



City of Minneapolis Open House

July 29, 2015



Blue Line Extension Overview



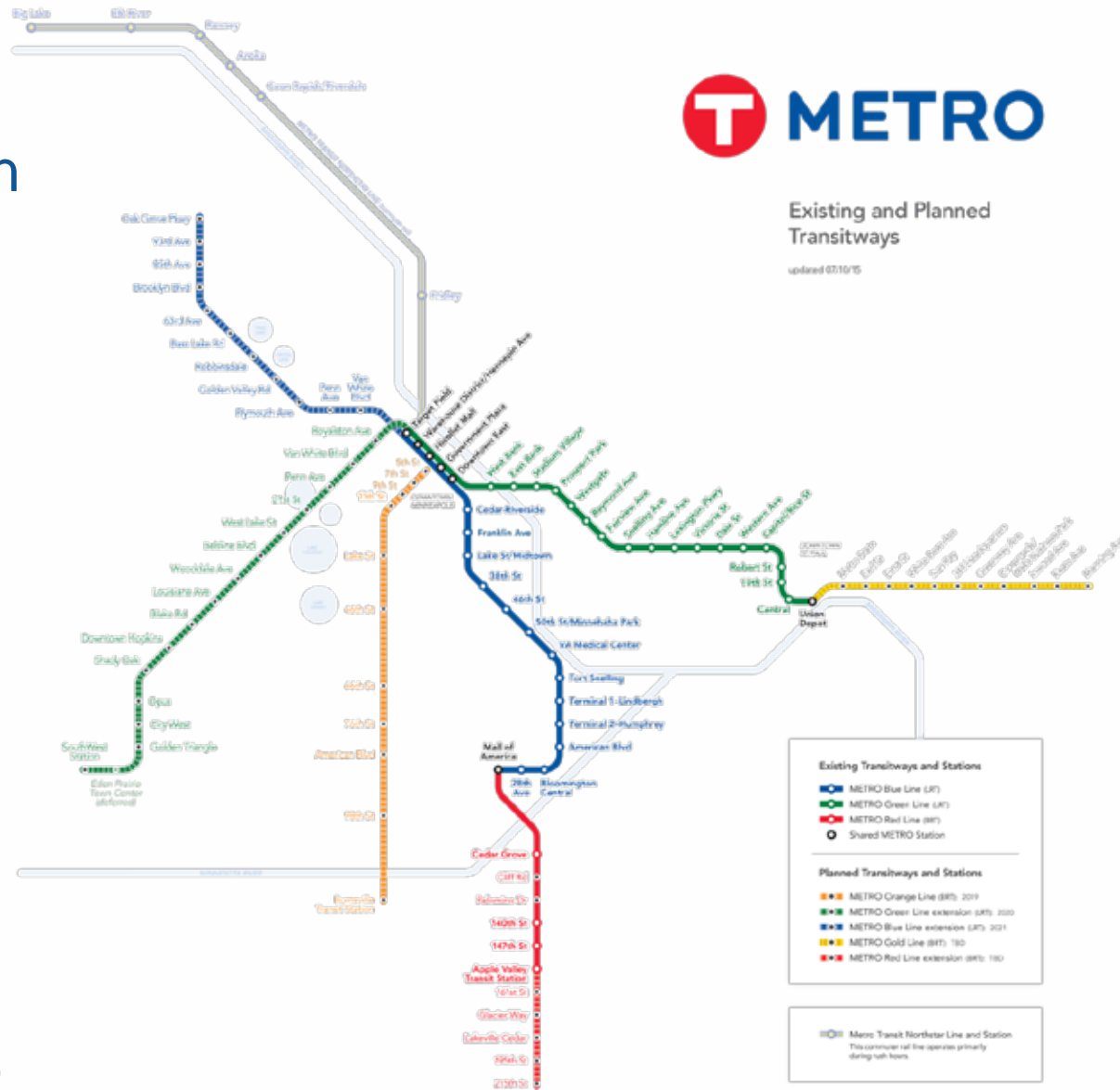
METRO System

- Green Line Extension (Southwest LRT)
- Blue Line Extension (Bottineau LRT)
- Orange Line (I-35 W South Bus Rapid Transit)
- Red Line Expansion (Cedar Avenue BRT)



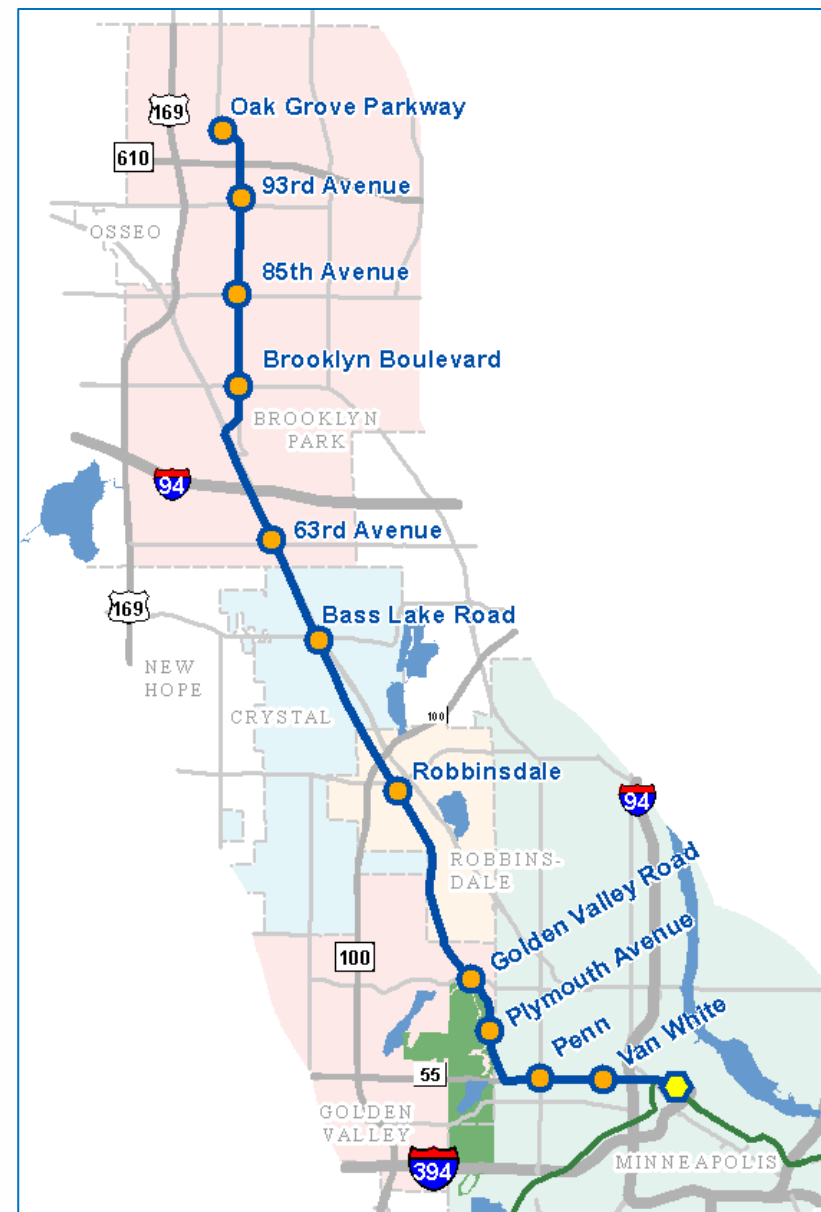
Existing and Planned Transitways

updated 07/16/15



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 Heard at the Minneapolis/Golden Valley Open House on June 3:

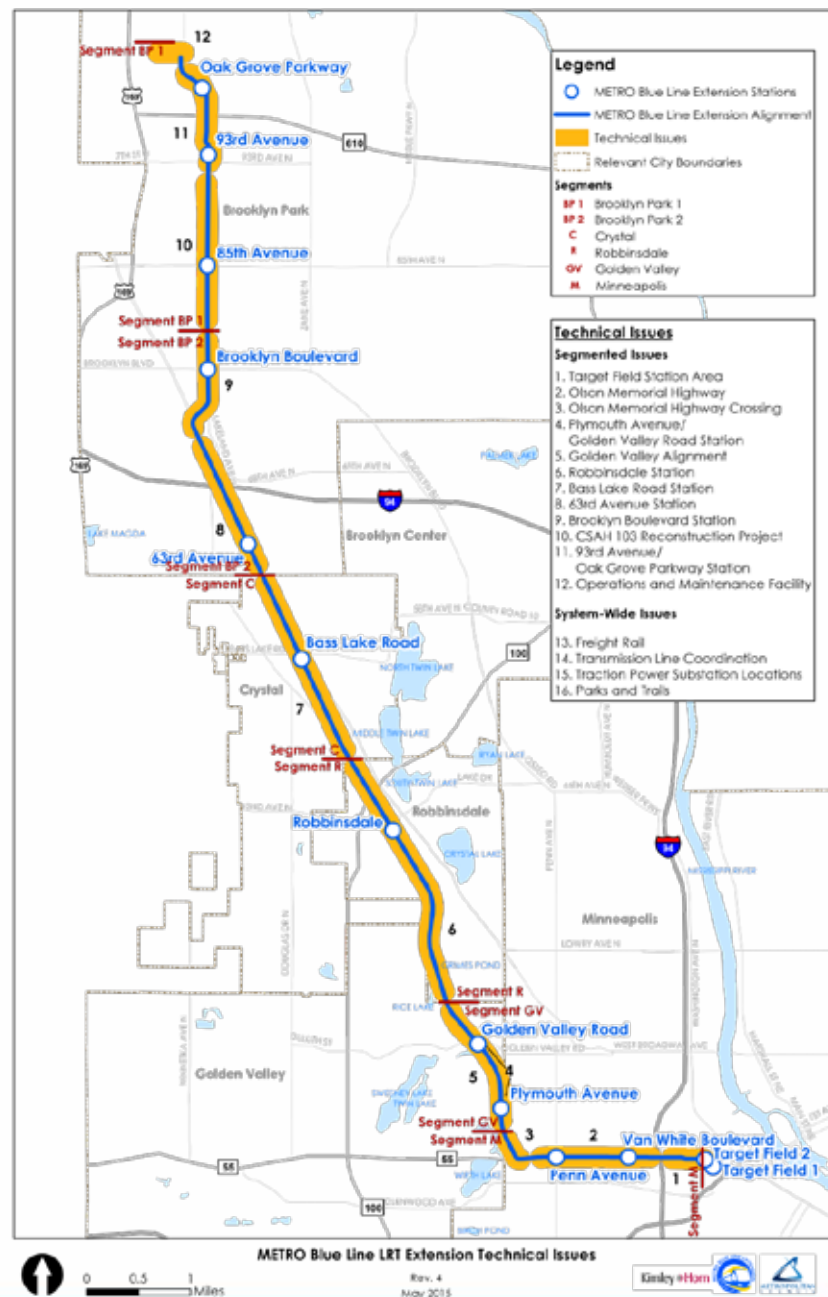
- Prioritize people; put pedestrians first
- Pedestrian safety is necessary in crossing to stations
- Support strategies that promote economic development and stabilization of North Minneapolis
- Better transit with more predictable service
- No good connection from downtown Minneapolis to bike paths at Theo Wirth Park and out to Golden Valley
- Segment from I-94 to Theo Wirth Parkway is car only; this needs to change



