



Golden Valley Road and Plymouth Avenue Station Locations

February 26, 2015



Today's Topics

- Project Overview
- What we Have Heard
- Station Overview and Next Steps

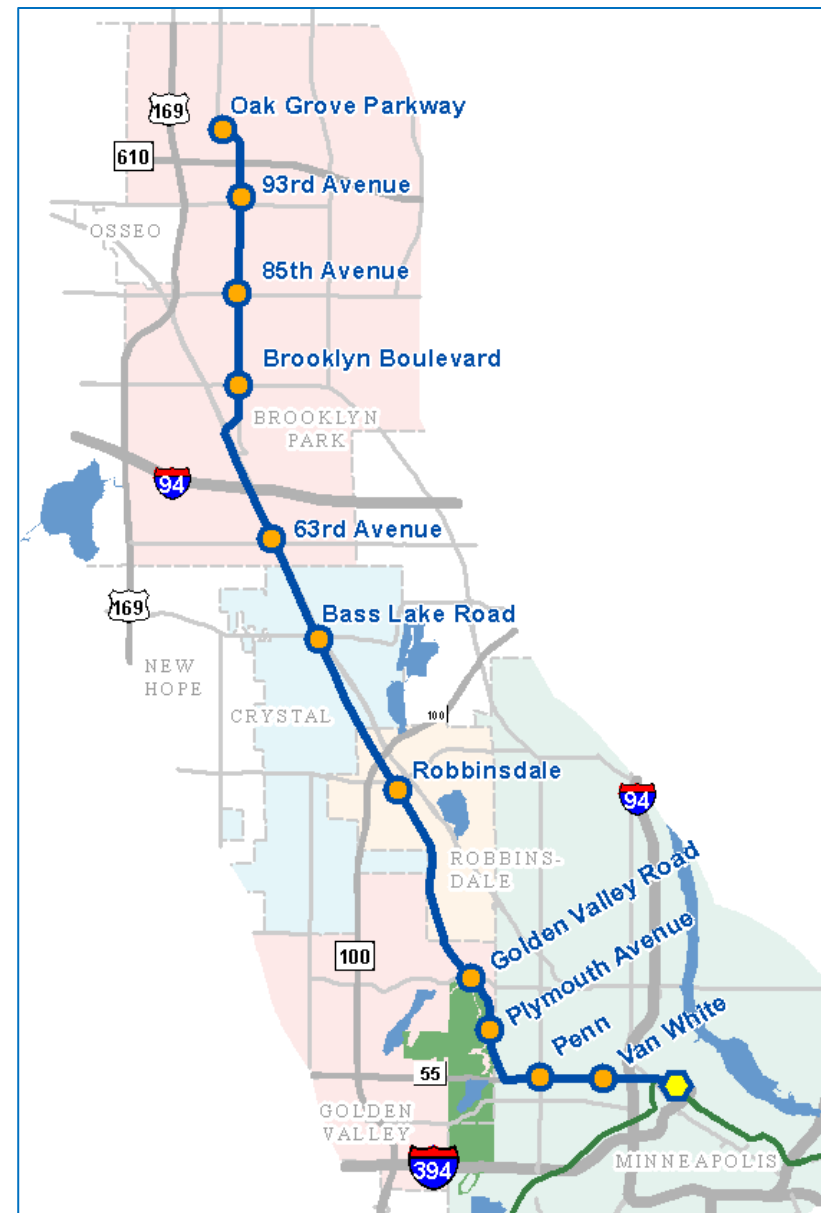


Project Overview



Project Description

- 10 or 11 new LRT stations
- 13 miles of double track
- 27,000 est. rides by 2030
- Serving Brooklyn Park, Crystal, Robbinsdale, Golden Valley & Minneapolis
- Provides one seat Blue Line ride to MSP Airport and Mall of America
- Connections to METRO Green Line, Northstar and bus services



Project Timeline

2014-2016

- Project Development

2016

- Environmental/Municipal Consent

2017

- Engineering

2018

- Full Funding Grant Agreement

2018-20

- Heavy Construction

2021

- Passenger Operations



What We Have Heard



Public Input Received During Project Milestones

- March 2010: Final Alternatives Analysis Study report published
- May 2013: Locally Preferred Alternative for the Bottineau Transitway adopted in the Regional 2030 Transportation Policy Plan
- March 2014: Bottineau Transitway Draft Environmental Impact Statement (DEIS) published



