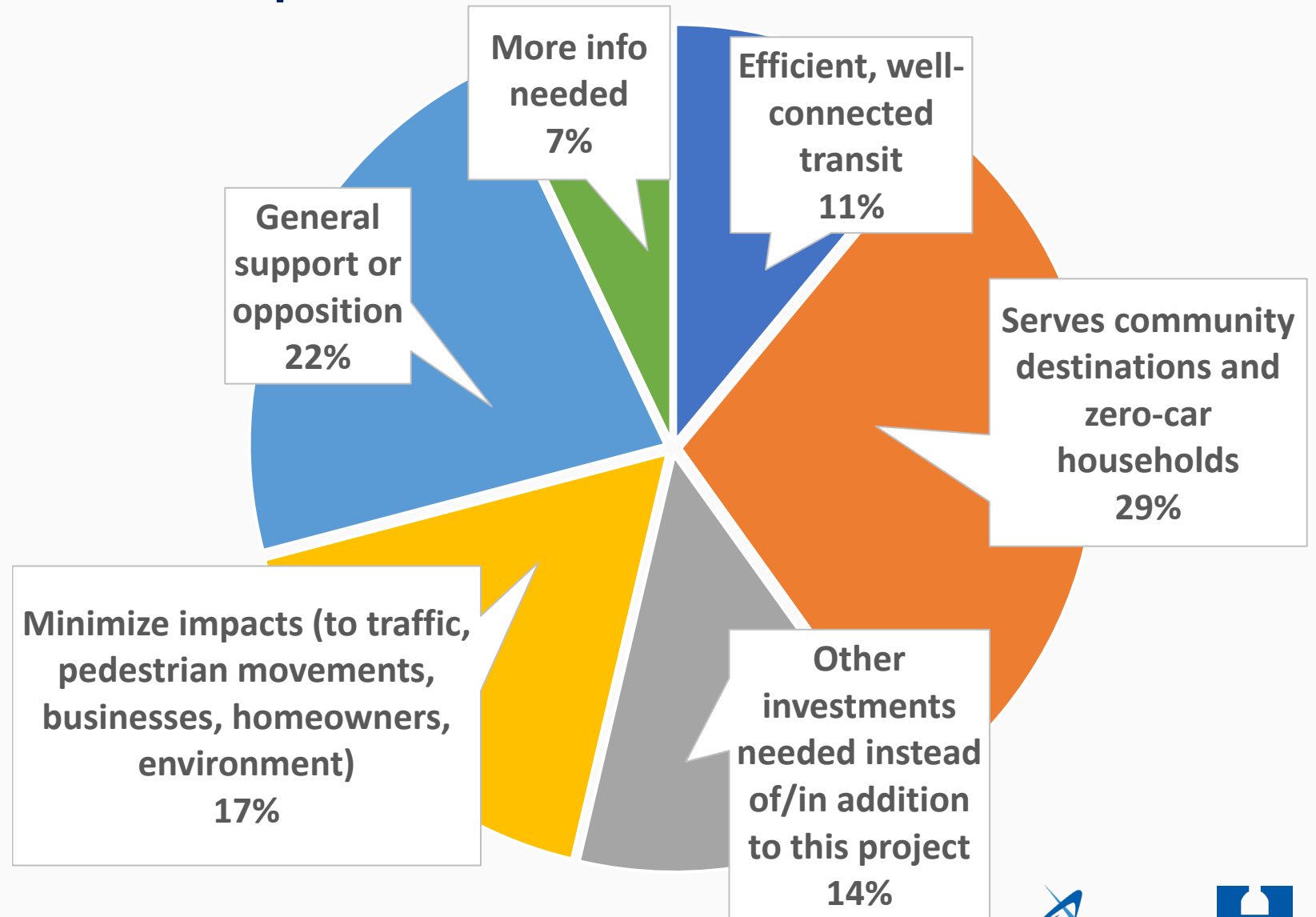
Summary Matrix

ASSESSMENT OF ROUTE OPTIONS TO DEFINED GOALS

PROJECT GOAL	BOTTINEAU BOULEVARD (COUNTY ROAD 81) IN BROOKLYN PARK, CRYSTAL, AND ROBBINSDALE	LOWRY ROUTE	WEST BROADWAY ROUTE
 Improve transit access and connections to jobs and regional destinations	EXCELLENT	EXCELLENT	EXCELLENT
 Improve frequency and reliability of transit service to communities in the corridor	EXCELLENT	GOOD	GOOD
 Provide transit improvements that maximize transit benefits, while being cost competitive and economically viable	GOOD	GOOD	GOOD
 Support communities' development goals	EXCELLENT	GOOD	EXCELLENT
 Promote healthy communities and sound environmental practices including efforts to address climate change	GOOD	GOOD	GOOD
 Advance local and regional equity and work towards reducing regional racial disparities	GOOD	GOOD	EXCELLENT

