

# WELCOME

## Welcome to the **METRO Blue** **Line Extension** **Open House**

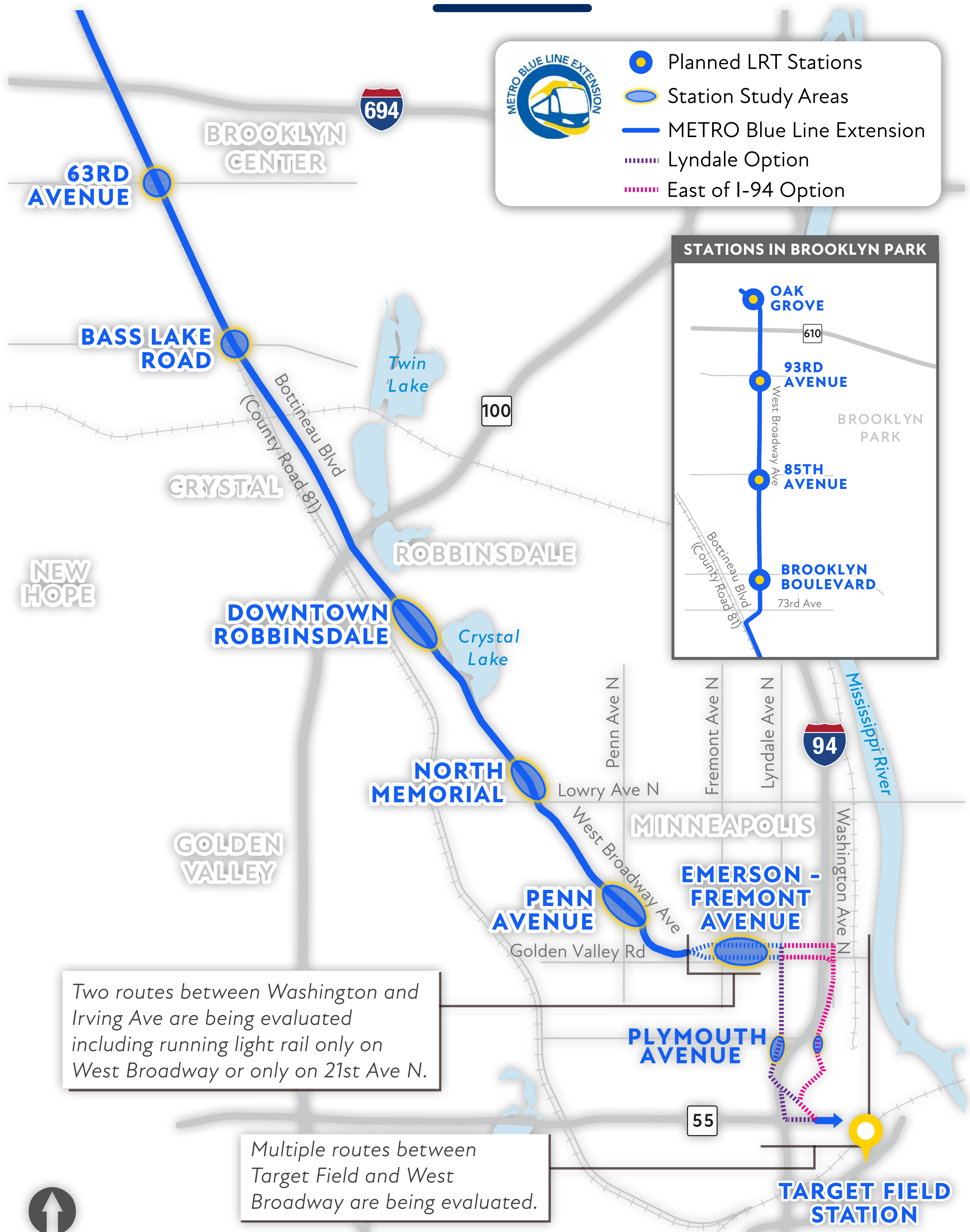


METRO BLUE LINE EXTENSION



# BLUE LINE EXTENSION ROUTE

In June 2022, project sponsors (Metropolitan Council and Hennepin County) identified the final recommended route to advance into design and environmental review: West Broadway Avenue (County Road 103) in Brooklyn Park to Bottineau Boulevard (County Road 81) in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis, connecting to Target Field Station in downtown Minneapolis.



# ENVIRONMENTAL DOCUMENTATION PROCESS

The new route requires additional environmental documentation. New studies will be done to understand the potential social, economic, and environmental impacts that may occur because of the design, construction, and operation of the Blue Line Extension and will determine how to avoid or reduce those impacts. If impacts cannot be avoided, then mitigation will be considered.



## 1. Start the Environmental Documentation Process

- Metro Transit and Hennepin County will coordinate with the Federal Transit Administration and state and local agencies regarding the environmental review process.



## 2. Prepare Draft Environmental Documentation

- During the draft phase, the following will happen:
  - The environmental team will work closely with the engineering team to guide the design of the alignment.
  - Multiple design solutions and their relative impacts and benefits will be compared.



## 3. Public Hearing on Draft Environmental Documentation

- Public engagement will continue throughout the environmental process. A public hearing on the draft environmental document is a requirement of the process and will set the stage for moving into the final environmental document.
- All comments received on the draft will be reviewed, responses will be developed, and relevant details will be included in the final document.



## 4. Prepare Final Environmental Documentation

- Social, economic, and environmental impacts will be updated to reflect the updated project design.
- Mitigation commitments will be finalized.



## 5. Amend the Project Record of Decision

- The final environmental document will be published and made available for the public and agencies to review and comment on. After the comment period, mitigation commitments will be confirmed.
- A Record of Decision document formalizes the environmental commitments made for the project and this step completes the environmental review.



# TOPICS STUDIED IN ENVIRONMENTAL DOCUMENT

Examples of social, economic, and environmental issues that will be studied include:

-  Changes to land use, and how the project fits with existing or planned land uses
-  Effects on the community or communities surrounding the project
-  What property needs to be purchased and what residences or businesses may need to be moved
-  Business impacts
-  Impacts to historic properties
-  Impacts to parks
-  Visual impacts
-  Safety
-  Transportation impacts – bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation
-  Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality
-  Impacts to soils and geologic resources
-  Impacts to plants and animals, including threatened and endangered species
-  Noise impacts, and for transit and rail projects, vibration impacts
-  Contaminated properties and hazardous



# NEXT STEPS AND DECISION POINTS

WE ARE HERE!



## 1: SELECT DESIGN OPTIONS TO MOVE INTO THE DRAFT ENVIRONMENTAL DOCUMENT

- ☆ Public comment on the design options studied in the environmental document



## 2: PREPARE DRAFT ENVIRONMENTAL DOCUMENT

This process will evaluate social, economic, and environmental impacts and benefits of multiple design options

- ☆ Public comment on the findings of the design options.



## 3: SELECT PREFERRED ROUTE

This process will advance design, identify a preferred route and station locations, and obtain municipal consent

Municipal Consent is a process of local review and approval by cities along the corridor of the physical designs.

- ☆ The public is able to comment on the plans and public hearings are held.