Public Input Received at Recent Meetings

- Hennepin County: Policy Advisory Committee
- Hennepin County: Bottineau LRT Community Works community meetings
- City of Golden Valley community meeting



What We Have Heard: Light Rail

- Address parking and provide drop-off space
- Provide connections to the LRT station including bike, pedestrian and bus
- Consider safety features, lighting and policing
- Concerns about construction and LRT operations
- Concerns about environmental impacts, including flood plains
- Consider bus and car traffic



What We Have Heard: Station Area

- Concern about redevelopment, rezoning or property acquisition
- Concern about impacts to property values of residential neighborhood
- Concern about impacts to Theodore Wirth Park
- Desire for redevelopment and additional employment opportunities near stations
- Desire for connections to park amenities, trails and bike facilities



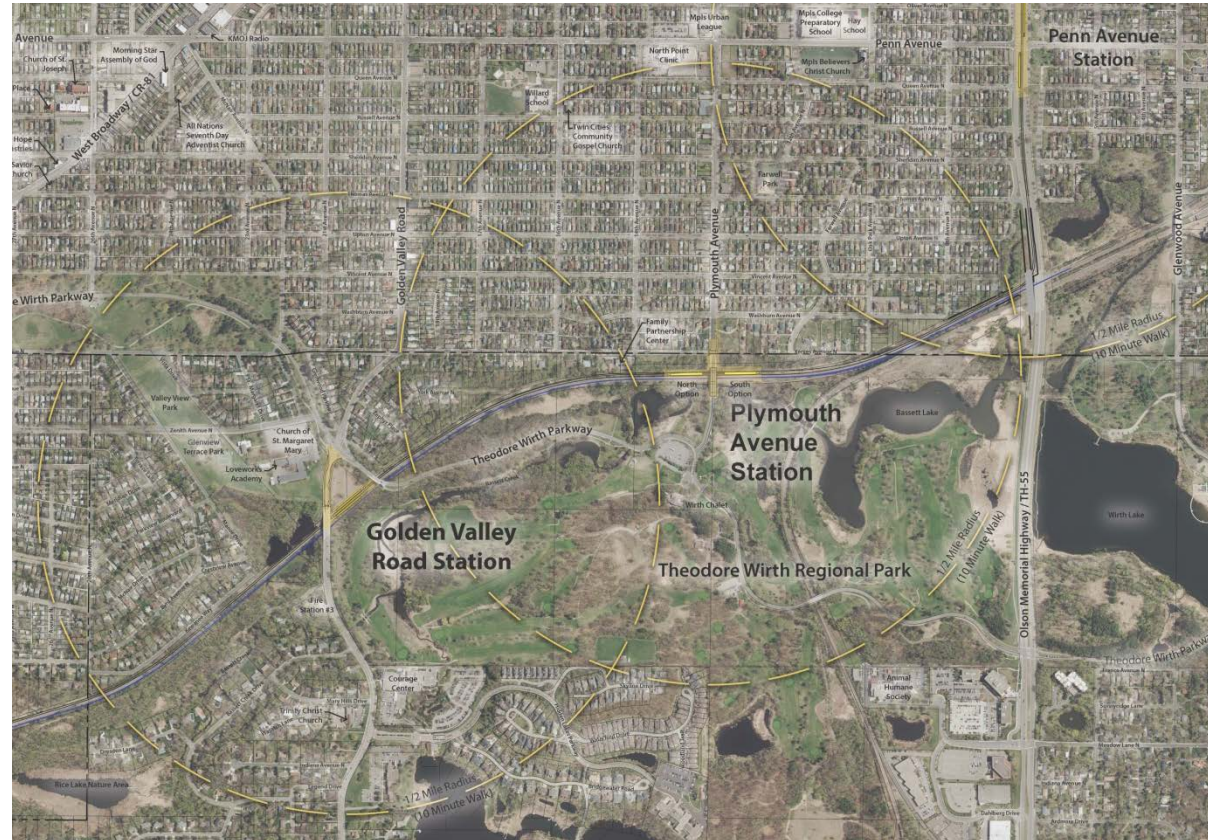
Station Overview

Golden Valley Road and Plymouth Avenue: Technical Issue #4



Technical Issue #4

- Both stations analyzed in Draft Environmental Impact Statement
- Only one station currently in project budget