Comments of the Draft Report

- Comment Form: 132 responses
- Emailed Comments: 13
- Agency Comment Letters: 5 (Minneapolis, Robbinsdale, Crystal, Brooklyn Park, and Maple Grove)
- Interactive Map Comments: 296 (during the comment period)
- Open House Comments: 55 comments

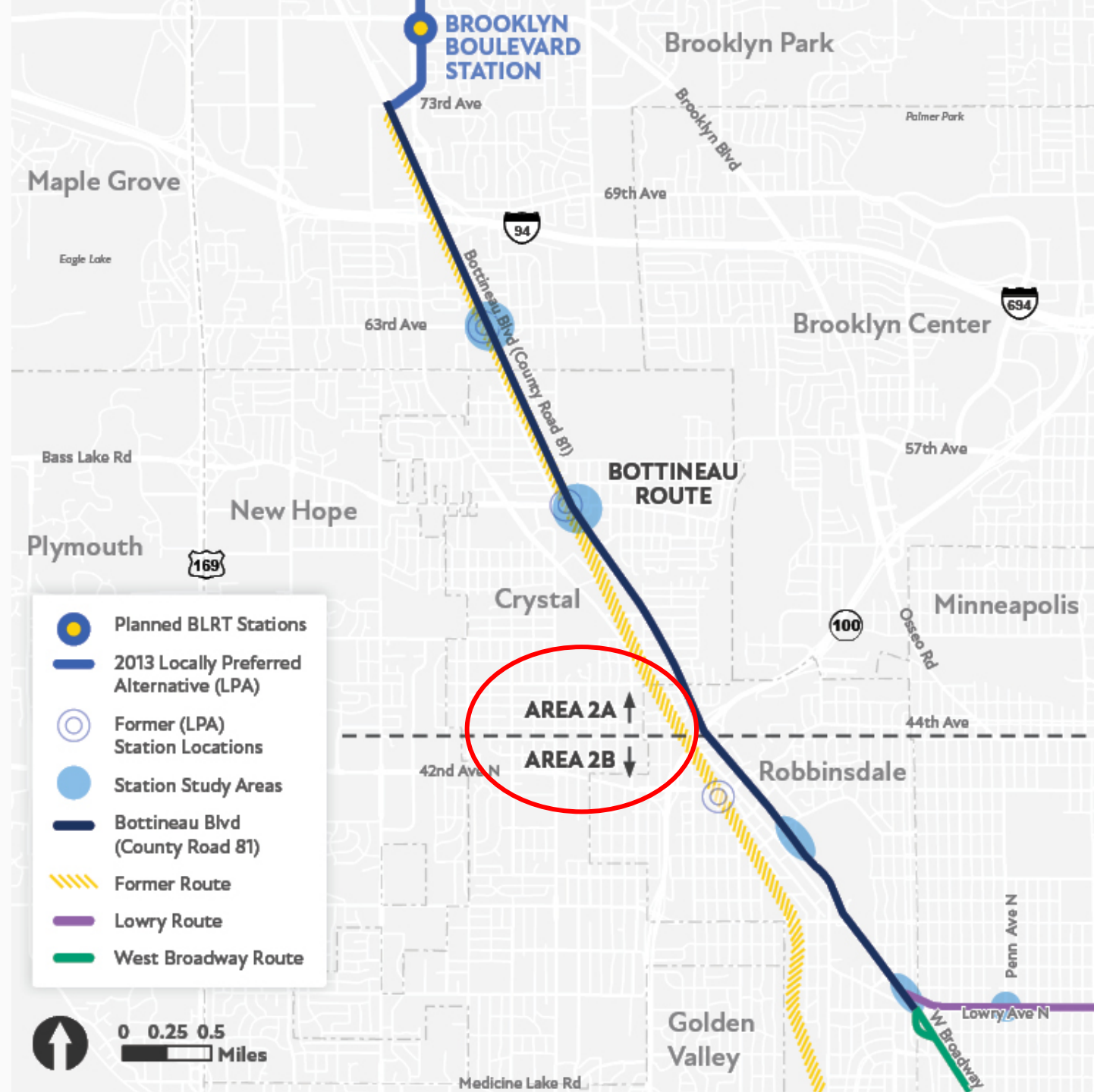


Preview of Route Modification Report



Updates since the Draft Report

- Area 2 has been divided into two parts to reflect differences in roadway characteristics:
 - 2A: Bottineau Boulevard (County Road 81) within the cities of Brooklyn Park and Crystal, from approximately 73rd Avenue to Highway 100
 - 2B: Bottineau Boulevard (County Road 81) within the City of Robbinsdale, from approximately Highway 100 to the proposed North Memorial Station