## 4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS

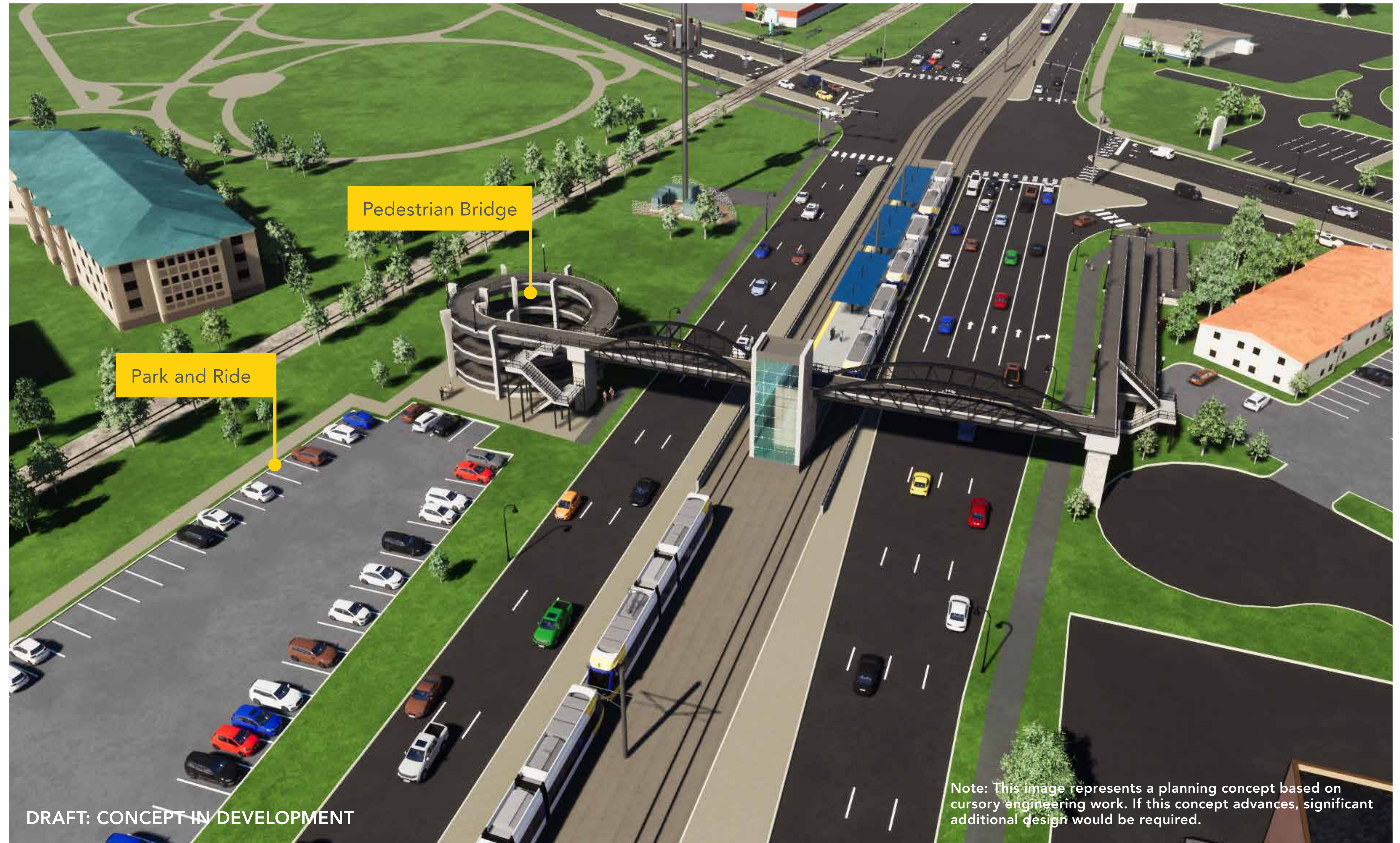
This process will evaluate social, economic, and environmental impacts and benefits of the preferred route and station locations and identify mitigation for impacts

- ☆ Public comment on the mitigation commitments.

# BASS LAKE ROAD: 4-6-4 OPTION

## Design Features:

- Expands County Road 81 between Crystal Airport Road and Wilshire Boulevard, keeping six lanes of traffic (three in each direction) for that section, just over half a mile
- Light rail is at-grade in the center of the roadway
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is in the middle of a six-lane road with additional turning lanes at the intersection
- The pedestrian bridge provides a crossing over County Road 81 and a grade-separated access to the south end of the station to the platform from the park and ride and trails



*Aerial View of Station Area Looking North*



# BASS LAKE ROAD: INTERCHANGE OPTION STATION AREA VIEWS



*Ground View of Station Area Looking South*



*Ground View of Station Area Looking East*



*Ground View of Station Area Looking East from Park and Ride*



# BASS LAKE ROAD: INTERCHANGE OPTION STATION - NIGHT VIEW



**DRAFT: CONCEPT IN DEVELOPMENT**

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

*Ground View of Station Area Looking South*



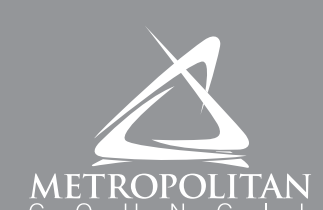
**DRAFT: CONCEPT IN DEVELOPMENT**

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

*Ground View of Station Area Looking East from Park and Ride*



**METRO BLUE LINE EXTENSION**





# BASS LAKE ROAD: 4-6-4 OPTION STATION AREA VIEWS



*Aerial View of Station Area Looking East*



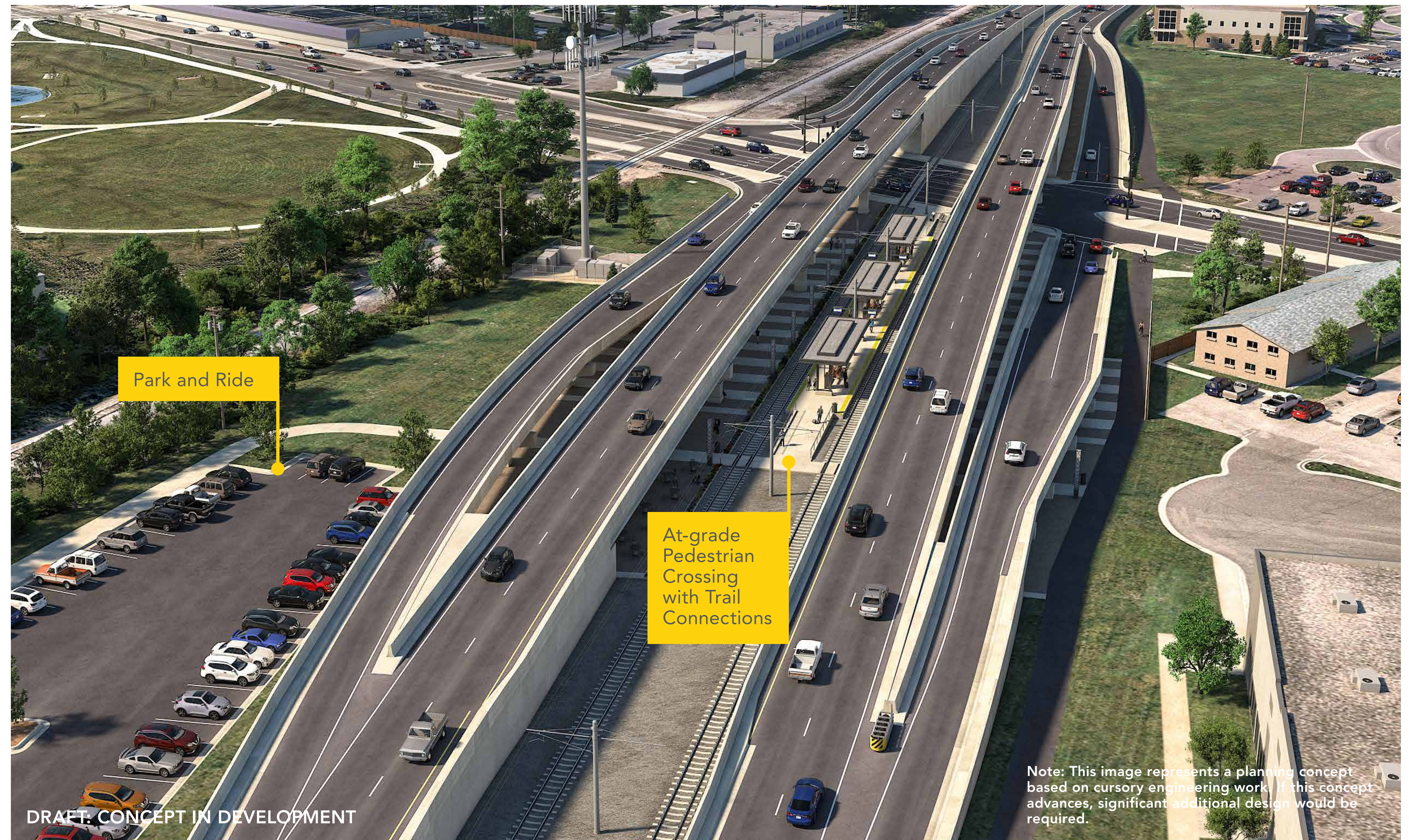
*Ground View of Station Area- Pedestrian Crossing*