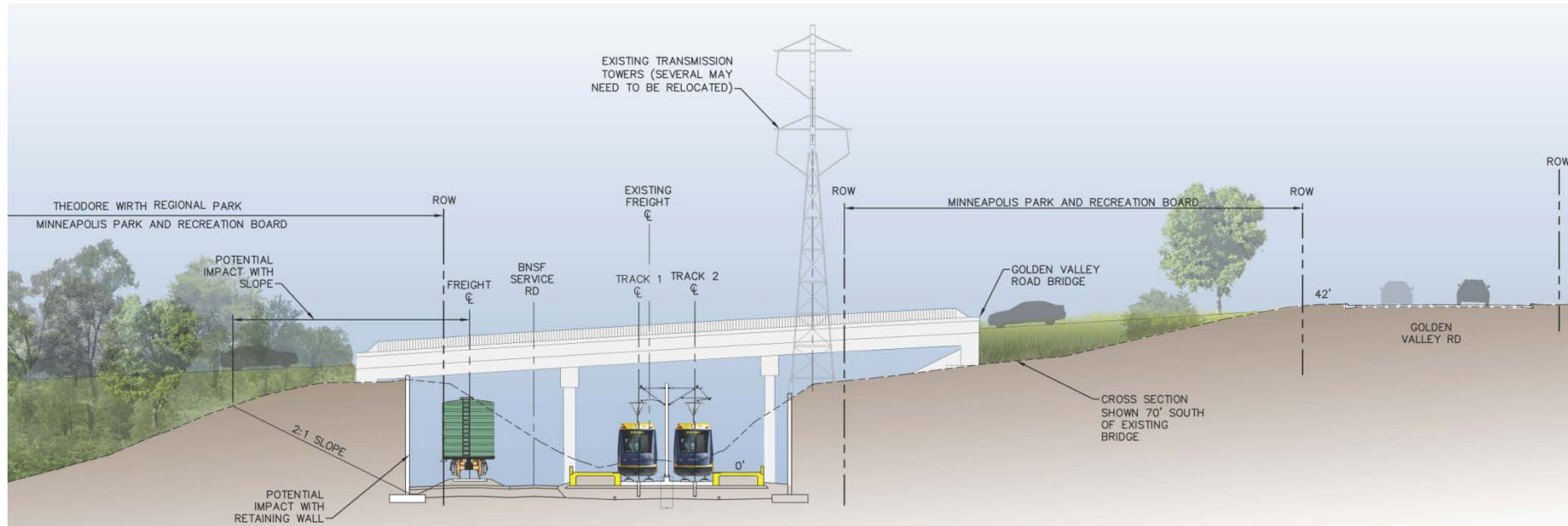
Golden Valley Road Station



DRAFT



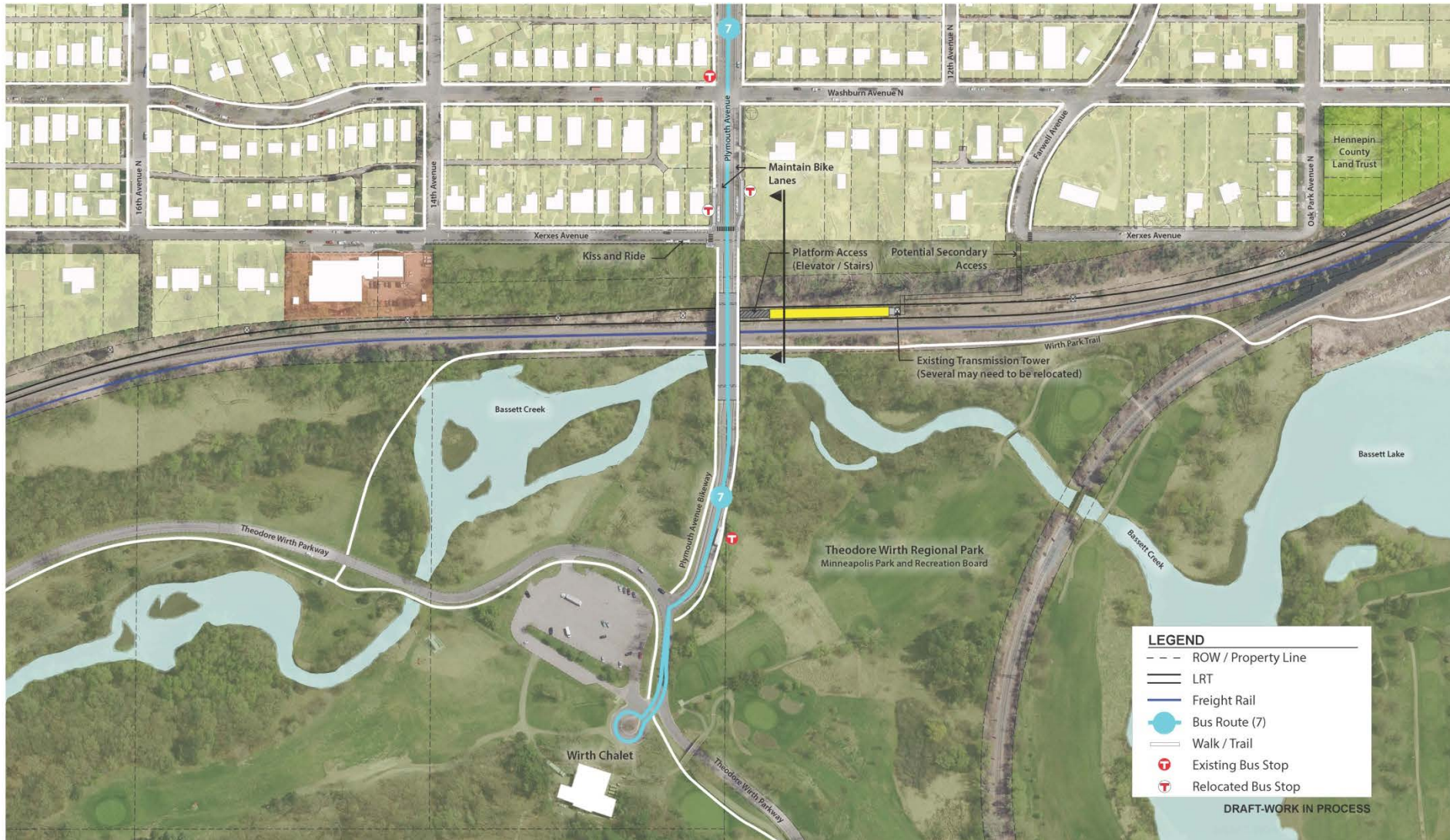