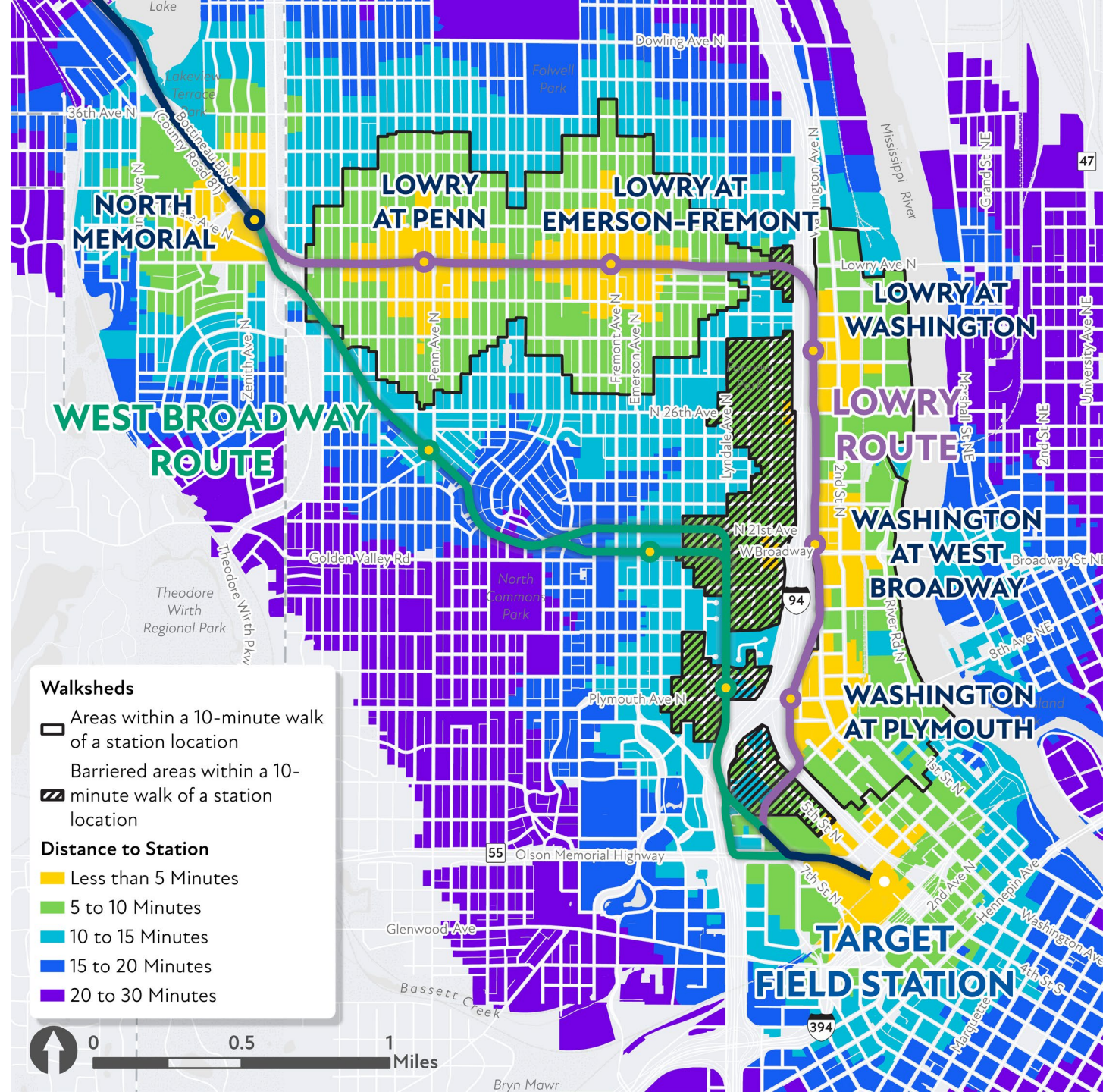
Pedestrian Access Closures

- West Broadway:
 - Fewer closures and less tightly packed
- Lowry/Washington:
 - Access closures at almost every intersection