# BASS LAKE ROAD: INTERCHANGE OPTION

## Design Features:

- County Road 81 two lanes in each direction on a grade-separated overpass at Bass Lake Road with ramps for access from Bass Lake Road
- The intersection maintains full access for Bass Lake Road
- Light rail is at-grade centered between overpass bridges
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is at-grade framed by adjacent interchange bridges
- The south at-grade crossing provides grade-separation from County Road 81 and provides access to trails on either side of County Road 81 and to the park and ride



Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

*Aerial View of Station Area Looking North*



# BOTTINEAU BLVD (COUNTY ROAD 81) NEAR THE CRYSTAL AIRPORT, CRYSTAL

## EXISTING

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



## CONCEPT

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



# BOTTINEAU BLVD (COUNTY ROAD 81) SOUTH OF BASS LAKE ROAD, CRYSTAL

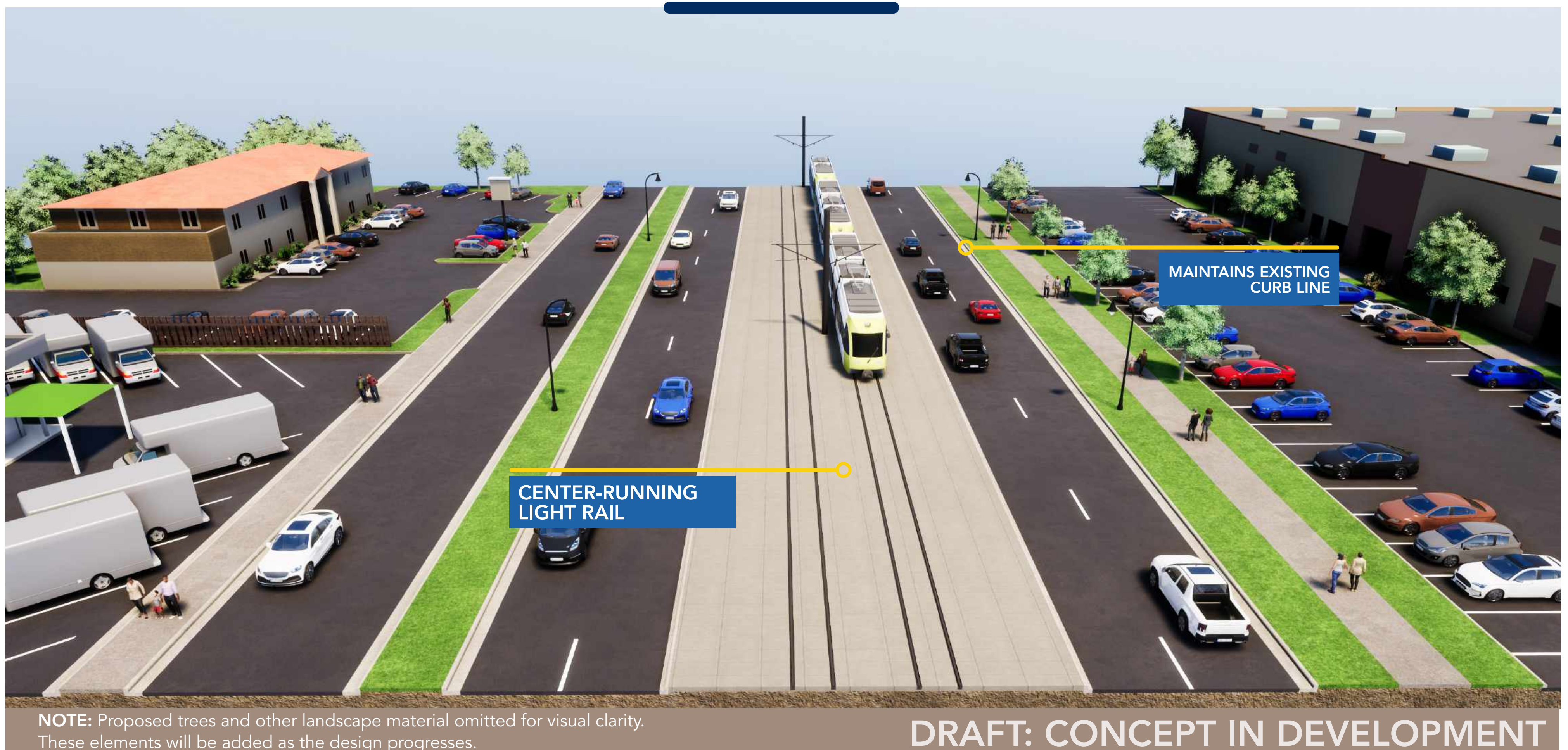
## EXISTING

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



## CONCEPT

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



# BOTTINEAU BLVD (COUNTY ROAD 81) AT 48TH AVE, CRYSTAL

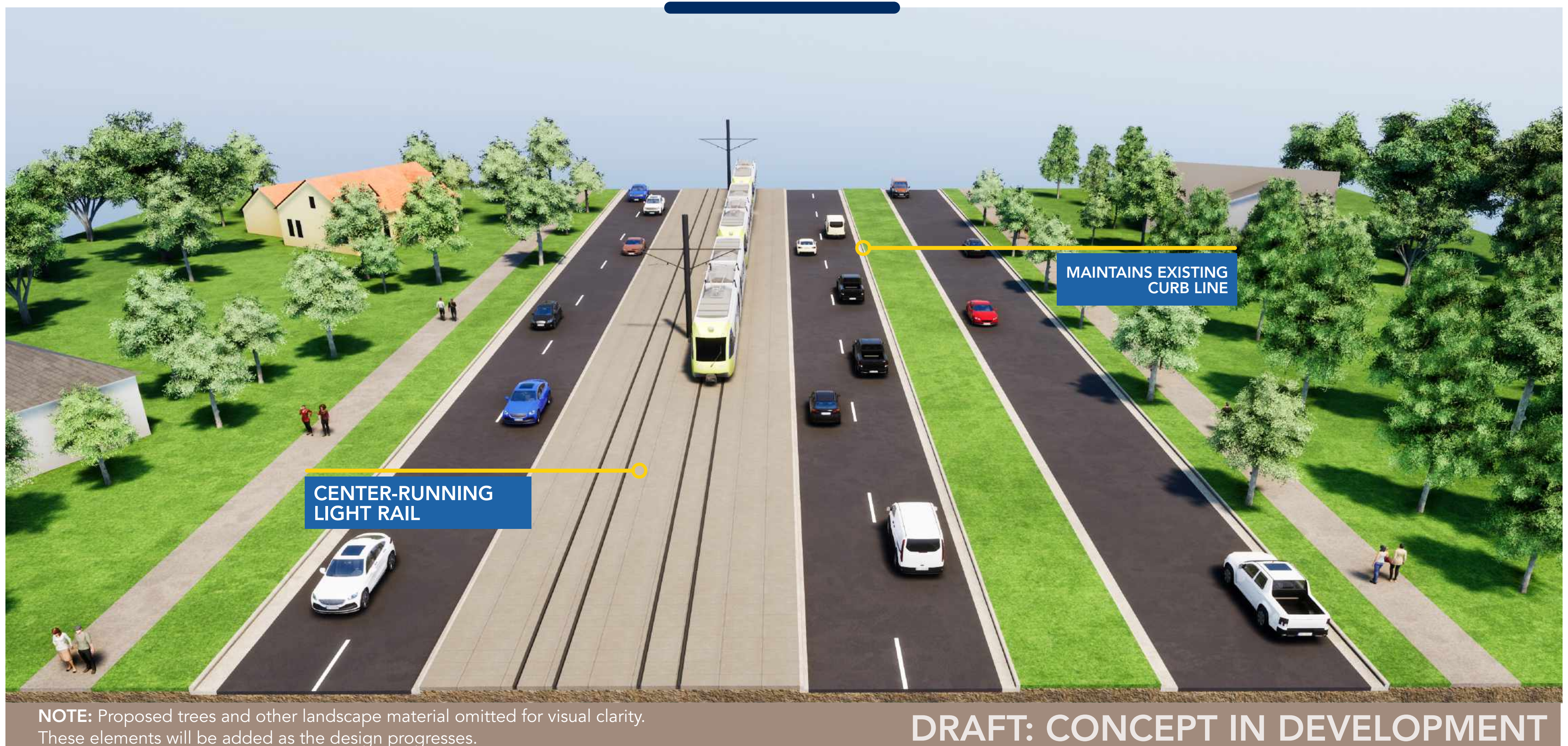
## EXISTING

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



## CONCEPT

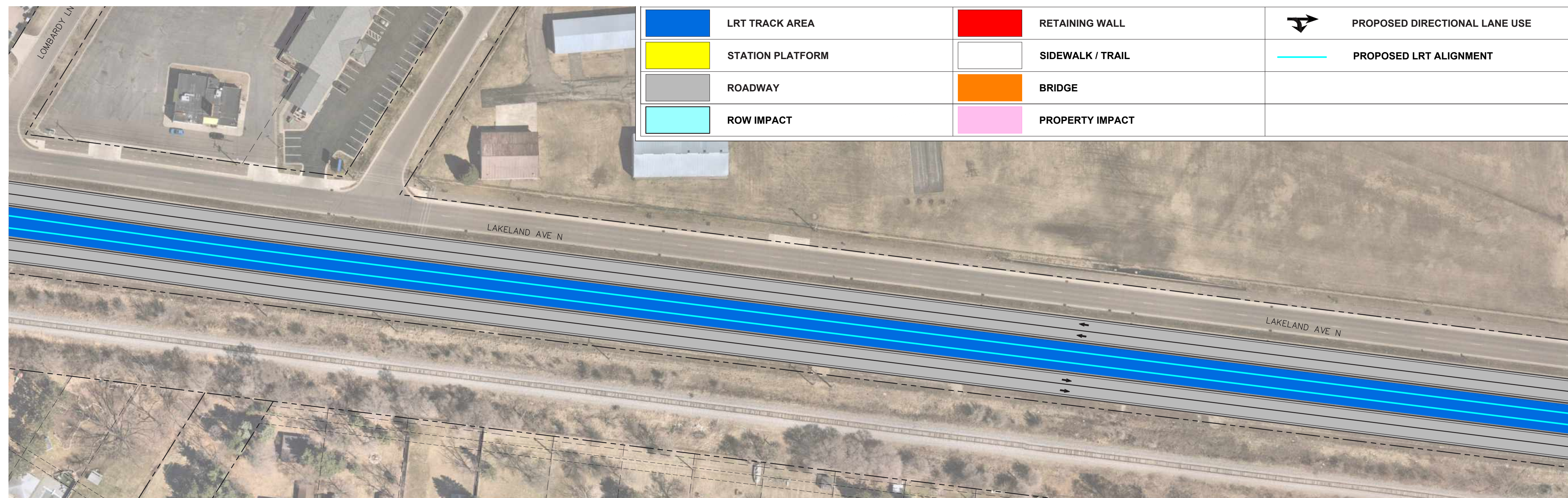
This visualization represents how light rail could fit in Crystal along Bottineau Blvd (County Road 81). This picture uses the typical width of the roadway at this location.



# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 62ND AVENUE N TO CRYSTAL AIRPORT RD

Interchange Option, Center Station at Bass Lake Road



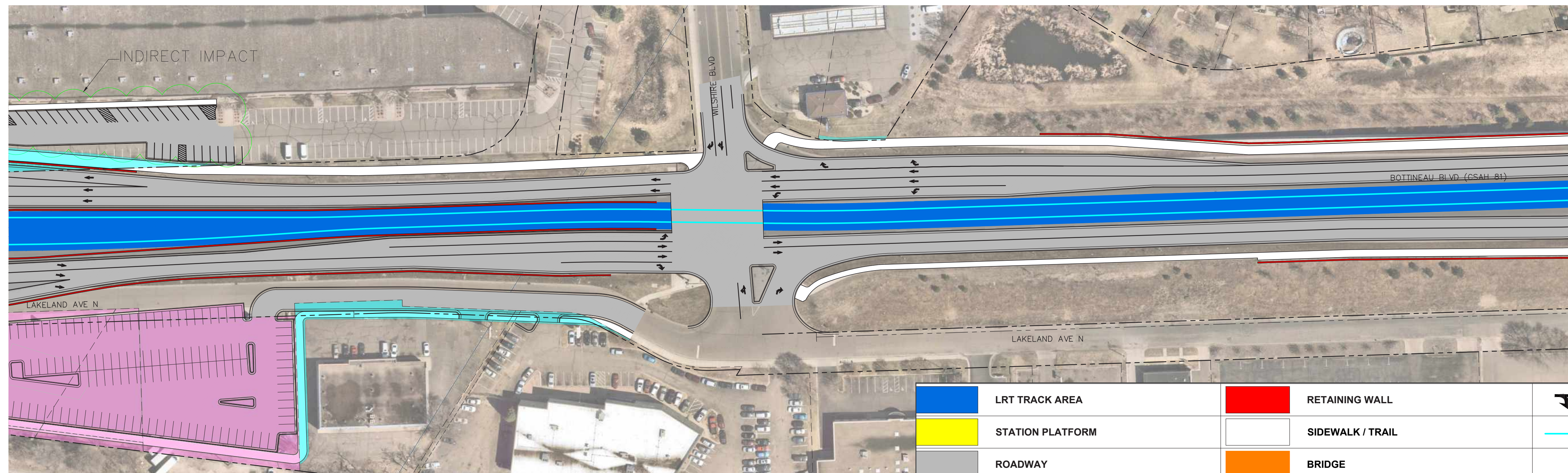
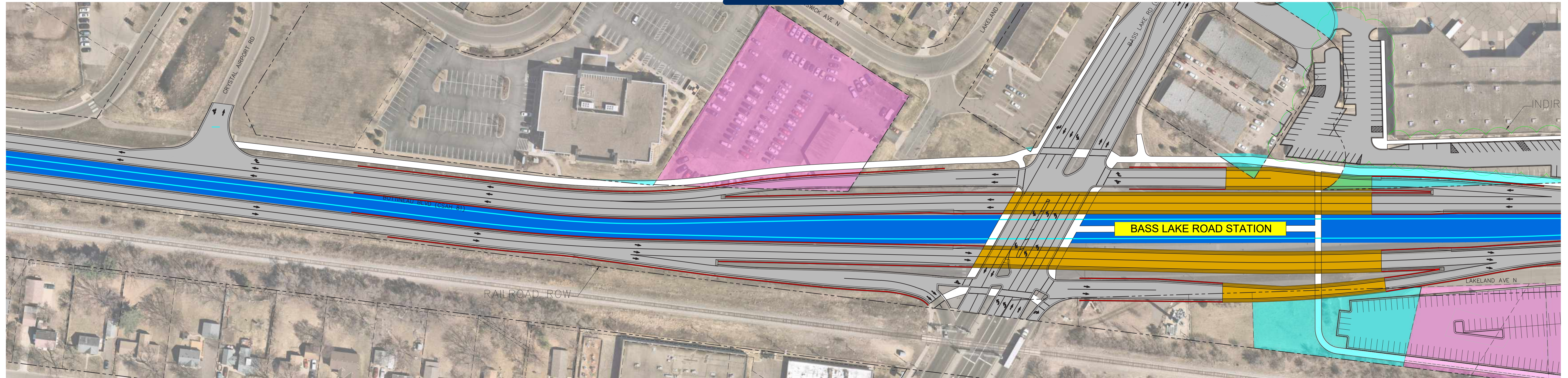
METRO BLUE LINE EXTENSION



# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – CRYSTAL AIRPORT RD TO WILSHIRE BLVD

Interchange Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE
	STATION PLATFORM		SIDEWALK / TRAIL		PROPOSED LRT ALIGNMENT
	ROADWAY		BRIDGE		
	ROW IMPACT		PROPERTY IMPACT		



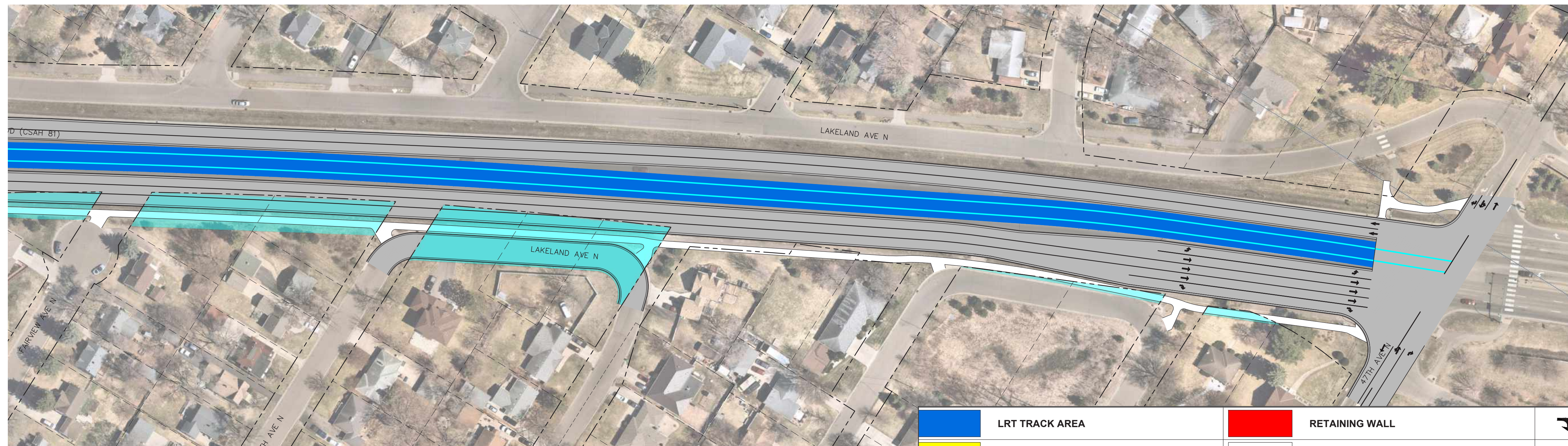
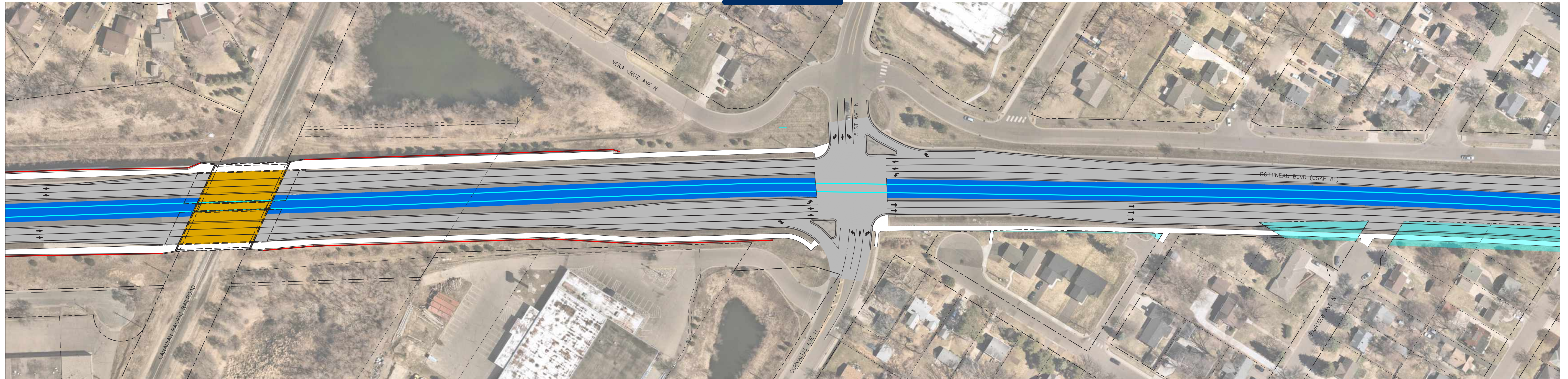
METRO BLUE LINE EXTENSION






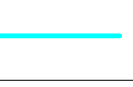






# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – NORTH OF CORVALLIS AVENUE TO 47TH AVENUE

Interchange Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE
	STATION PLATFORM		SIDEWALK / TRAIL		PROPOSED LRT ALIGNMENT
	ROADWAY		BRIDGE		
	ROW IMPACT		PROPERTY IMPACT		



METRO BLUE LINE EXTENSION

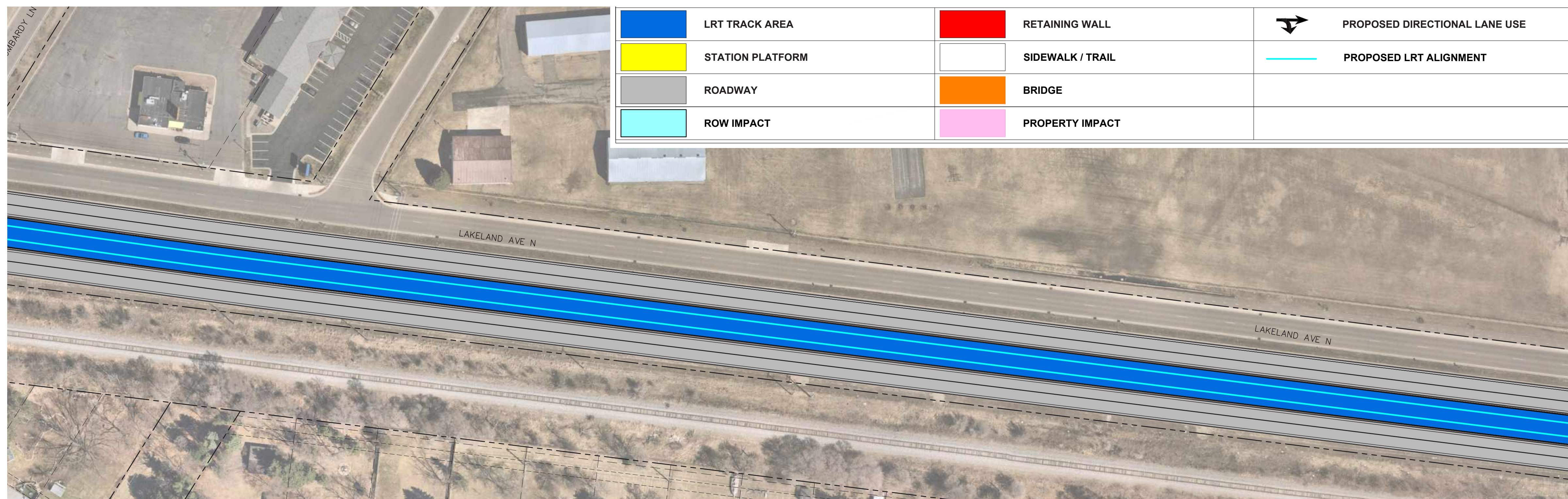




# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – 62ND AVENUE N TO CRYSTAL AIRPORT RD