Golden Valley Road Station



DRAFT-WORK IN PROCESS



Plymouth Avenue Station – South Option

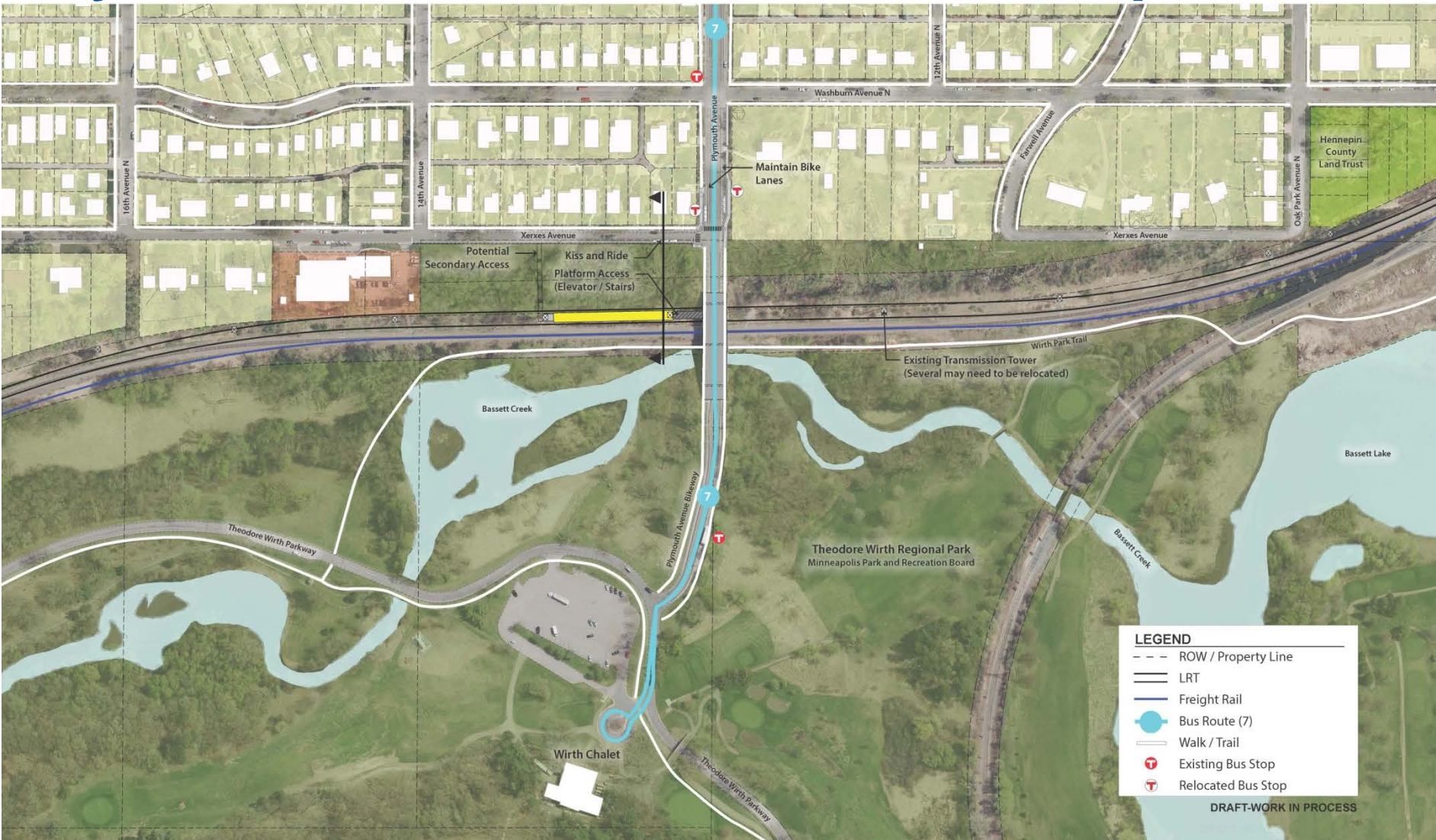