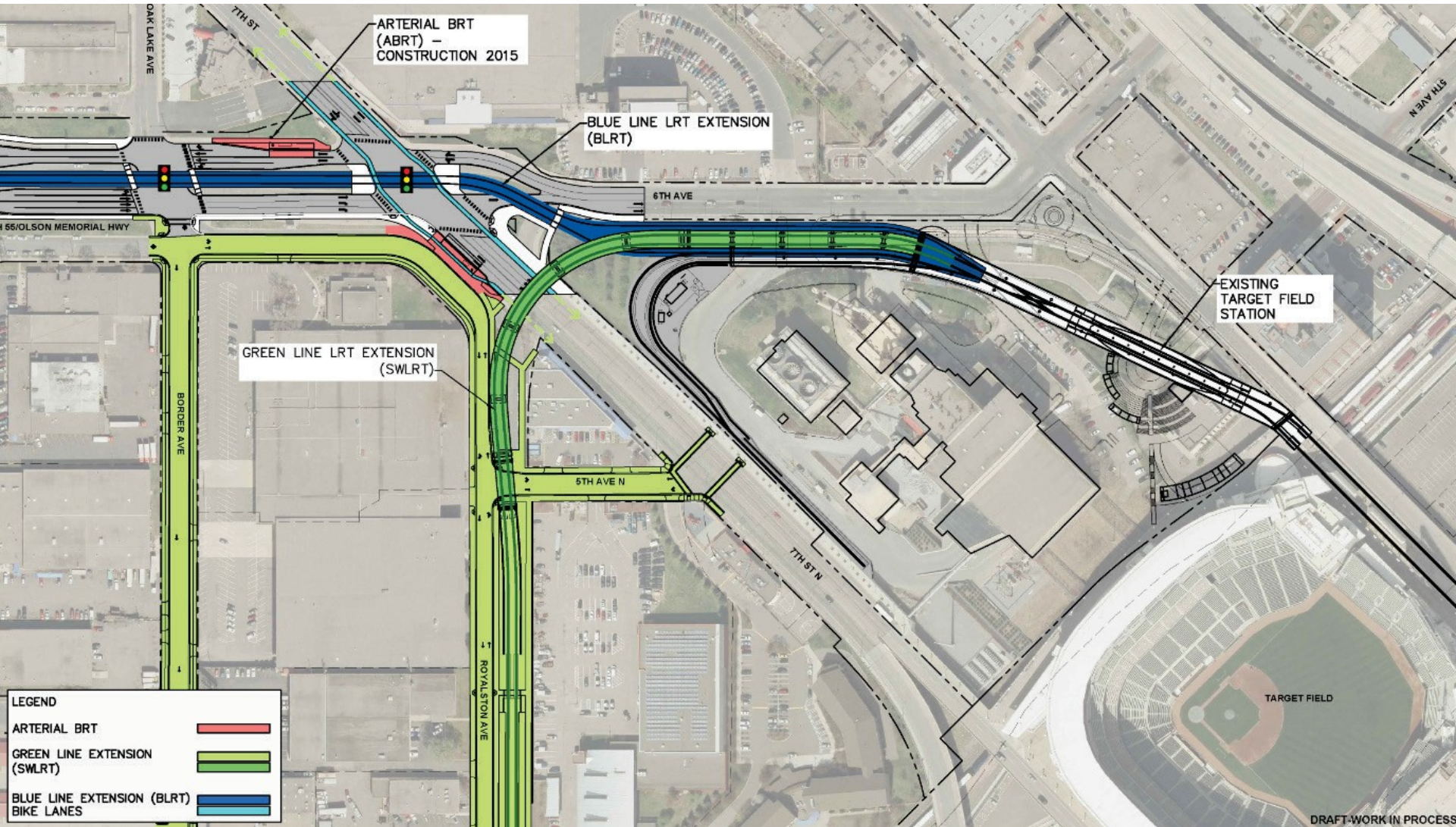
Technical Issues

Tonight's Topics

- Olson Mem. Hwy
- Station Layouts
- City of Minneapolis Small Area Planning



Target Field Station SWLRT and BLRT Connection



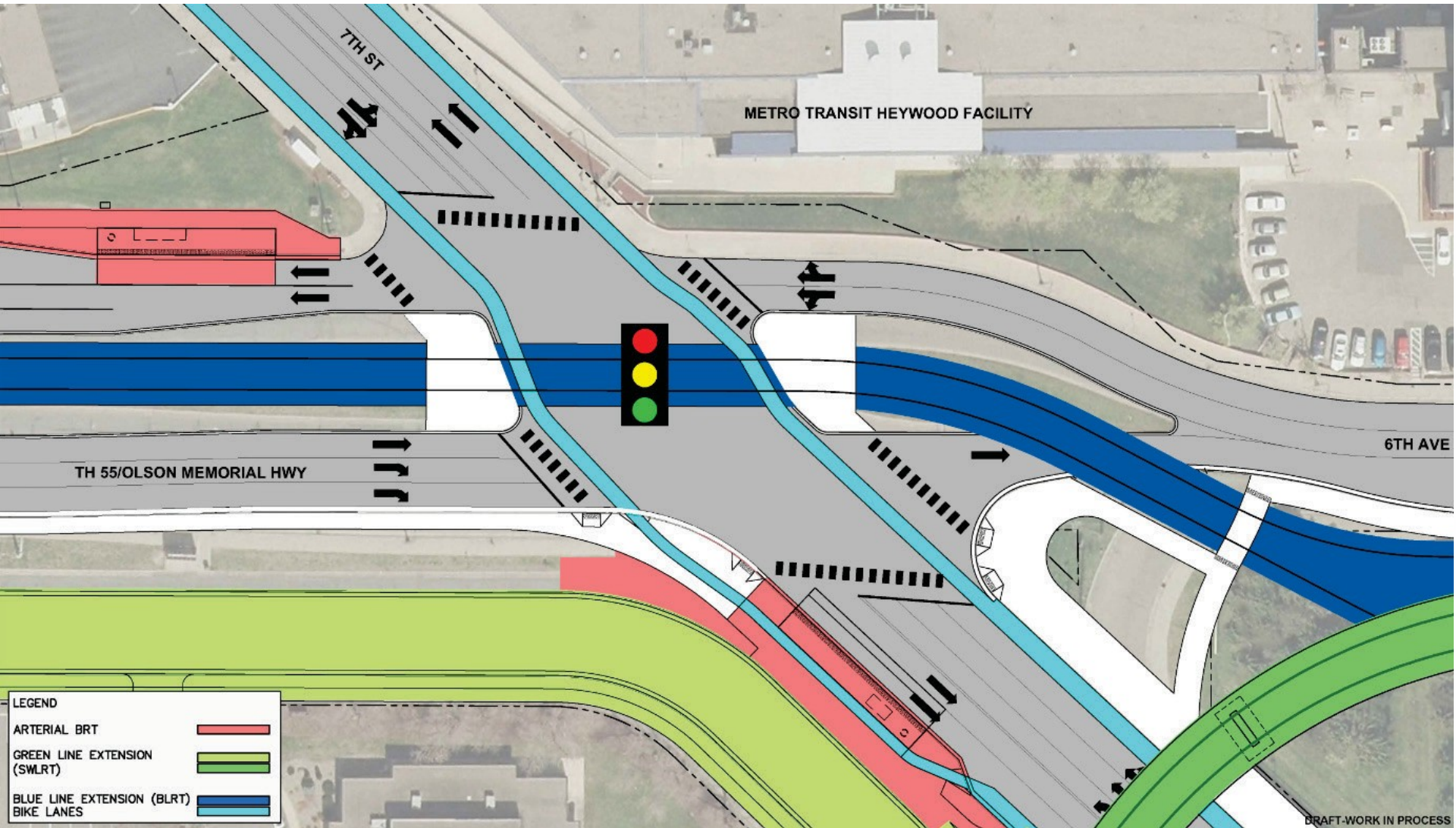
DRAFT WORK IN PROCESS



Target Field Station Connection Viewed Through 7th St Intersection



7th St and Olson Memorial Highway Intersection



DRAFT-WORK IN PROCESS



TH 55/Olson Memorial Highway: Key Issues

- Designated principal arterial
- Posted 40 MPH speed limit
- 3 lanes eastbound and westbound (6 total)
- Reliever route for I-394
- Existing lanes are 12'-17'
- Alignment is continuous and straight
- Pedestrian crossings are in poor condition
- No bicycle facilities



TH 55/Olson Memorial Highway



Penn Avenue and Olson Memorial Highway - Looking Northeast

DRAFT - WORK IN PROCESS



BLUE LINE LRT EXTENSION
CITY OF MINNEAPOLIS
OLSON MEMORIAL HIGHWAY
PENN AVENUE STATION CROSSING DESIGN

TI #02
Rev 0
07/21/2015



Kimley»Horn

SRI miller dunwiddie



TH 55/Olson Memorial Highway



Penn Avenue and Olson Memorial Highway - Looking Northeast

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	<p align="center"> BLUE LINE LRT EXTENSION CITY OF MINNEAPOLIS OLSON MEMORIAL HIGHWAY PENN AVENUE STATION CROSSING DESIGN </p>	<p> T1 #02 Rev 0 07/21/2015 </p>	
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TH 55/Olson Memorial Highway



Penn Avenue and Olson Memorial Highway - View from Southeast corner

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BLUE LINE LRT EXTENSION
CITY OF MINNEAPOLIS
OLSON MEMORIAL HIGHWAY
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TH 55/Olson Memorial Highway



Penn Avenue and Olson Memorial Highway - View from Southeast corner

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Landscape Architecture



TH 55/Olson Memorial Highway



Olson Memorial Highway between Newton Ave and Oliver Avenue - Looking Northwest

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BLUE LINE LRT EXTENSION
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PENNI AVENUE STATION CROSSING DESIGN

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TH 55/Olson Memorial Highway



Olson Memorial Highway between Newton Ave and Oliver Avenue - Looking Northwest.