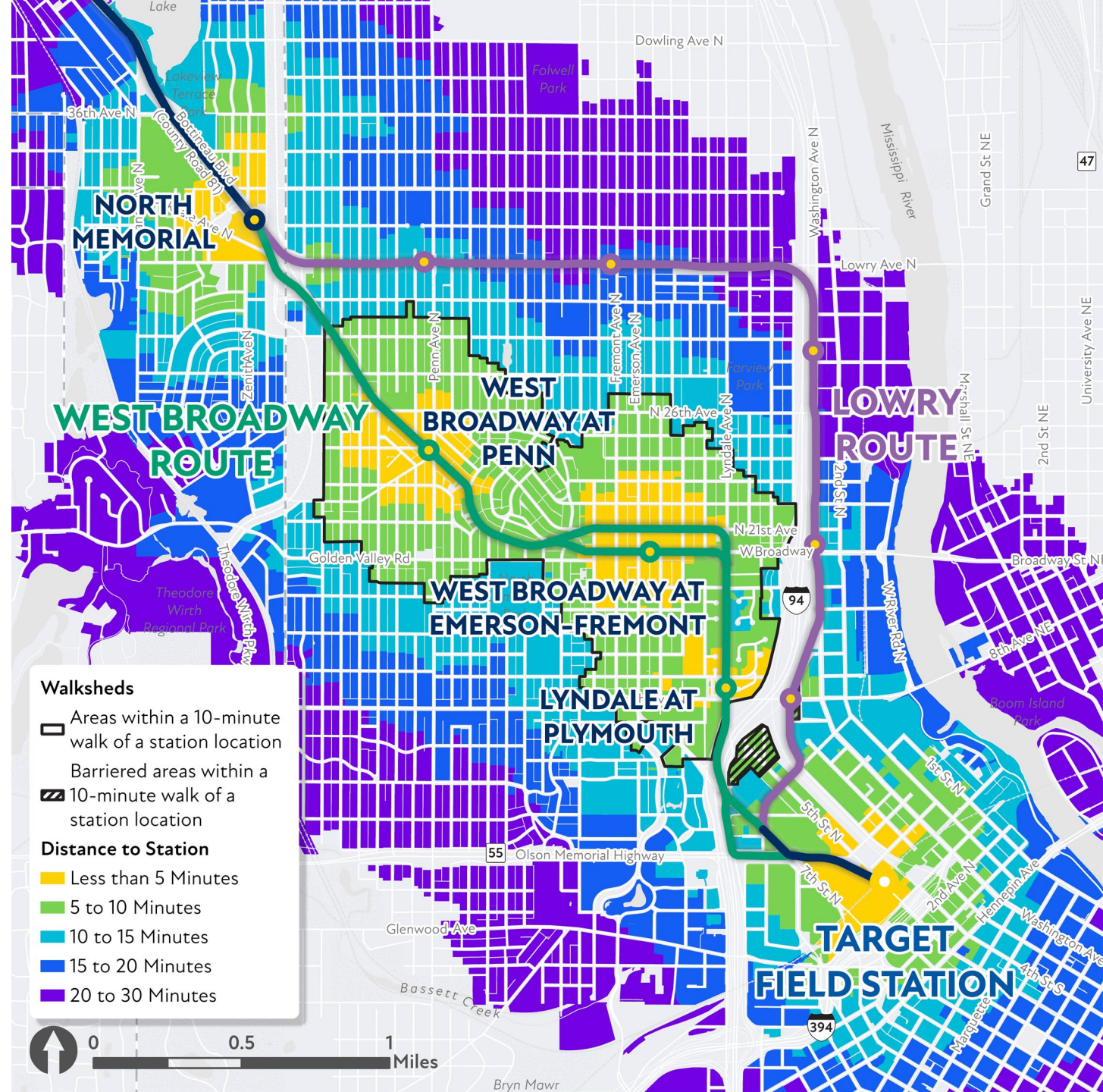
Walksheds and Barriers to Stations

- Lowry/Washington Route:
 - Walkshed areas west of I-94 are cut off and difficult to access station areas