0 50' 100' 200'

DRAFT



Plymouth Avenue Station – North Option

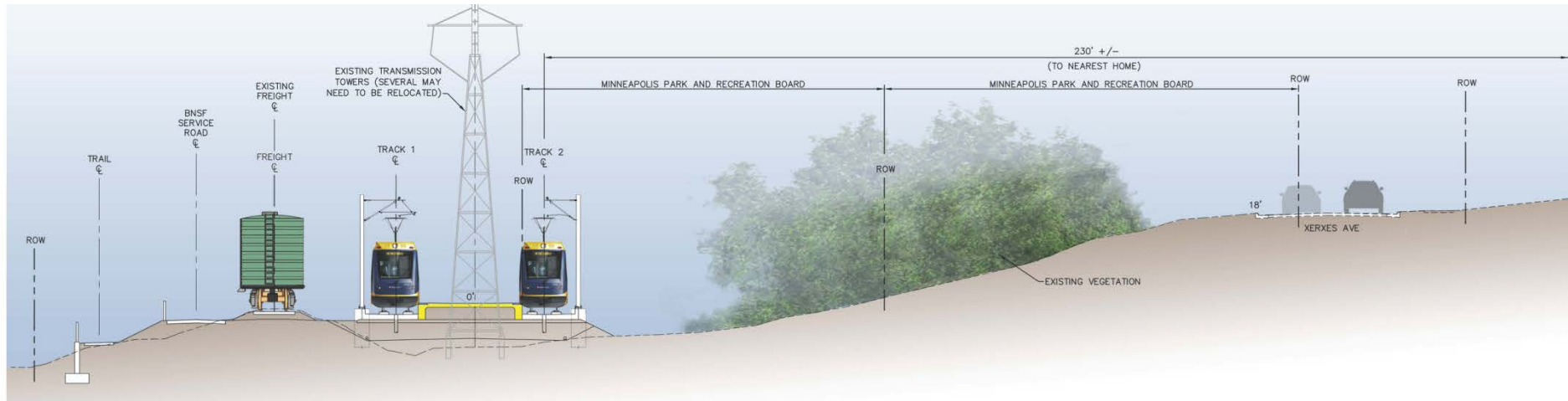


0 50' 100' 200'