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TH 55/Olson Memorial Highway



Olson Memorial Highway between Newton Ave and Oliver Avenue - View from existing median looking East

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BLUE LINE LRT EXTENSION
CITY OF MINNEAPOLIS
OLSON MEMORIAL HIGHWAY
PENN AVENUE STATION CROSSING DESIGN

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TH 55/Olson Memorial Highway



Olson Memorial Highway between Newton Ave and Oliver Avenue - View from platform ramp looking East

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BLUE LINE LRT EXTENSION
CITY OF MINNEAPOLIS
OLSON MEMORIAL HIGHWAY
PENN AVENUE STATION CROSSING DESIGN

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Van White Blvd and Penn Ave Stations



LEGEND	
	Right of Way
	Property Line
	LRT
	Bus Rapid Transit (BRT) Platform
	Sidewalk
	Cycle-Track
	Signalized Intersection



TH 55/Olson Memorial Highway Recommendations

- Advance design for 6-lane principal arterial
- Center running LRT
- 11' boulevards
- 6' sidewalk on south side
- Accommodate for 12' cycle track and 6' sidewalk on north side
- Continue design coordination with MnDOT, Hennepin County and Minneapolis



Community Outreach Coordinator

- Sophia Ginis
 - § Serves Minneapolis
 - § E-mail: Sophia.Ginis@metrotransit.org
 - § Phone: 612-373-3895
- What to expect:
 - § Available to answer questions and relay feedback to design and environmental teams
 - § Regular contact regarding process and project progress
 - § Transparency
- Two-way communications:
 - § Call or email with questions, ideas and concerns
 - § Share ideas about stakeholders we should meet



More Information

The screenshot shows the Metropolitan Council website with a navigation menu at the top including 'About Us', 'News & Events', 'Data & Maps', 'Publications', 'Doing Business', 'Council Meetings', 'Contact Us', and 'Employment'. A search bar is located on the right. Below the navigation is the Metropolitan Council logo and a menu with categories: 'COMMUNITIES', 'PARKS', 'TRANSPORTATION', 'WASTEWATER & WATER', 'HOUSING', and 'PLANNING'. The 'TRANSPORTATION' category is highlighted with a red box. Below the menu is a large photograph of a blue and yellow Metro Blue Line train at a station platform with passengers waiting. Below the photo is a sidebar with a dropdown menu for 'METRO BLUE LINE EXTENSION' and a main content area with the following text:

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

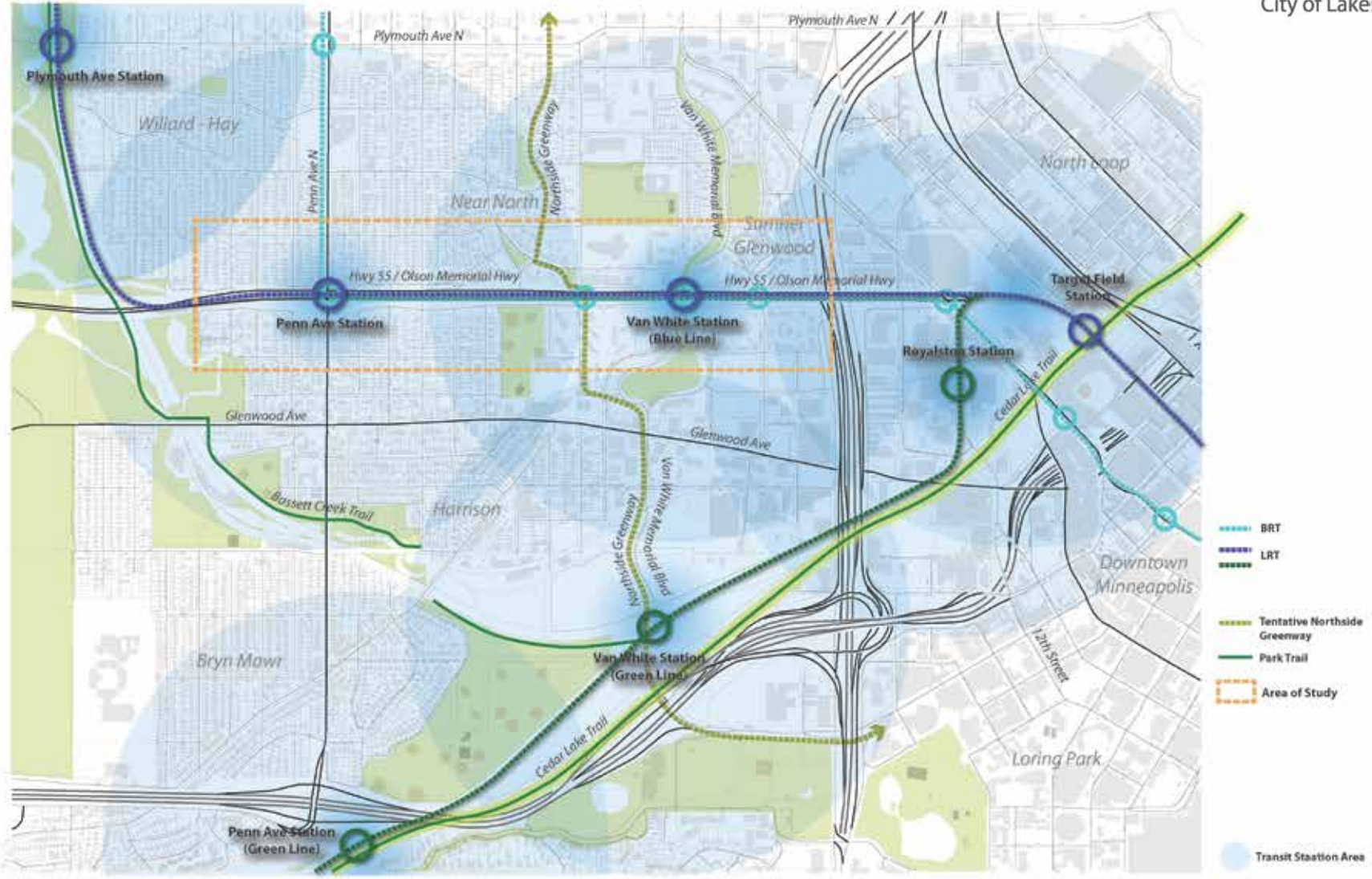
Email: BlueLineExt@metrotransit.org

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

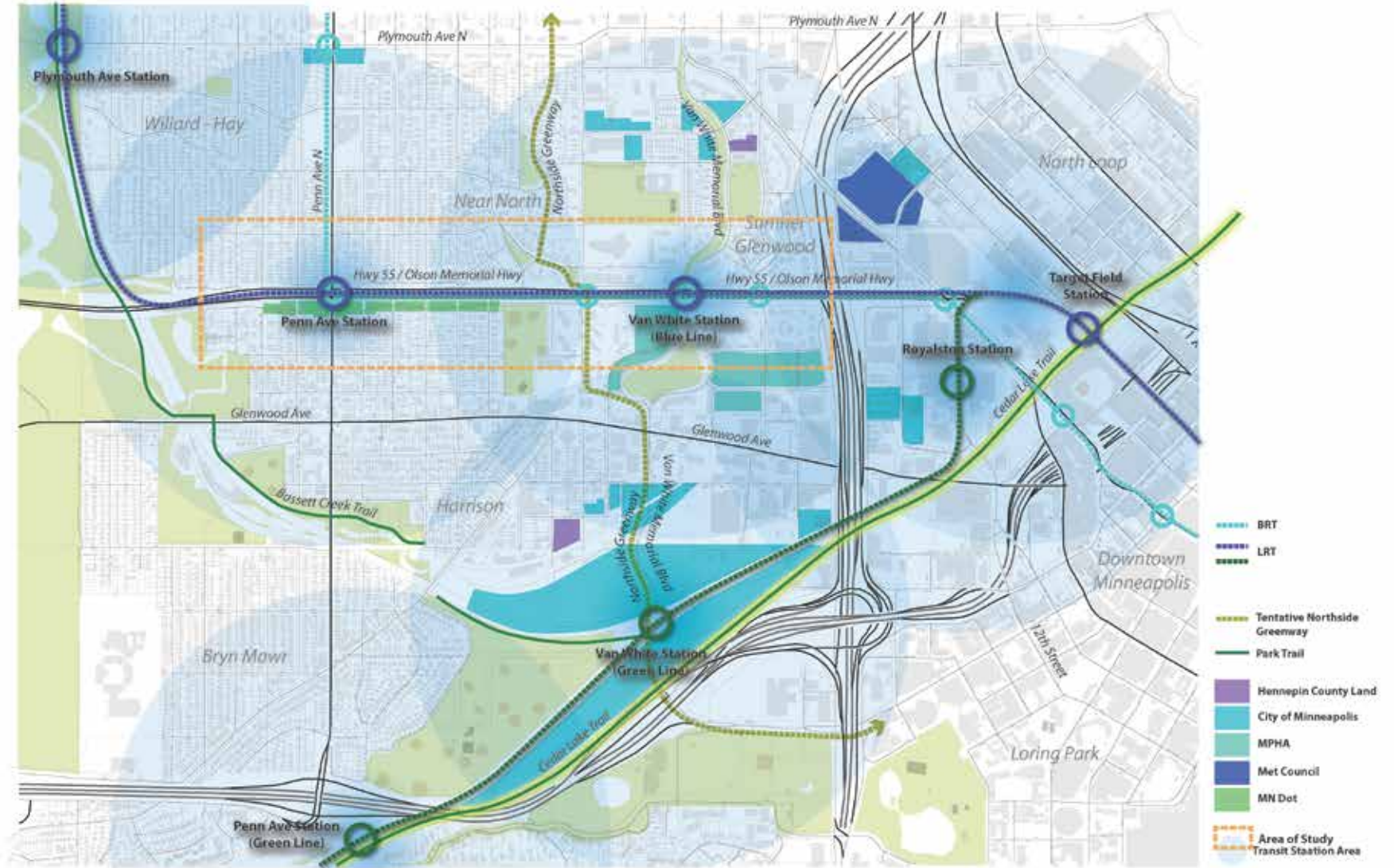




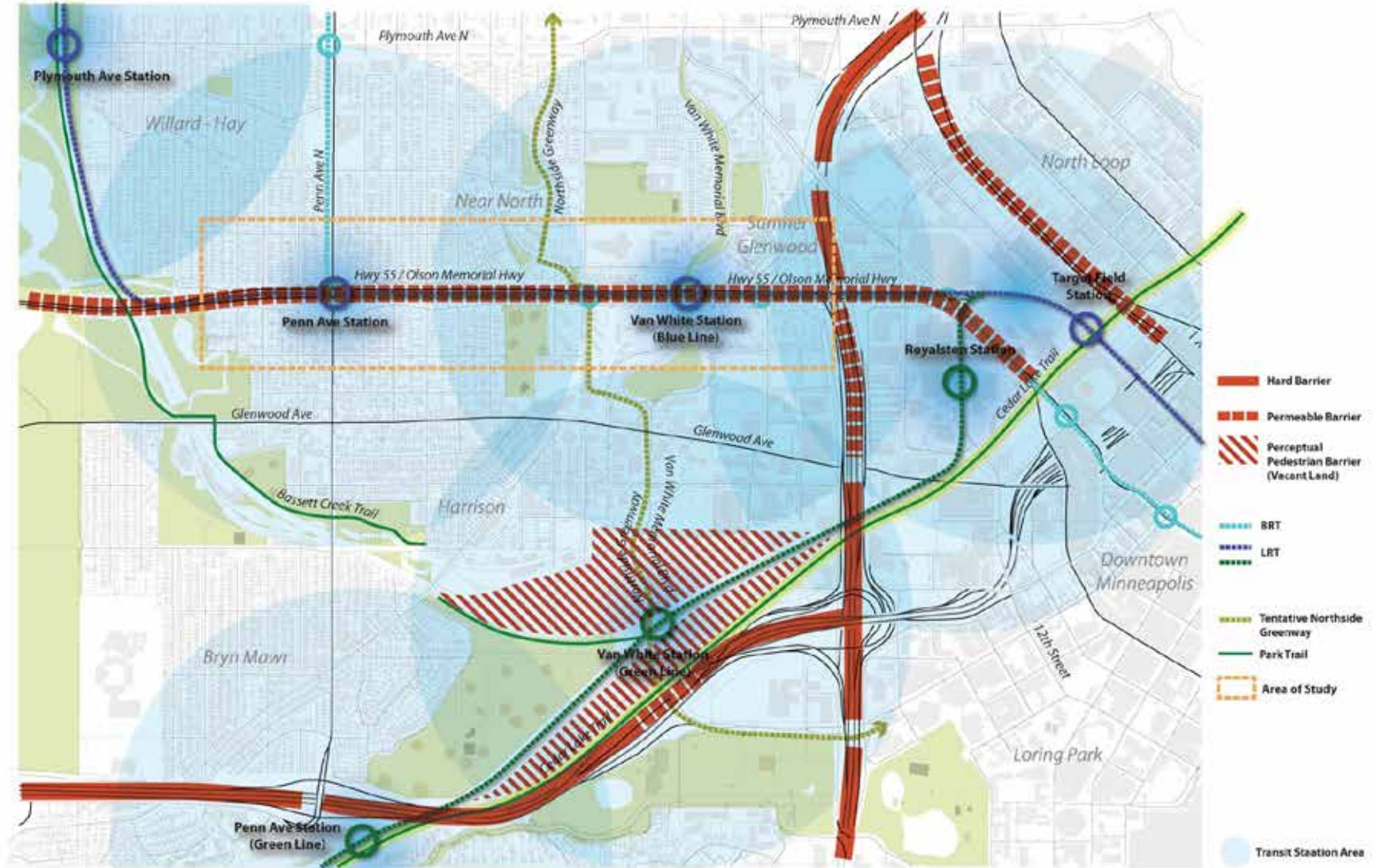
Bottineau LRT / Olson Memorial Highway Context - Station Areas



Bottineau LRT / Olson Memorial Highway Context - Publicly Owned Land



Bottineau LRT / Olson Memorial Highway Context





----- BRT

..... LRT

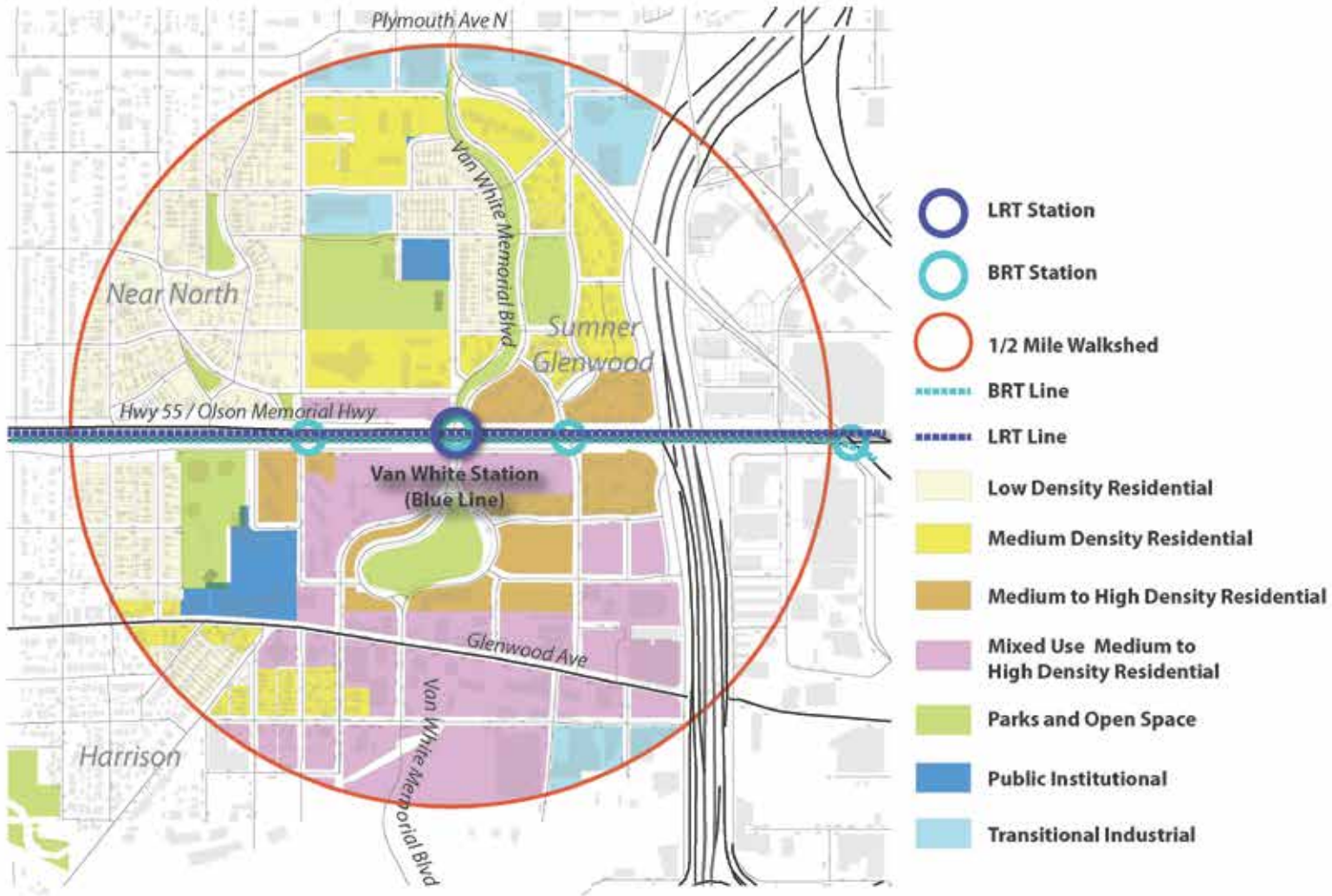
----- Tentative Northside
Greenway

----- Park Trail

- *The Van White and Penn Ave Station Area Plans were prepared as a partnership between Hennepin County and the City of Minneapolis*
- *The draft final plans were presented at an open house on June 4, 2015, with a placeholder for additional planning work for the Olson Memorial corridor*
- *The road design and development scenarios for the corridor presented tonight will be incorporated into the plans for adoption into the comprehensive plan*

- *Van White Station land use map shows the area north of Olson Memorial reflecting current adopted city land use guidance*
- *South of Olson Memorial Highway land use guidance has been modified to allow more flexibility by changing categories to mixed-use, which would allow commercial, office, and residential*
- *Van White Station development intensity map shows intensities or scales:*
 - *Neighborhood Scale – existing single-family pattern*
 - *Urban Scale – buildings up to 4 stories*
 - *Transit Scale – buildings 5 stories or greater*

Van White Station Area - Land Use Plan



Van White Station Area - Development Intensity Plan



-  **LRT Station**
-  **BRT Station**
-  **1/2 Mile Walkshed**
-  **BRT Line**
-  **LRT Line**
-  **Neighborhood Scale**
Single Family Homes, townhomes, and two to three story small apartment / condominium buildings
-  **Urban Scale**
Townhomes, and apartment/condominium buildings up to four stories
-  **Transit Scale**
Apartment / condominium building heights of 5 or more stories
-  **Parks and Open Space**