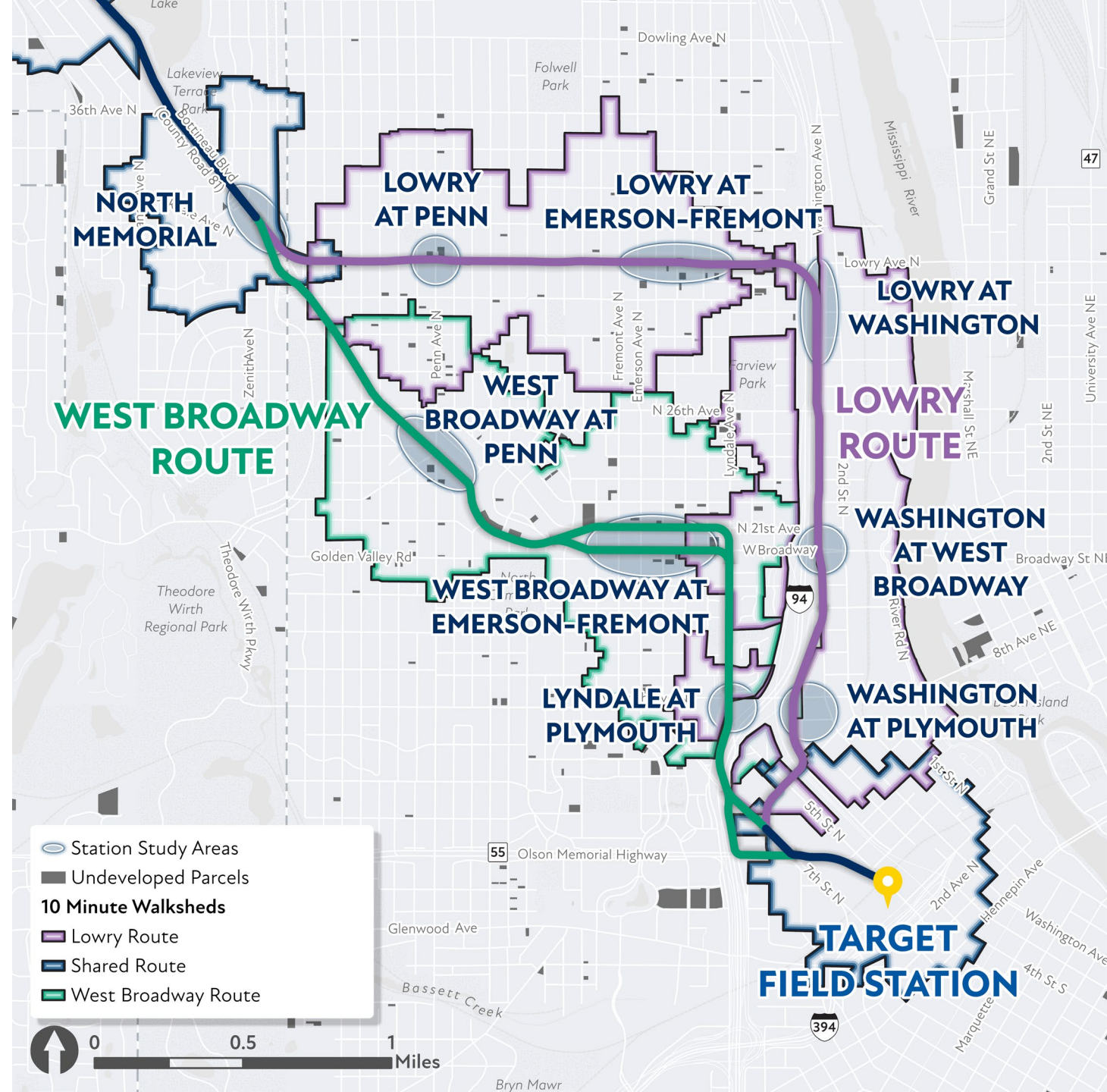
Walksheds and Barriers to Stations

- West Broadway Route:
 - Walksheds largely accessible, except for small portion of Lyndale at Plymouth walkshed