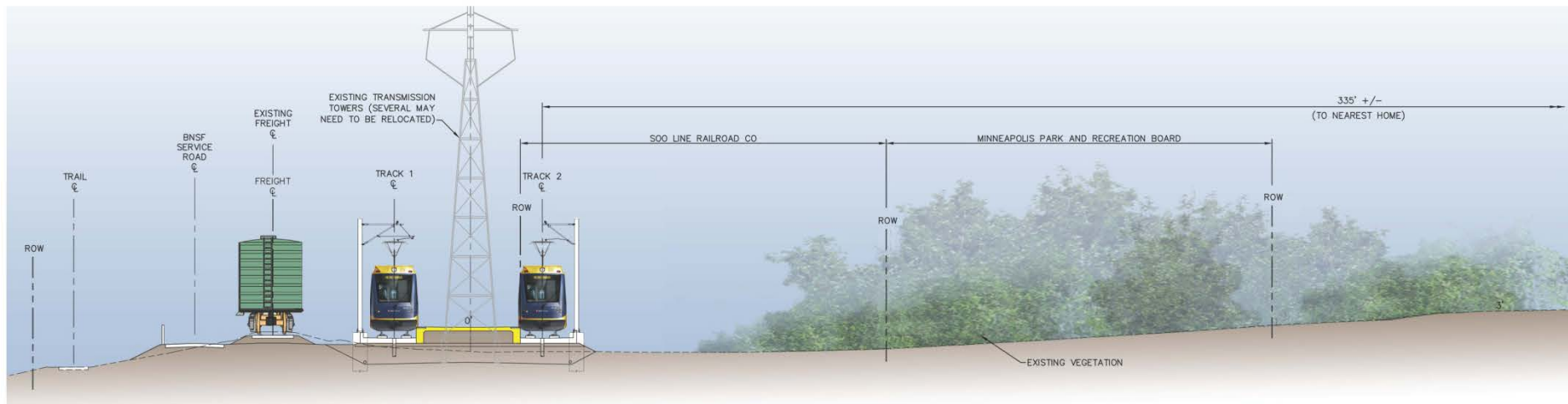
DRAFT



Plymouth Avenue Station



NORTH PLATFORM OPTION



SOUTH PLATFORM OPTION

DRAFT-WORK IN PROCESS

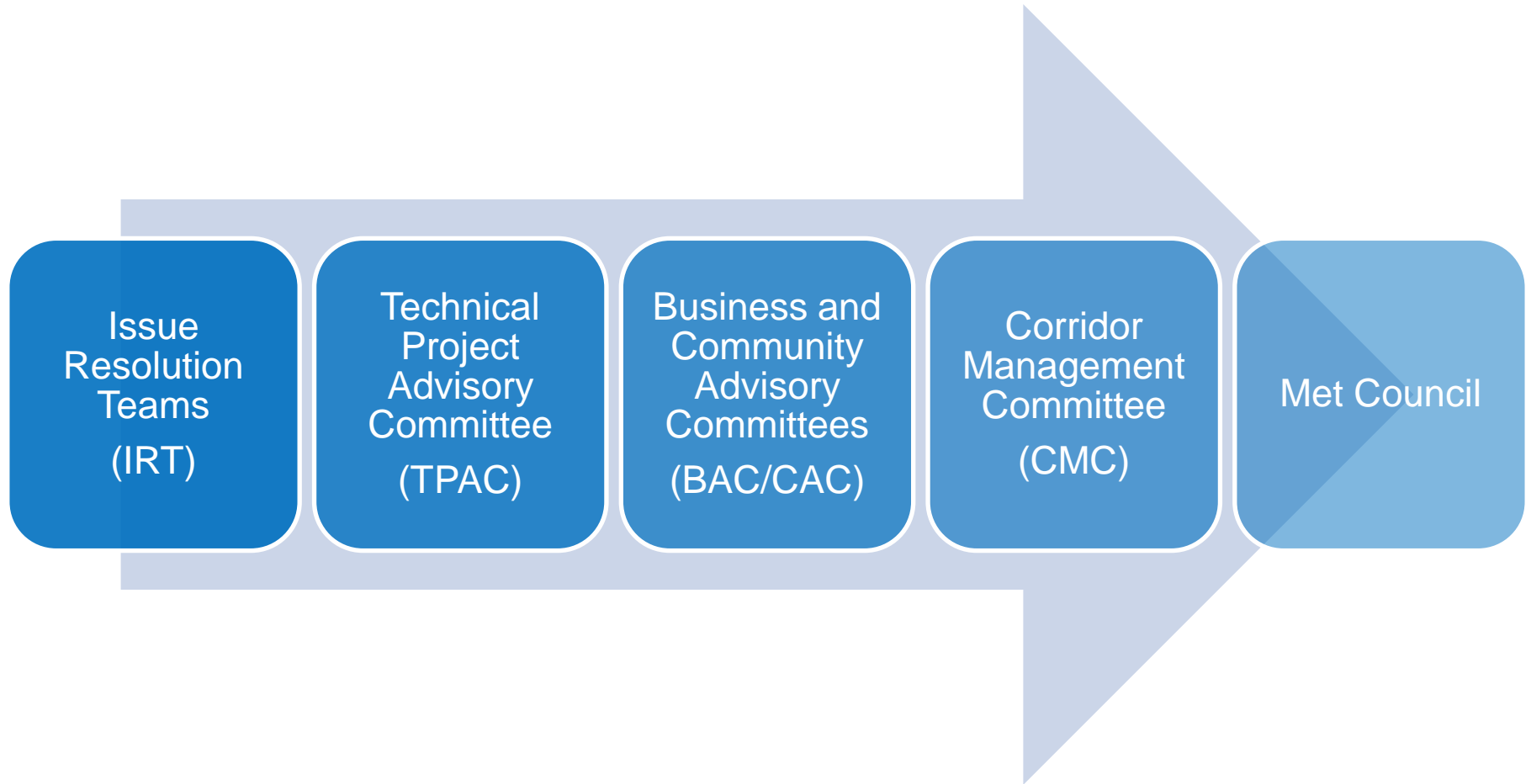


Technical Issue #4

- Technical analysis underway for both stations
- Analysis reviewing quantitative factors
 - Population & employment, cost impacts, ridership
- Analysis reviewing qualitative factors
 - Access for underserved populations, connections to key destinations, accessibility, access to regional parks



Issue Resolution Process



Next Steps

- Review community comments from February 26
- Report to Corridor Management Committee in March/April on comments received and next steps
- Return to Corridor Management Committee in fall 2015 for a scope/budget refresh



Small Group Discussion



Small Group Discussion

- 6:30 – 7:10 PM Discuss the four questions on the worksheet

Summarize discussion on posters
Take turns sharing ideas

- 7:10 – 7:30 PM Report on small group discussions



Questions – 10 minutes each

- Do you think the project should include one or both stations? Why?
 - If one, which station? Why?
- What do you see as the benefits of each station?
- What do you see as the impacts of each station?
- If the Plymouth Avenue Station moves forward, do you prefer the north or south station placement?




Ground Rules

- Allow everyone to share their ideas
- Show respect for others' viewpoints
- Use “indoor voices”