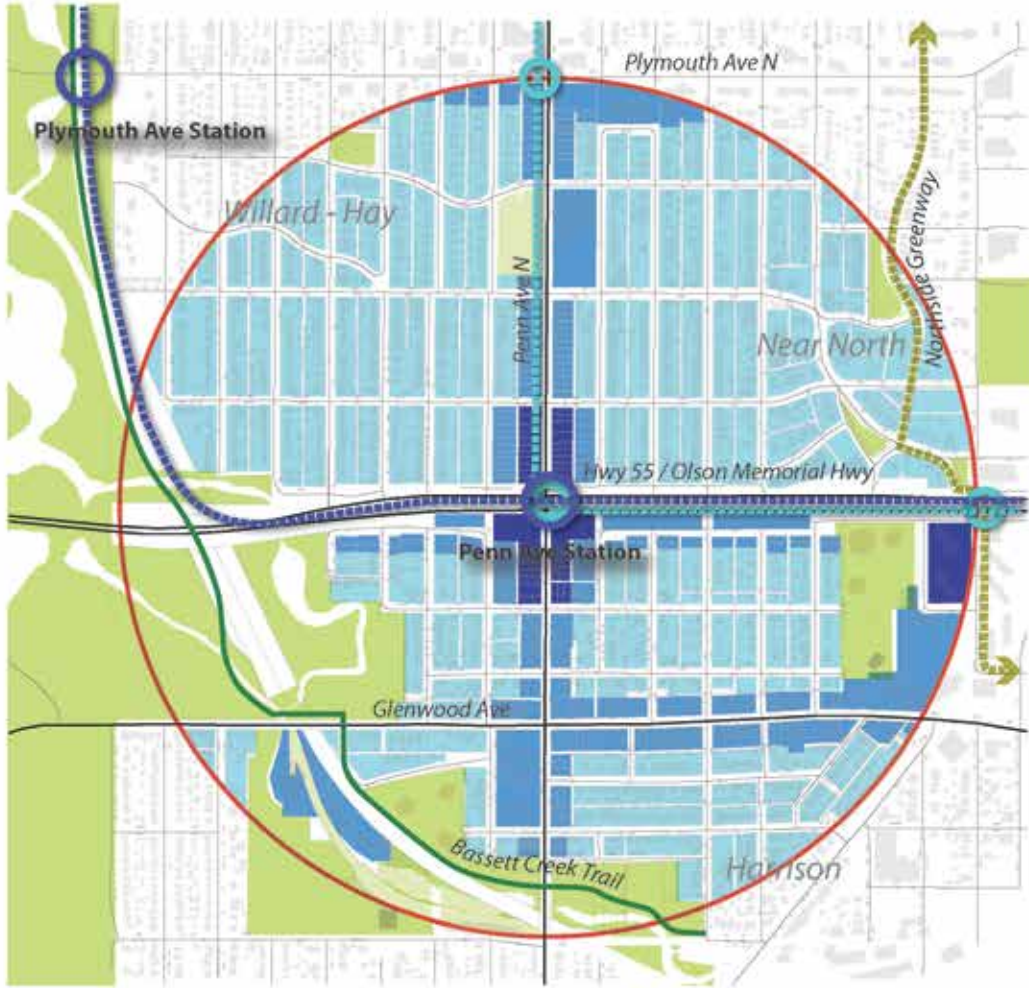
- *Penn Avenue Station land use reflects current adopted city land use guidance for most of the station area*
- *At the Penn Avenue/Olson Memorial intersection the guidance has been modified to allow more flexibility by changing the category to mixed-use, which would allow commercial, office, and residential*
- *Penn Avenue Station development intensity map shows intensities or scales:*
 - *Neighborhood Scale – existing single-family pattern*
 - *Urban Scale – buildings up to 4 stories*
 - *Transit Scale – buildings up to 5 stories*
- *Olson Memorial corridor between the stations proposed to have a residential designation*
- *Olson Memorial corridor development intensity will stay at neighborhood scale on the north side and will be urban or transit scale on the south side*

Penn Ave Station Area - Land Use Plan



-  LRT Station
-  BRT Station
-  1/2 Mile Walkshed
-  BRT Line
-  LRT Line
-  Low Density Residential
-  Medium Density Residential
-  Medium to High Density Residential
-  Mixed Use Medium to High Density Residential
-  Parks and Open Space
-  Public Institutional
-  Transitional Industrial

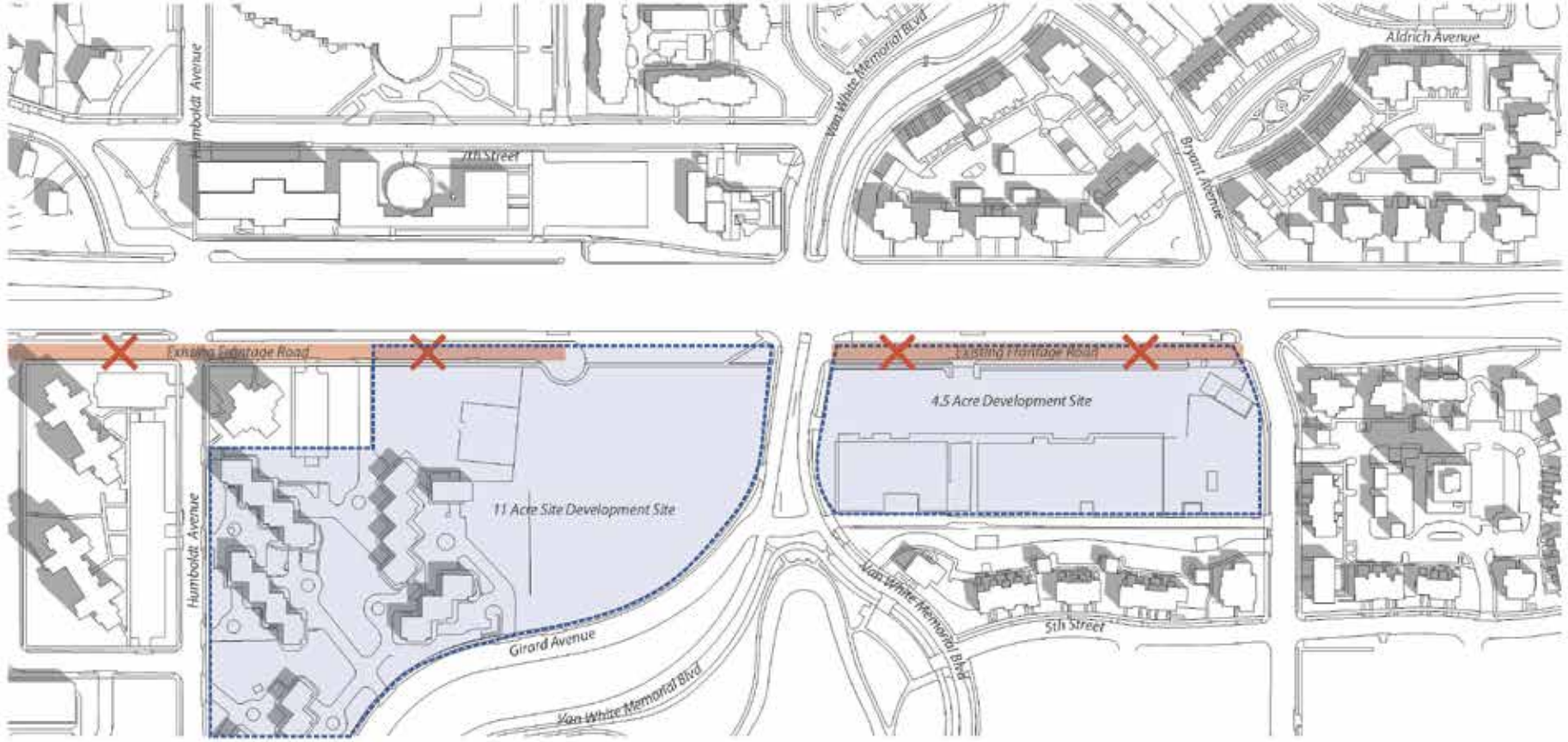
Penn Ave Station Area - Development Intensity Plan



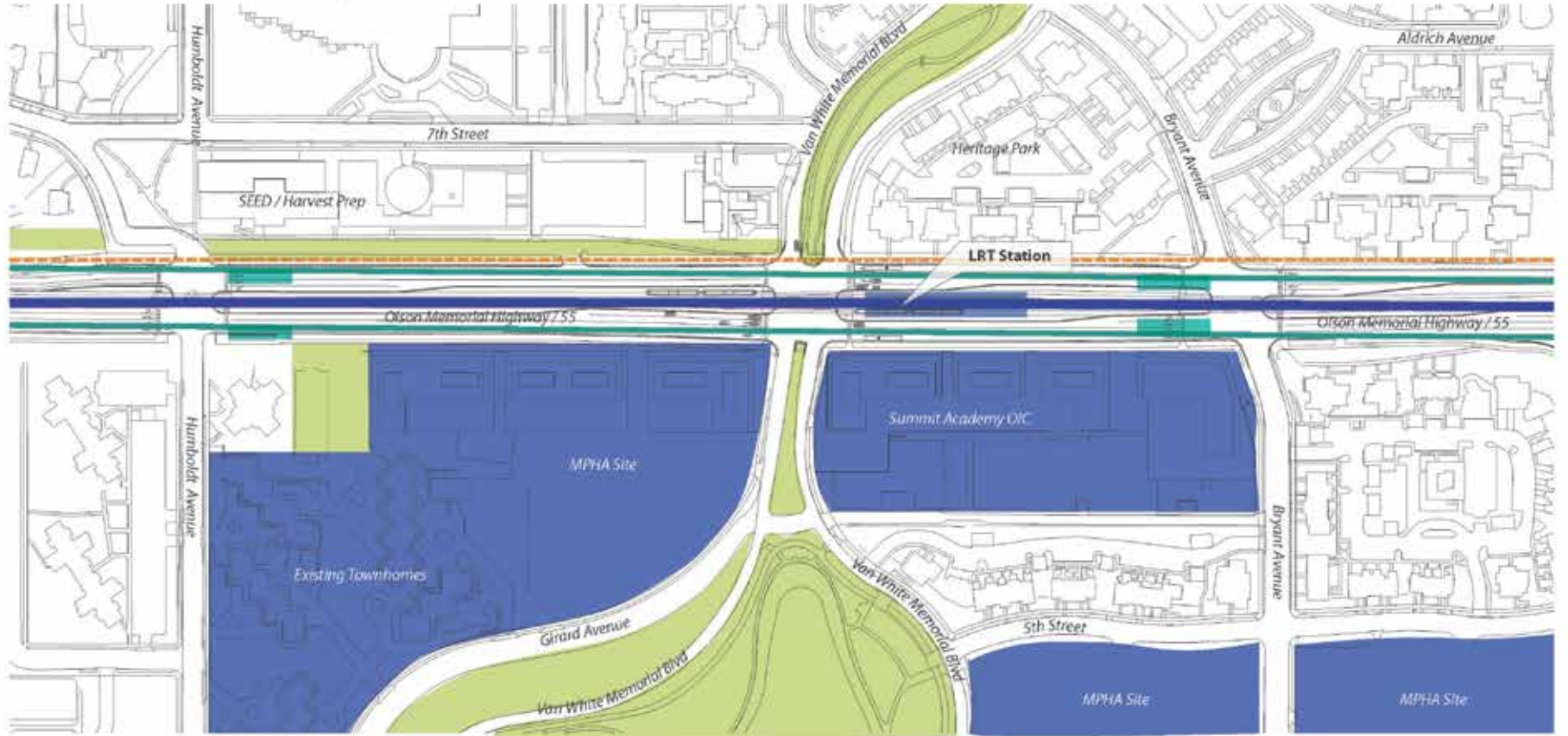
-  **LRT Station**
-  **BRT Station**
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Single Family Homes, townhomes, and two to three story small apartment / condominium buildings
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-  **Transit Scale**
Apartment / condominium building heights of 5 or more stories
-  **Parks and Open Space**