At-Grade Option, Center Station at Bass Lake Road



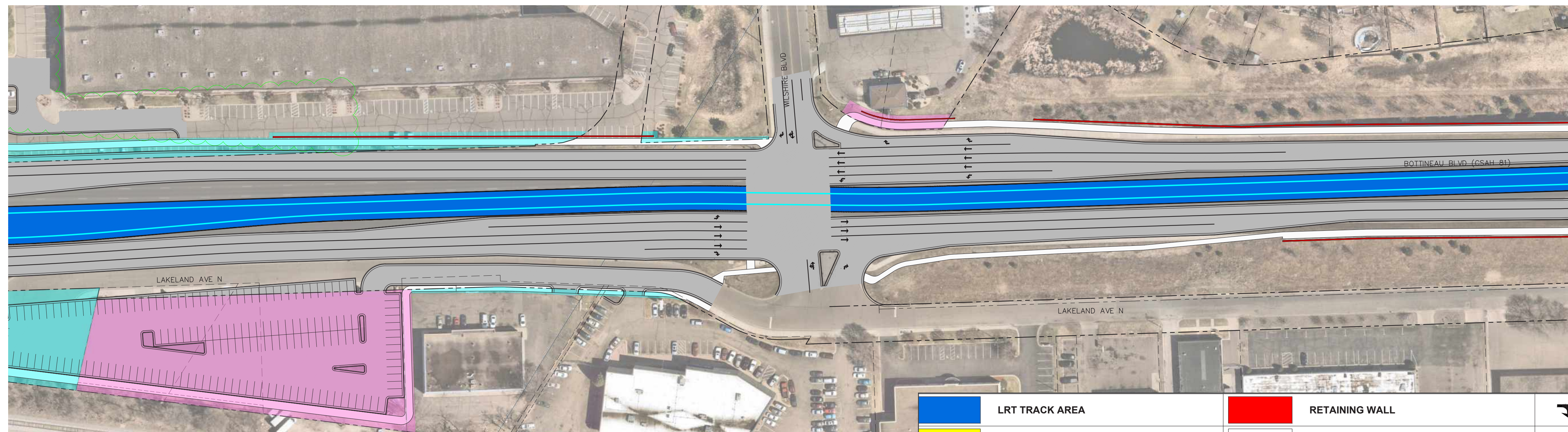
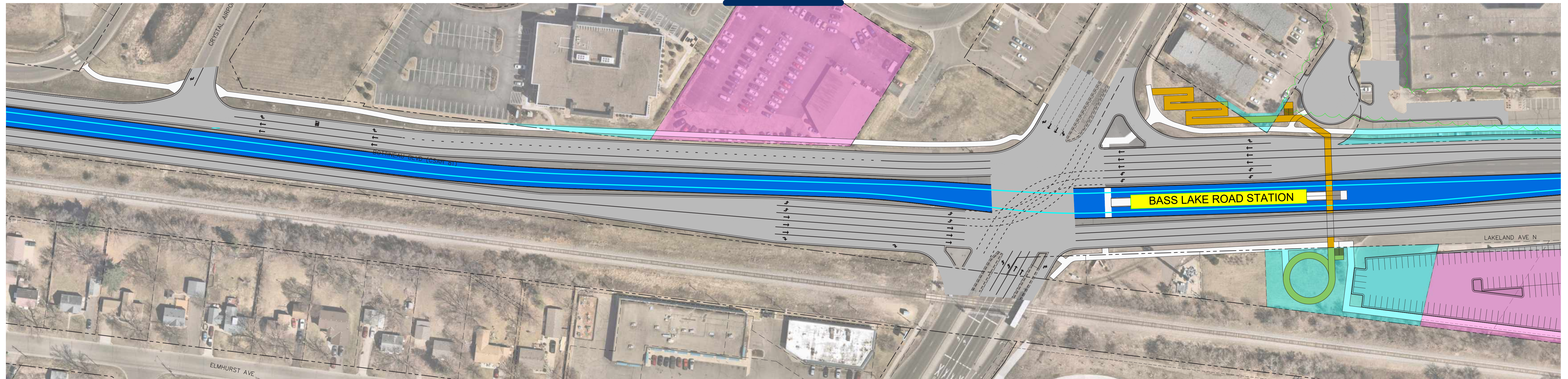
METRO BLUE LINE EXTENSION



# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) –CRYSTAL AIRPORT RD TO WILSHIRE BLVD

At-Grade Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE
	STATION PLATFORM		SIDEWALK / TRAIL		PROPOSED LRT ALIGNMENT
	ROADWAY		BRIDGE		
	ROW IMPACT		PROPERTY IMPACT		



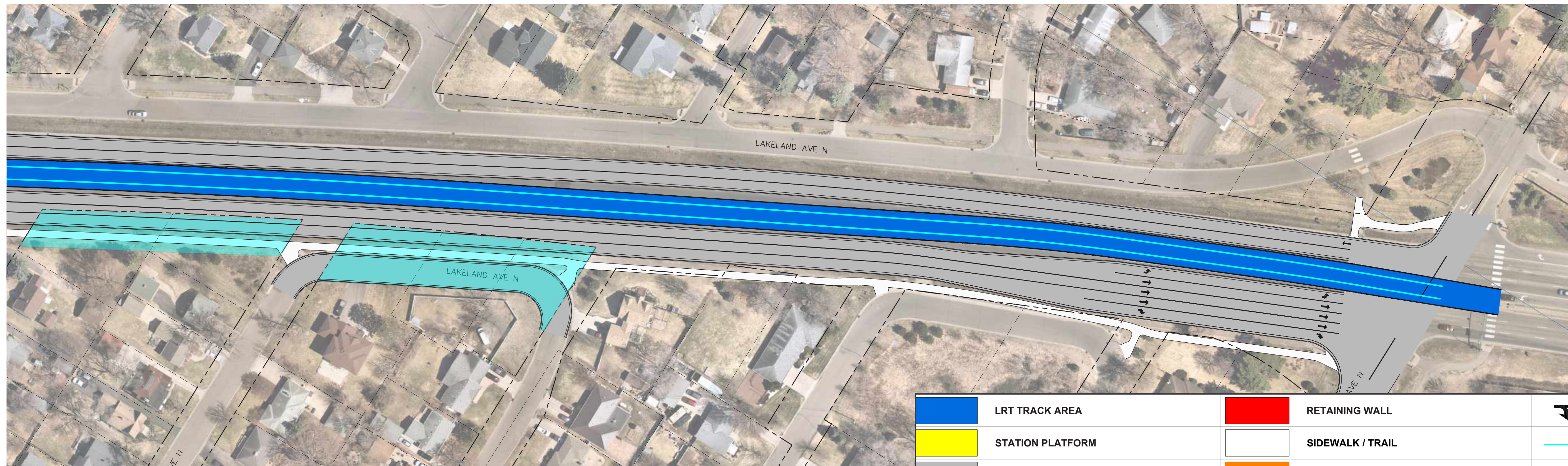
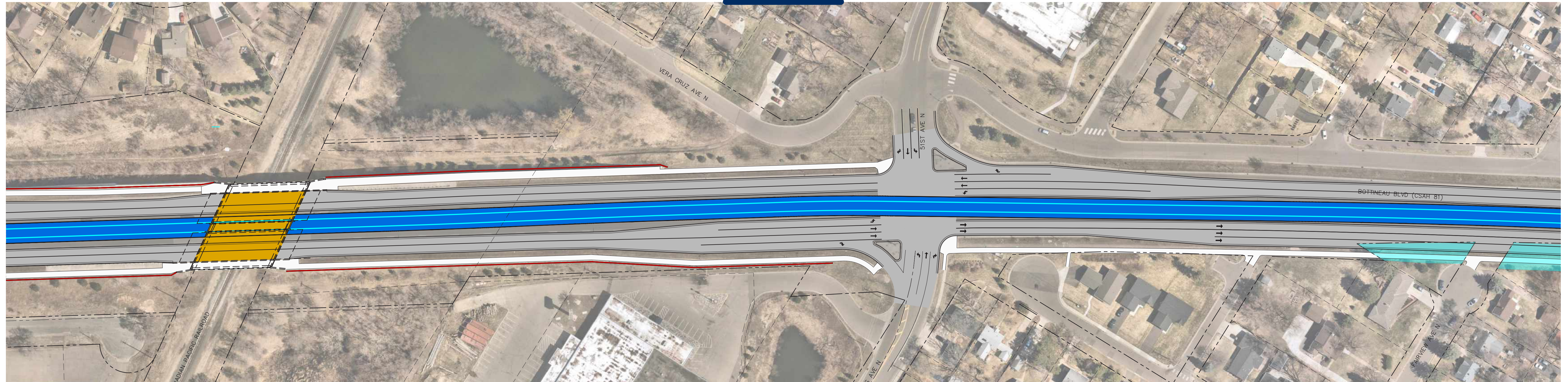
METRO BLUE LINE EXTENSION




# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – NORTH OF CORVALLIS AVENUE TO 47TH AVENUE

At-Grade Option, Center Station at Bass Lake Road



	LRT TRACK AREA		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE
	STATION PLATFORM		SIDEWALK / TRAIL		PROPOSED LRT ALIGNMENT
	ROADWAY		BRIDGE		
	ROW IMPACT		PROPERTY IMPACT		



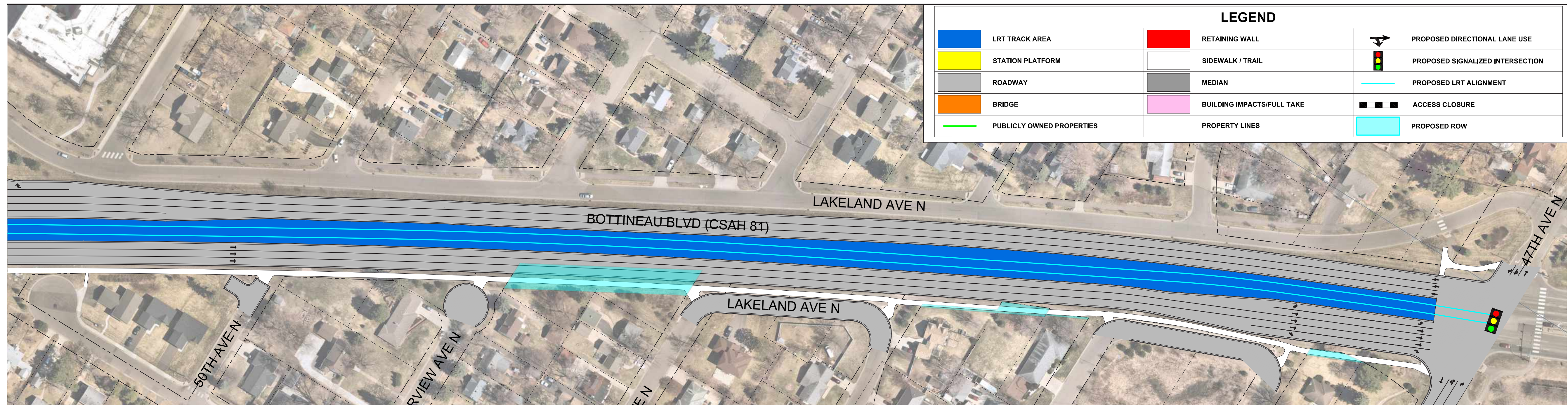
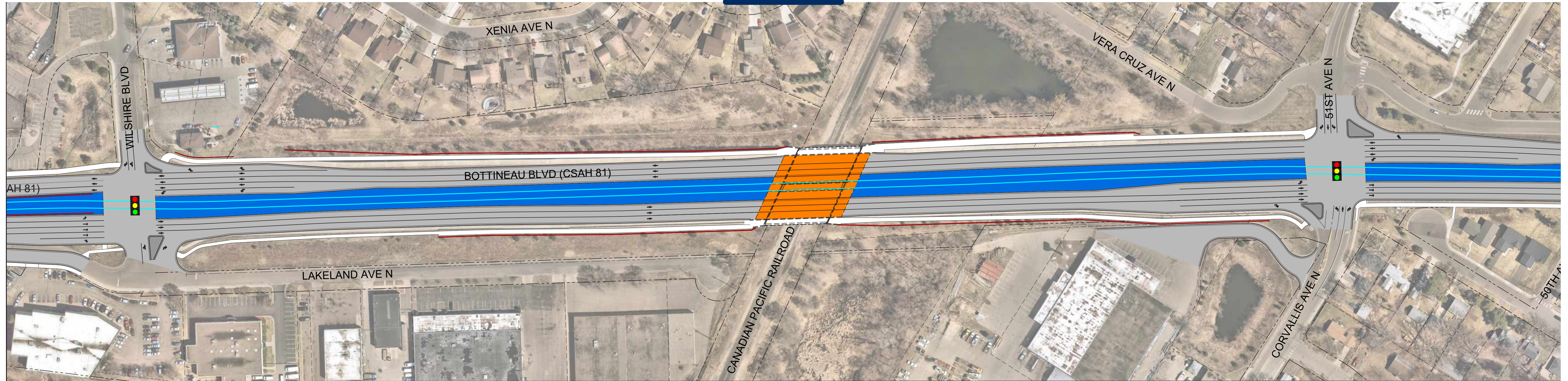
METRO BLUE LINE EXTENSION


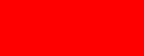











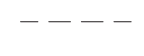



# CITY OF CRYSTAL

## BOTTINEAU BOULEVARD (COUNTY ROAD 81) – WILSHIRE BLVD TO 47TH AVENUE

Six vehicle lanes with light rail



LEGEND					
	LRT TRACK AREA		RETAINING WALL		PROPOSED DIRECTIONAL LANE USE
	STATION PLATFORM		SIDEWALK / TRAIL		PROPOSED SIGNALIZED INTERSECTION
	ROADWAY		MEDIAN		PROPOSED LRT ALIGNMENT
	BRIDGE		BUILDING IMPACTS/FULL TAKE		ACCESS CLOSURE
	PUBLICLY OWNED PROPERTIES		PROPERTY LINES		PROPOSED ROW



METRO BLUE LINE EXTENSION



# METRO TRANSIT'S SAFETY AND SECURITY ACTION PLAN

To better serve current riders and staff, attract new riders and position Metro Transit as a great place to work, a concerted effort is being made to improve public safety on transit. An example of some of these efforts – including pre-existing and new work – are summarized below:

- Enhanced efforts to hire and retain police officers and Community Service Officers
- The use of contracted security guards at transit facilities with the most calls for service
- Greater utilization of real-time cameras, including on buses and at facilities
- Expanded staff training on mental health, de-escalation and personal safety
- New and expanded partnerships that connect riders in need to services
- Clearer and more prominent communication about respectful behavior on transit
- Increased police officer wages, making the Metro Transit Police Department a more attractive place to work
- Reintroduced a training program that helps bus and train operators respond more effectively and empathetically when conflicts arise
- Create more opportunities for police, operators, and other frontline staff to interact
- Put in place a Safety and Security Action plan with 40 different actions
  - The plan is largely focused on actions Metro Transit can take but also recognizes the community need to address underlying issues that impact public safety on transit, such improving access to mental health, addiction, and housing support.
  - As an example, MTPD's Homeless Action Team (HAT) has partnered with the Council's HRA and other service providers to direct unsheltered individuals to emergency housing and, when appropriate, vouchers that provide for long-term housing stability. More than 400 individuals from approximately 200 families are being housed through the HAT/HRA partnership.
  - The plan will continue to evolve as actions advance and new ideas are brought forward.