- Signs are permitted; remove handles for safety



More Information

[About Us](#) | [News & Events](#) | [Data & Maps](#) | [Publications](#) | [Doing Business](#) | [Council Meetings](#) | [Contact Us](#) | [Employment](#)

 [COMMUNITIES](#) [PARKS](#) [TRANSPORTATION](#) [WASTEWATER & WATER](#) [HOUSING](#) [PLANNING](#)



METRO BLUE LINE EXTENSION

[Route](#)

[Stations](#)

[Environmental](#)

[Timeline](#)

[Project Partners](#)

METRO BLUE LINE EXTENSION

Bottineau Transitway – Minneapolis & Northwestern Communities

The METRO Blue Line Extension (LRT) will operate northwest from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal and Brooklyn Park, drawing riders northwest of Brooklyn Park. The proposed alignment is primarily at-grade and will have up to 11 new stations in addition to Target Field Station and about 13 miles of double track. The line will interline with the METRO Blue Line and connect Minneapolis and the region's northwest suburbs with existing LRT on the METRO Green Line, future LRT on the METRO Green Line Extension, bus rapid transit on the METRO Red Line, the Northstar commuter rail line and local and express bus routes.

Latest News
Feds: Met Council can begin designing METRO Blue Line Extension

Route
Click on the map below for more information

Website: BlueLineExt.org

Email: BlueLineExt@metrotransit.org

Twitter: [@BlueLineExt](https://twitter.com/BlueLineExt)