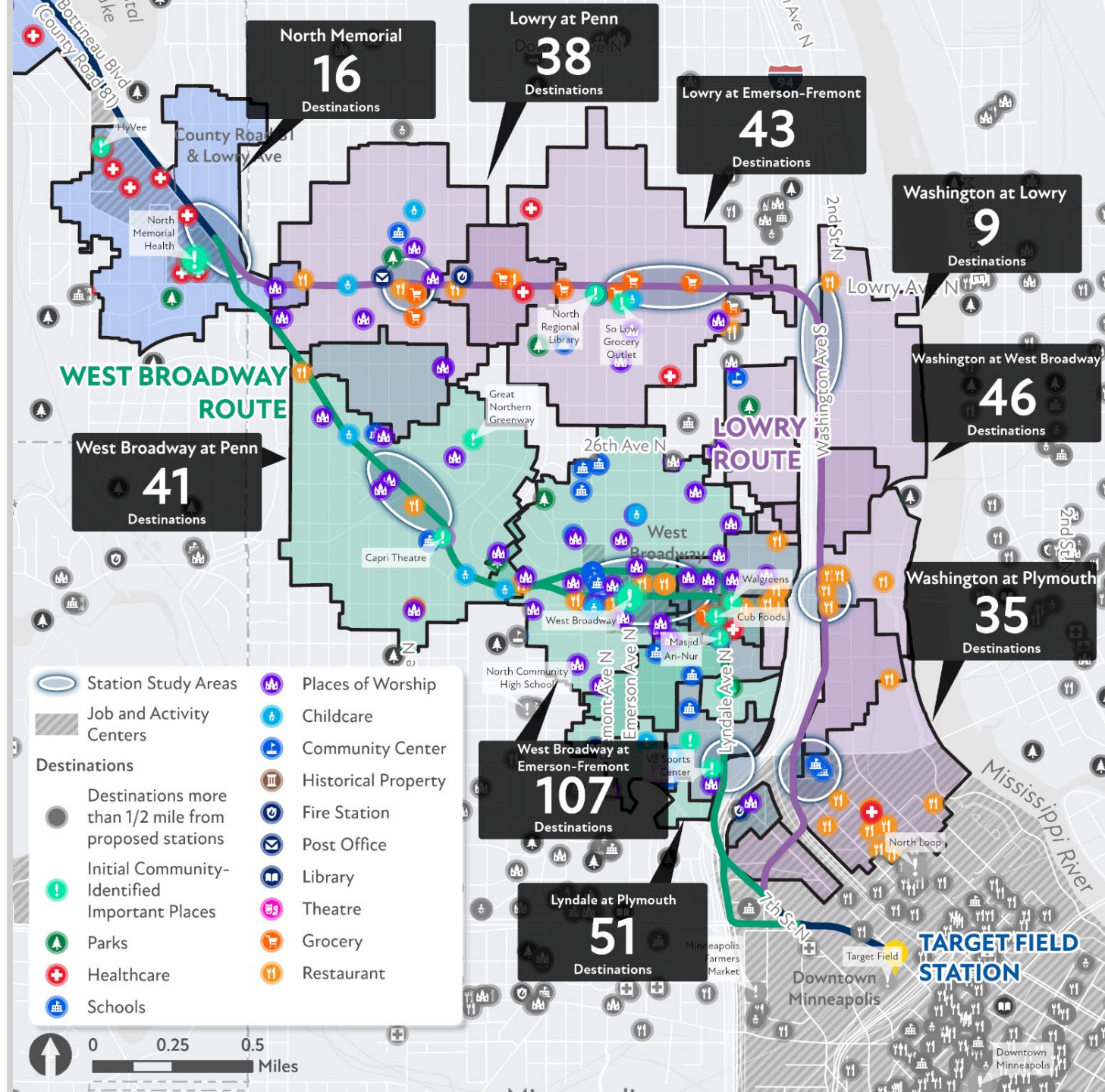
Undeveloped Parcels

- The average size of undeveloped parcels is similar along the two routes
- There are more undeveloped properties along the West Broadway route, and higher acreage of vacant land