- Capitalize on **development opportunity** created by LRT investment, especially on the large tracts of **publically owned land** available in area
- Create **mixed-income** and **mixed-use neighborhoods** where people have the option of using transit
- Provide a **range of density** and housing types that support **neighborhood-serving retail**
- **Create opportunity for new residents** to live in the area, while preserving ability of **existing residents** to stay in neighborhood
- Enhance **pedestrian and bicycle friendly** neighborhoods by incorporating green space, improving safety, and providing **connectivity** to stations

Van White Station Area Existing Conditions

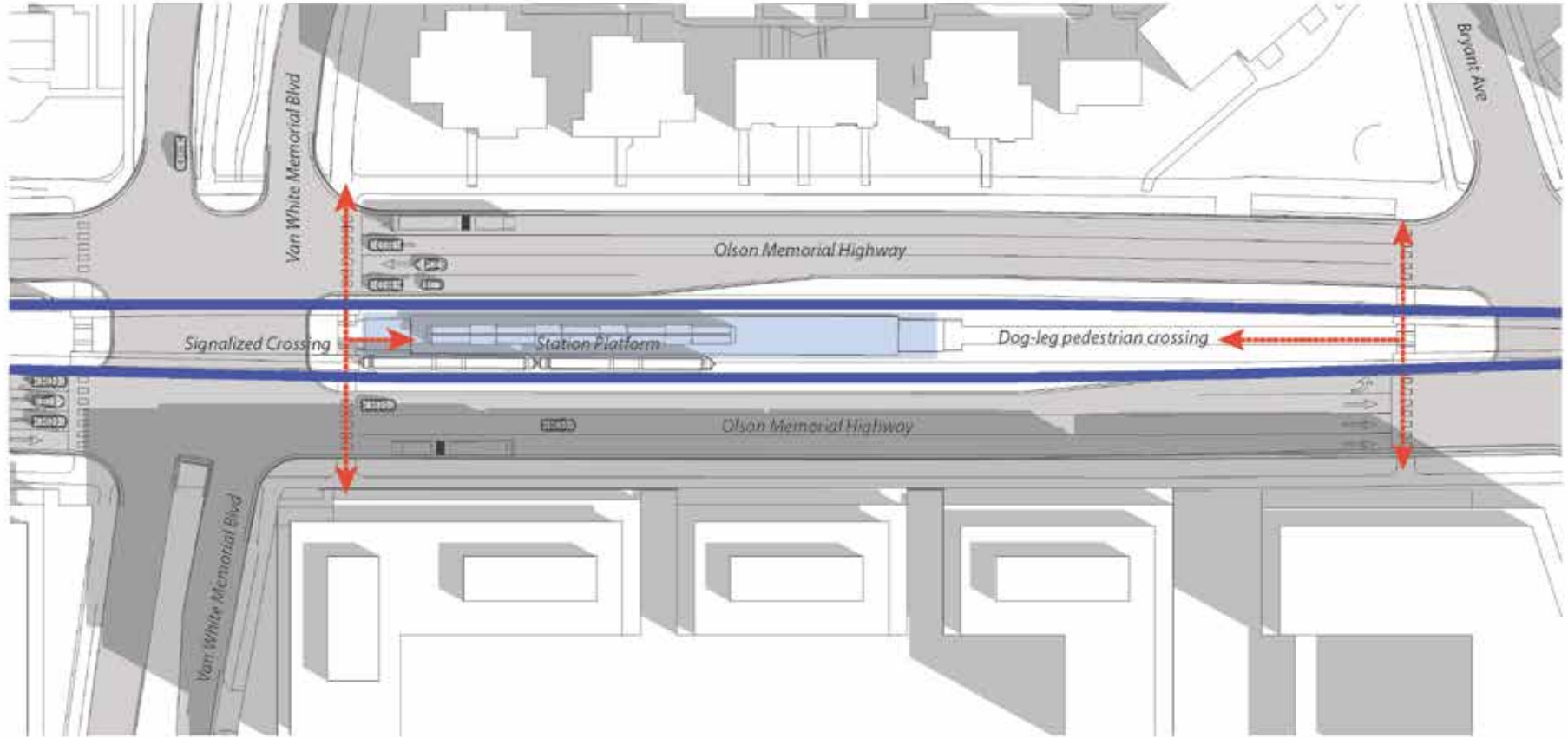


Van White Station Area Development Plan

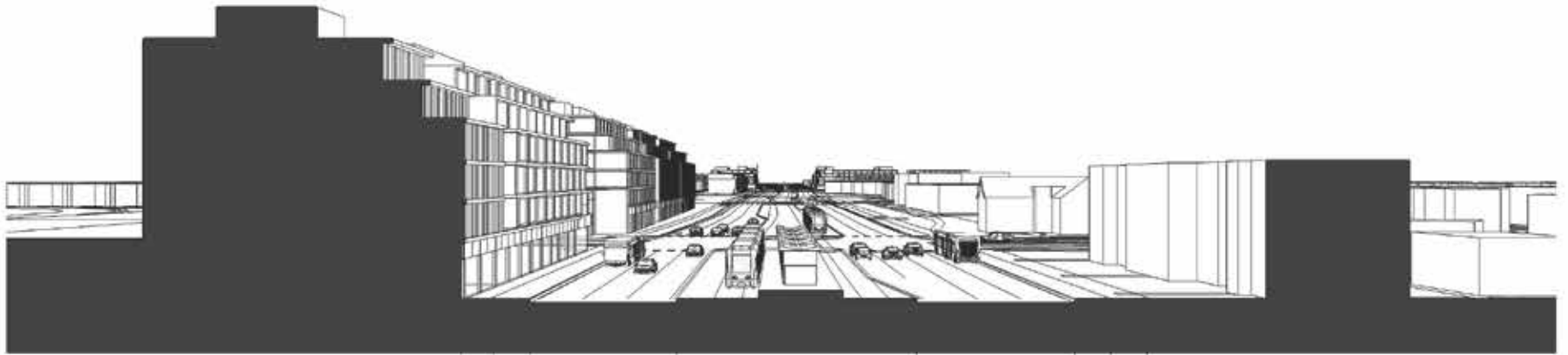


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|---|---|---|-----------------------------|
|  | Transit Scale Development
Apartment / condominium building heights of five stories or more. |  | Parks and Open Space |
|  | Urban Scale Development
Townhomes and apartment/condominium buildings up to four stories. |  | BRT Station |
| | |  | LRT Station |
| | |  | Future Bike Path |
| | |  | BRT |
| | |  | LRT |

Van White Pedestrian Infrastructure



Van White Station Area Section



10' Sidewalk

10' Green Boulevard

36' Roadway (3 travel lanes)

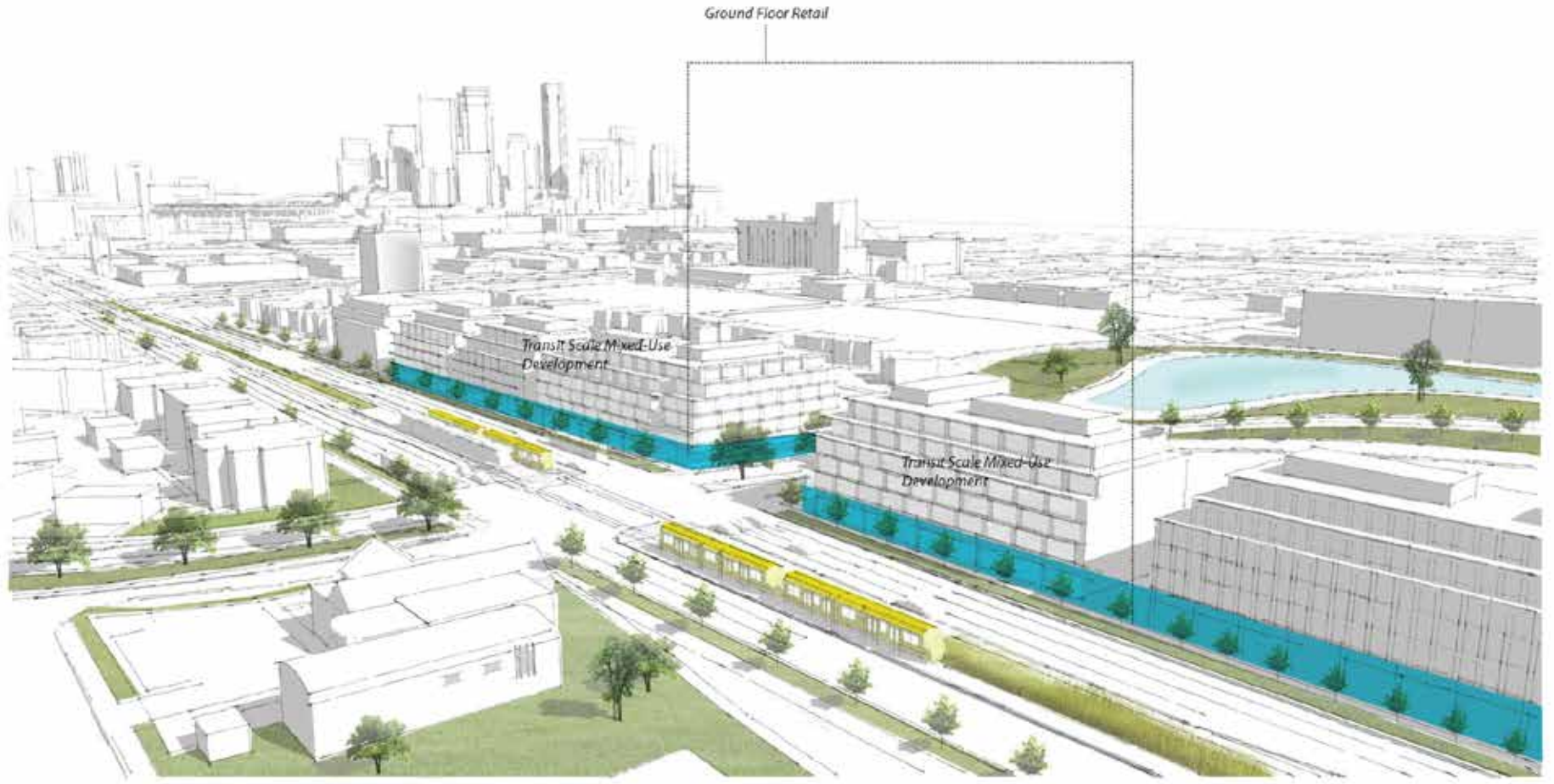
LRT Station Platform

36' Roadway (3 travel lanes)