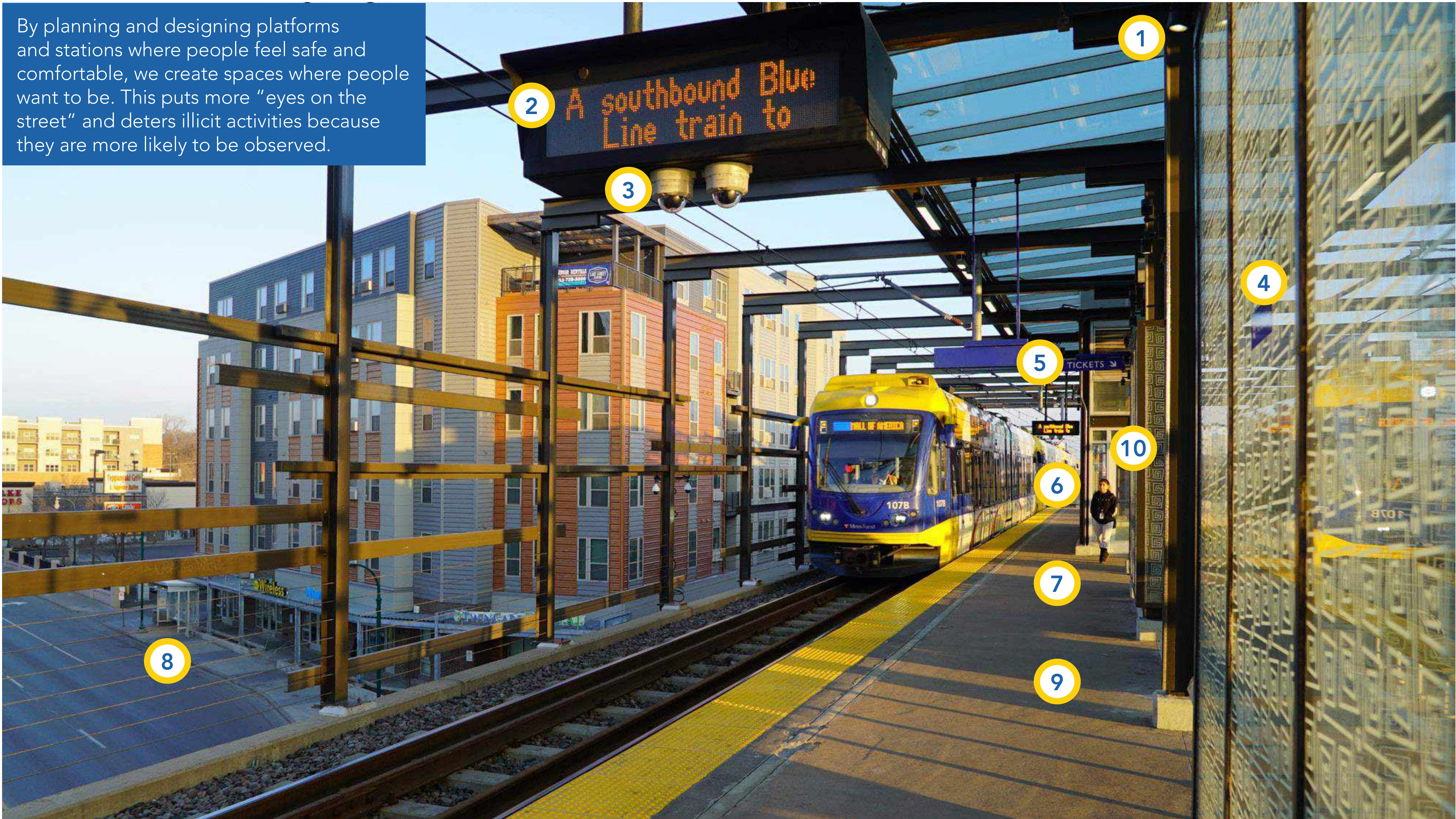


# SAFETY AND SECURITY

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

## 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.

Feel unsafe, see something suspicious or inappropriate?

**TEXT FOR SAFETY**



## 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**



# ANTI-DISPLACEMENT

## What we've heard

From our engagement efforts, the greatest concern we heard is displacement impacts associated with the project.



### ✓ Our Commitments to the Community

Metropolitan Council, Hennepin County, and cities along the corridor are committed to:

- Implementing a comprehensive and innovative set of strategies to prevent multiple forms of displacement
- Maximizing community benefits
- Centering community voices
- Building on, supporting, and protecting existing community assets
- Providing more opportunities for equitable housing, employment, business development, cultural experiences, and other activities of daily life

### ✓ Our Actions

- In March 2022, the Center for Urban and Regional Affairs (CURA) brought together a diverse Anti-Displacement Workgroup with seats for agency and community partners to begin developing Anti-Displacement initiatives.
- The Anti-Displacement Workgroup is centering its work around four day-long workshops between May 2022 and February 2023 on the following topics: lessons from the existing Blue and Green lines (including Blue Line Extension planning), housing and cultural displacement, business displacement, and finalizing recommendations.
- CURA will provide recommendations that address potential displacement of residents and commercial businesses that may occur during planning, construction and after the line is completed, as well as provide a report and new research on the topic.

## Anti-Displacement Work Group

Work group consist of approximately 21 members:

- 6 government representatives
- 6 community members affiliated with organizations businesses
- 6 non-affiliated community members
- 3 philanthropic organization representatives

For more information about this work, including meetings and other resources, visit: [mybluelineext.org/anti-displacement](https://mybluelineext.org/anti-displacement).



METRO BLUE LINE EXTENSION





# Anti-Displacement Recommendation Structure

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- **Policies**
- **Roles of community, philanthropy, government**
- **Cost**
- **Impact**
- **Legal Consideration**
- **Time of Implementation – before/during/after construction**
- **Examples to point to**
- **Implementation strategy or plan**

## Recommendation Accountability:

- Each government has a recommendation receiving body (community and government)
- Overarching funding organization/collaboration (community and government)
- Required training/project context setting for government



# Recommendation Research Pathways



1

## **Policies that already exist:**

Evaluate efficacy and adjust

*Geographic spread? Intended impact? Used to address?*

2

## **Policies that do not exist but could exist in leadership or resource of support role:**

Evaluate feasibility

*What could the role be? Cost? Impact?*

3

## **Policies that governments aren't considering:**

Evaluate feasibility

*What would governments need in order to do this?*

4

## **Additions to the 27 existing anti-displacement policies:**

Evaluate feasibility

*What could the role be? Cost? Impact?*

Problem



Impact



Cost



Strategy

# Anti-Displacement Policy Prioritization

Identified through a survey of government internal working groups, Anti-Displacement Workgroup meetings, and a matrix of 27 existing anti-displacement policies presented by the Housing Justice Center

## Policies that already exist:

- land disposition
- Residential and commercial land trusts
- NOAH preservation funds
- small business grants
- proactive code enforcement
- TIF
- zero to low interest rehab loans

## Policies that do not exist but could exist:

- residential and commercial cooperatives
- land acquisition investment fund
- changing the definition of affordable
- right to return
- affordable housing trust funds
- regulate the growth of investor-owned homes

## Policies that governments aren't considering:

- rent stabilization
- tenant opportunity to purchase
- community benefits agreements
- value capture mechanisms
- construction excise tax
- anti displacement property tax funds

## Additions to the 27 existing anti-displacement policies:

- Tax abatement districts
- Universal Basic Income
- Mandatory Relocation Assistance
- Reparative Homeownership policy
- Property Tax Relief Funds
- 1 Billion dollar Anti-Displacement Fund



# SCHEDULE



*LRT projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.*

## 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



# STAY CONNECTED!

Visit [BlueLineExt.org](https://BlueLineExt.org) 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:**

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