Regional Destinations

- West Broadway is a vibrant cultural/economic corridor with regional destinations and services (i.e., Capri Theater, Masjid An-Nur)



Anti-Displacement Work Group Update



Community Wealth Building Through Investment

- Launching the Anti-Displacement Work 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
- Center for Urban and Regional Affairs (CURA) at the University of Minnesota will facilitate the Anti-displacement workgroup and conduct research over the next 18 months



C Terrence Anderson,
Project Manager
CURA's Director of
Community Based Research,
C Terrence oversees CURA's
community-based programs

Anti-Displacement Work Group Timeline

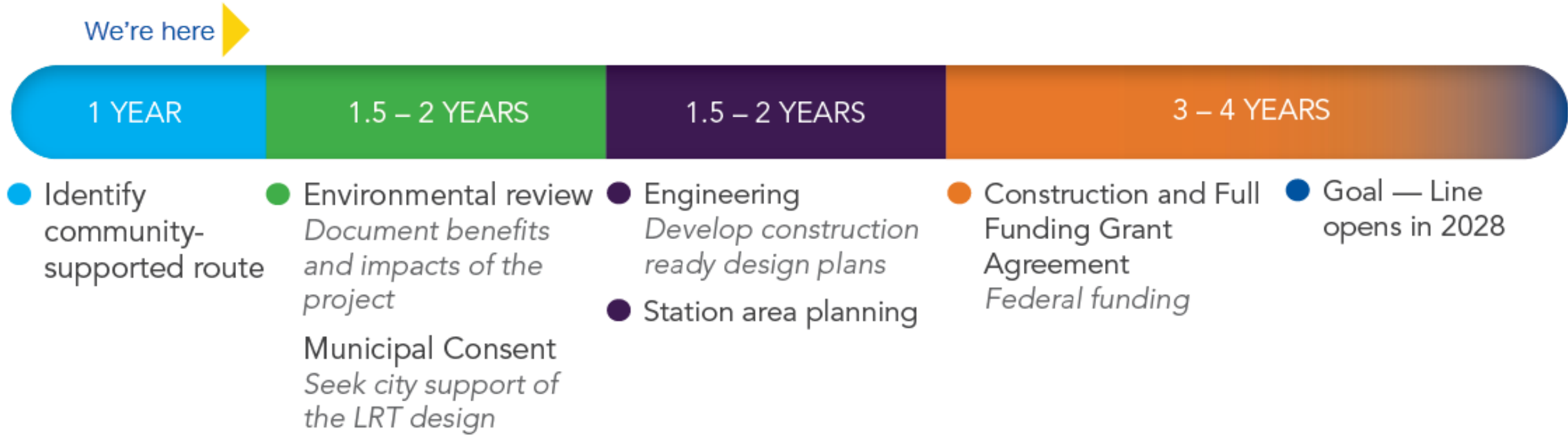
- First Anti-Displacement Work Group meeting was held on March 10, 2022
- Future meeting topics include:
 - May 2022 (lessons from existing light rail projects)
 - September 2022 (housing and cultural displacement)
 - October 2022 (business displacement)
 - February 2023 (finalizing recommendations)
- Qualitative and quantitative research has begun
- Planning overall outreach and engagement on the project

Next Steps



Next Steps & Schedule

- **Spring 2022:** the Route Modification Report will recommend a community supported route for further evaluation
- **Summer 2022:** begin environmental process: an opportunity for deeper analysis and further engagement



Q&A



Frequently Asked Questions

- How is a final decision made on the route selection?
- How will businesses and community assets be protected/preserved before/during/after construction?
- Can the LRT be elevated or buried underground?
- Can other traffic/pedestrian/bicycle/landscape/etc. improvements be made along with the project?

Engineering Options in Minneapolis

- Most sections have several options for how light rail could fit in Minneapolis and were developed to minimize or eliminate impacts to community assets



Stay Connected!

- Project website: BlueLineExt.org
 - Project news, maps, surveys, what we're hearing
 - Committee meeting materials: agenda, handouts, presentations, meeting minutes
 - Sign-up for GovDelivery project updates
 - Connect with staff for your questions or schedule a presentation
- Share your Blue Line Extension story at: MyBlueLineExt.org
- Follow us:
 - Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)
 - Facebook: [MetroBlueLineExtension](https://www.facebook.com/MetroBlueLineExtension)



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