10' Green Boulevard

10' Sidewalk

Van White Station Area - Transit Oriented Development Vision

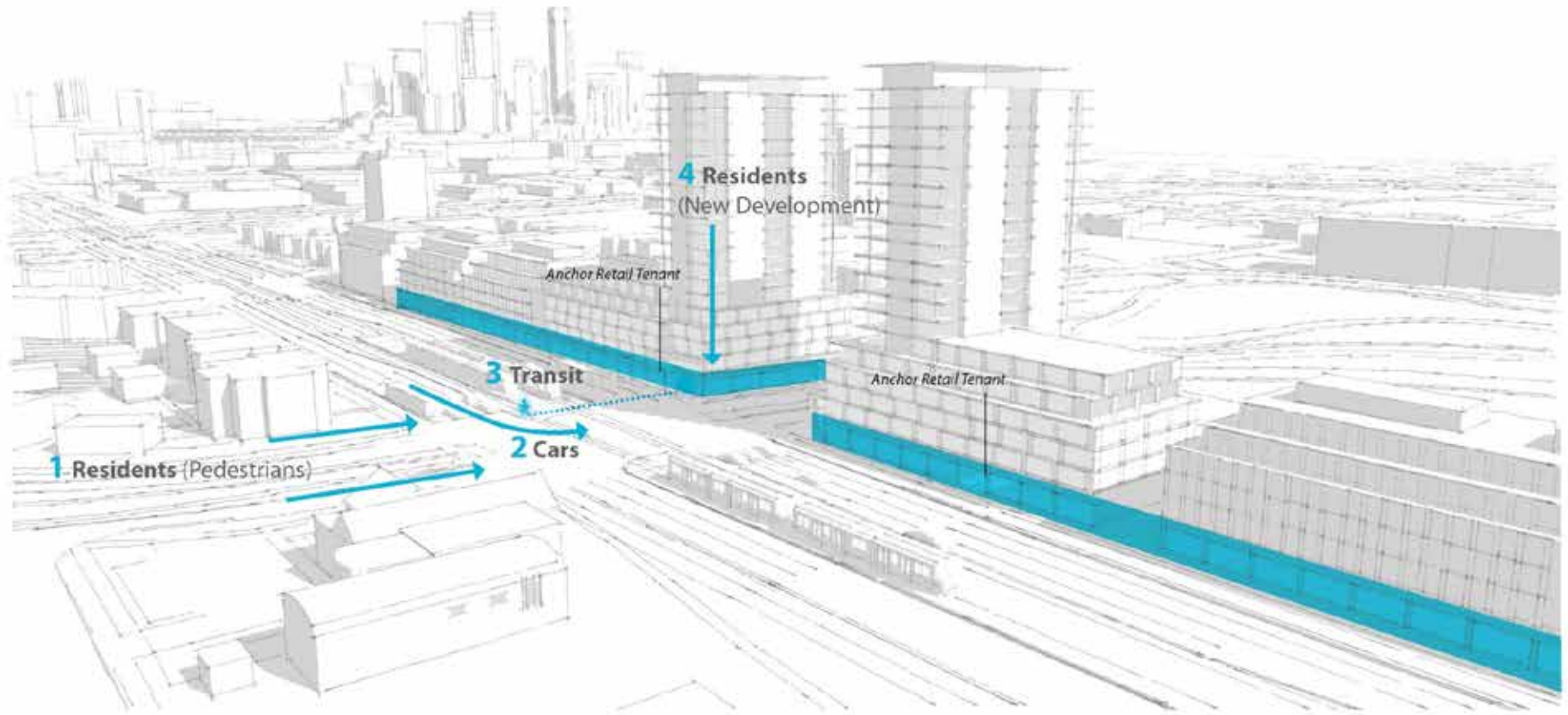


Van White Station Area - Transit Oriented Development Vision



Making Retail Work - Customer Base

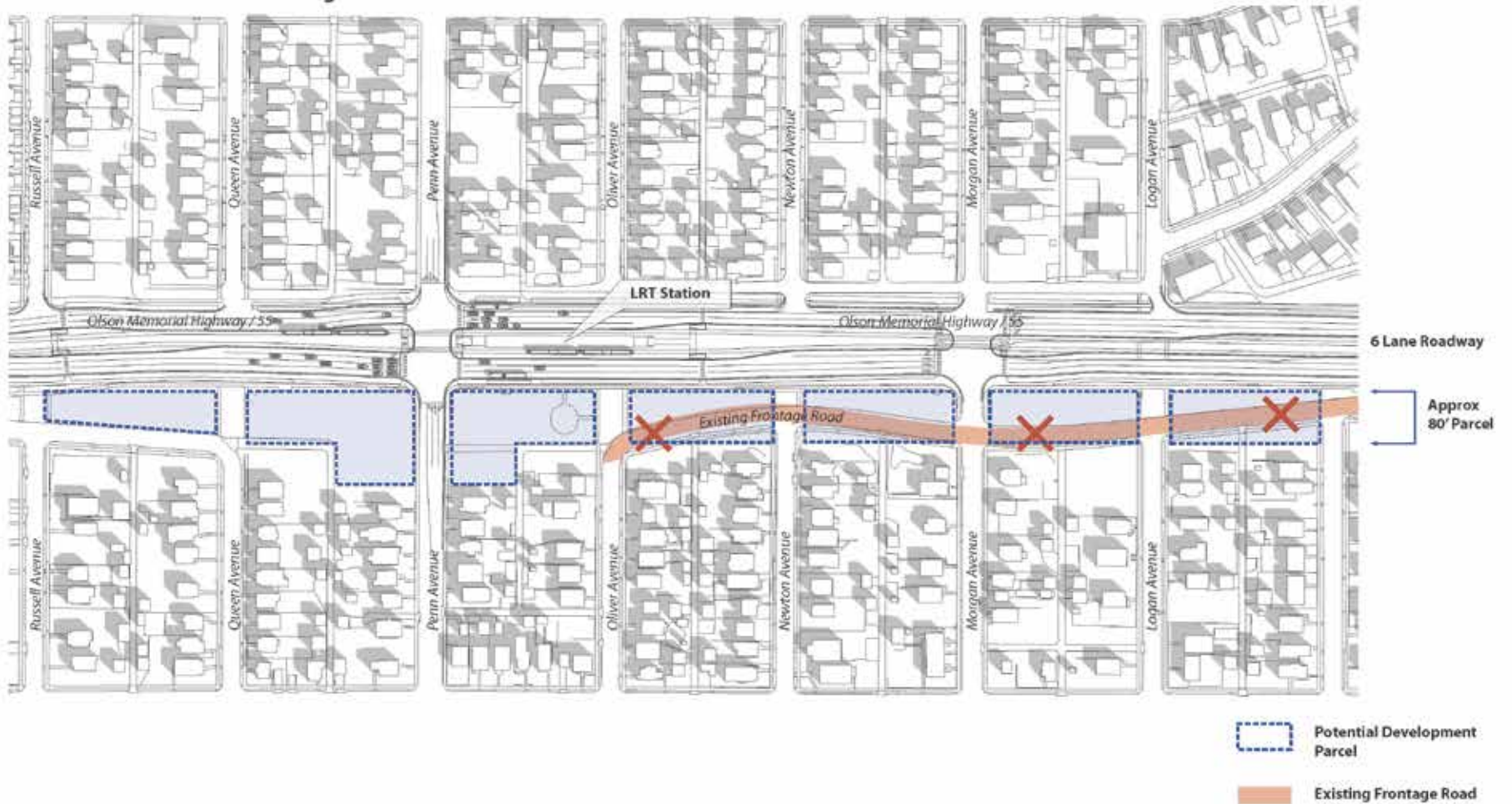
Successful retail in a mixed use development will be dependent upon several populations of people and modes of transit in order to work. These include pedestrians travelling from nearby neighborhoods, people driving their cars and commuting from work, LRT passengers and new residents of mixed use development at the station area.



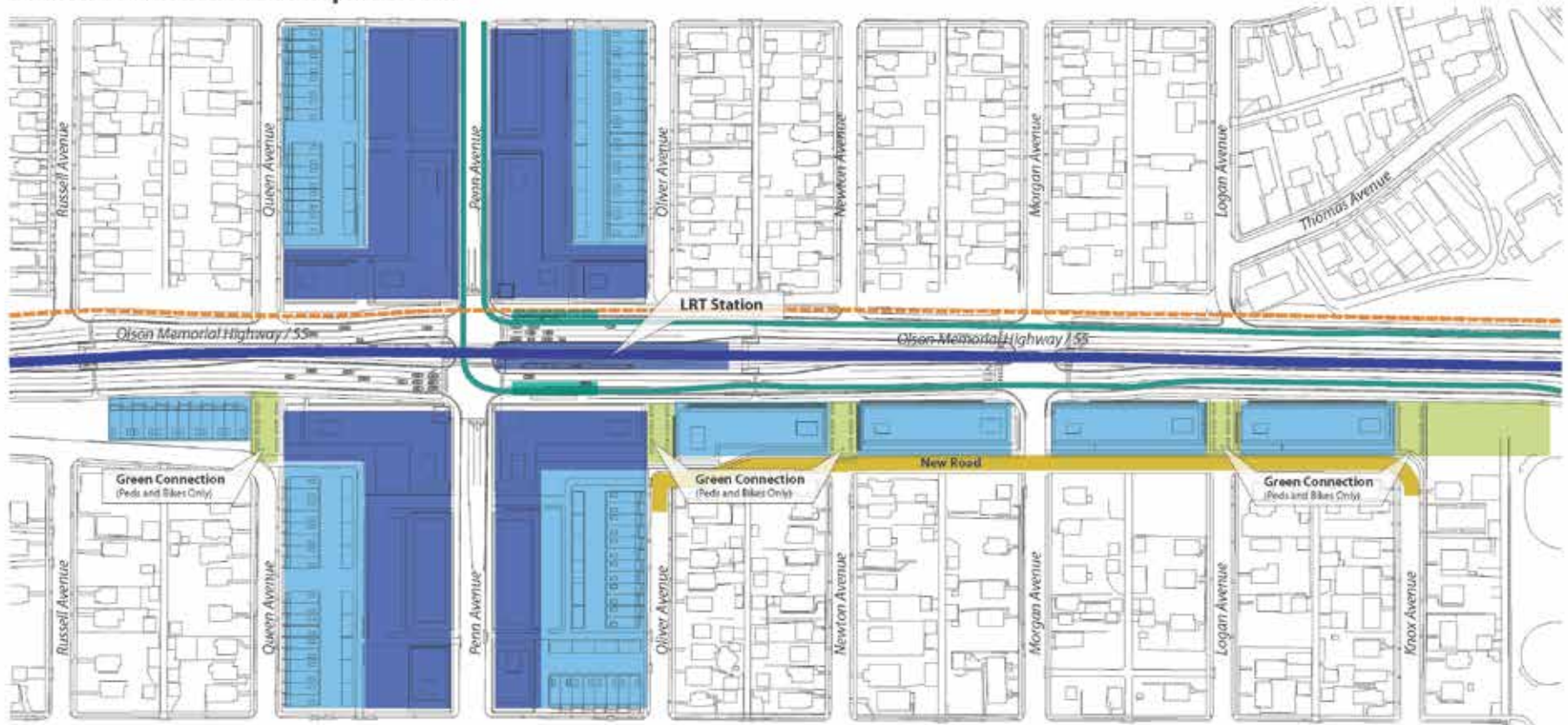


Van White Street Perspective Looking South

Penn Ave Station Area Existing Conditions



Penn Ave Station Area Development Plan



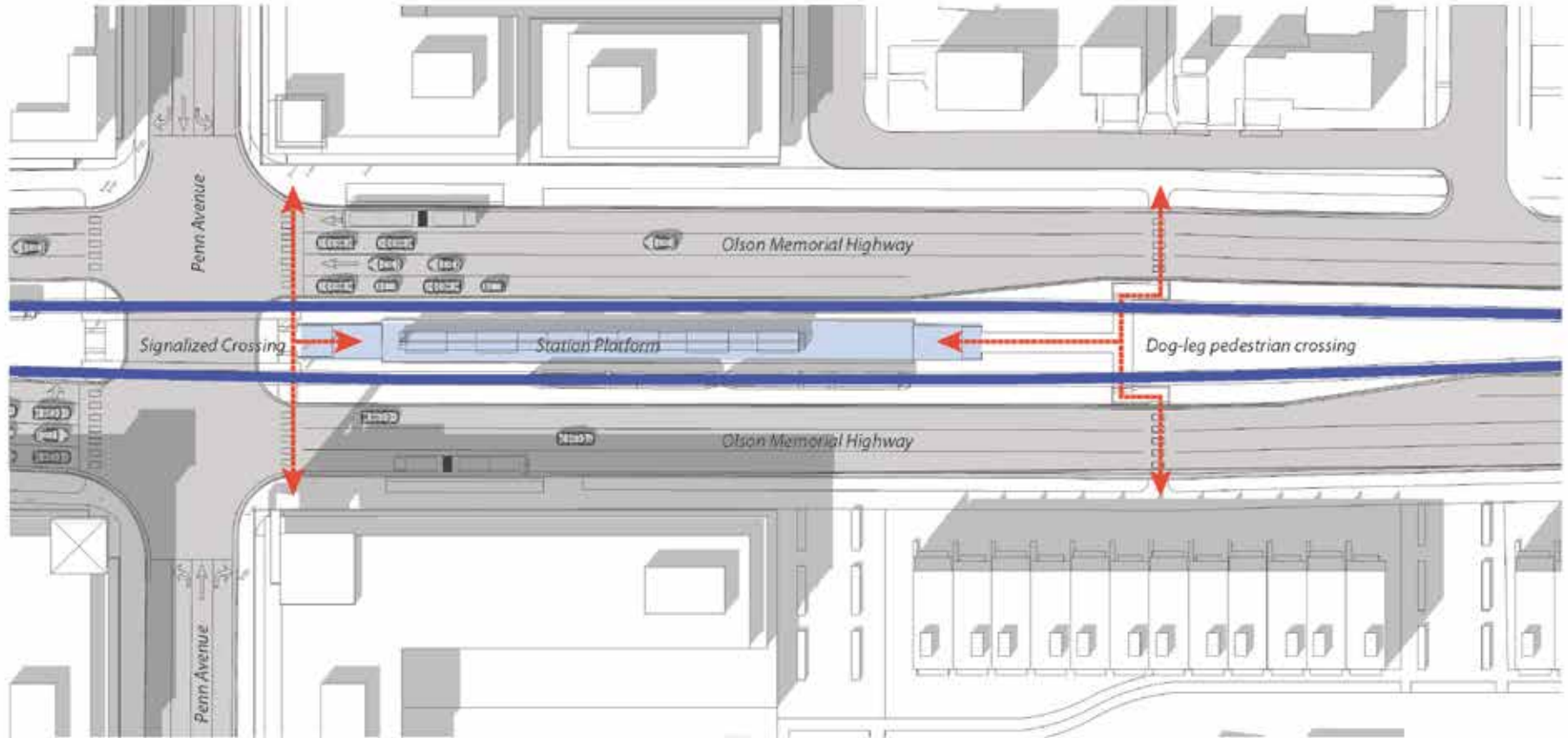
- | | | | |
|---|---|---|-----------------------------|
|  | Transit Scale Development
Apartment / condominium building heights of five stories or more. |  | Parks and Open Space |
|  | Urban Scale Development
Townhomes and apartment/condominium buildings up to four stories. |  | BRT Station |
| | |  | LRT Station |
| | |  | Future Bike Path |
| | |  | BRT |
| | |  | LRT |

Penn Ave Station Area Development Plan

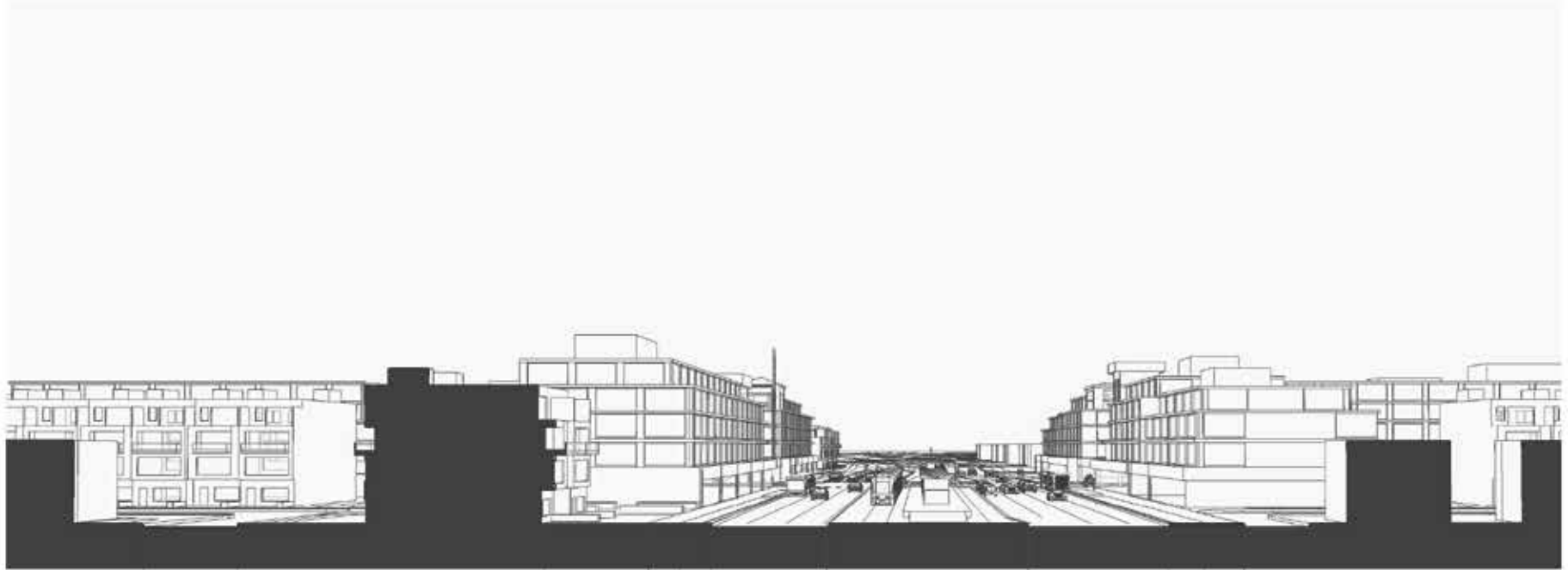


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|---|---|---|-----------------------------|
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| | |  | Future Bike Path |
| | |  | BRT |
| | |  | LRT |

Penn Avenue Pedestrian Infrastructure



Penn Avenue Station Area Section



30' Backage Road

60' Development Parcel

30' Green Buffer

10' Sidewalk

10' Green Boulevard

36' Roadway (3 travel lanes)

LRT Station Platform

36' Roadway (3 travel lanes)

10' Green Boulevard

10' Sidewalk

Penn Ave Station Area - Transit Oriented Development Vision



Penn Ave Station Area - Transit Oriented Development Vision



**Penn Ave South Side
Scenario 1**

*Detail Plan of Olson Memorial South Side
showing development up to the back of the
sidewalk with green connectors at side-street
intersections*



**Penn Ave South Side
Scenario 1**

Detail Plan of Olson Memorial South Side showing development set back from the curb by 30 feet and a green buffer between development and the roadway.





Penn Avenue Street Perspective Looking East