

**RESOLUTION
OF THE
CITY OF MINNEAPOLIS**

By Reich

Approving the preliminary design plans for the route of the Blue Line Extension Light Rail Transit (LRT) Project within the City of Minneapolis.

Whereas, the Blue Line Extension will be constructed and operated by the Metropolitan Council and will serve Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis, and

Whereas, the City of Minneapolis has been a strong advocate for increased investments in transit, and has been a reliable regional partner in advancing a multimodal transit system, and

Whereas, the City of Minneapolis, Hennepin County, the Community Advisory Committee, the Business Advisory Committee, and Metropolitan Council have held numerous open houses, design charrettes, and public hearings to inform and engage the community resulting in mostly supportive comments toward the project, and

Whereas, the City of Minneapolis has worked cooperatively with the Metropolitan Council, MnDOT, and Hennepin County through the Issue Resolution Team process to resolve many of the technical comments and concerns the City of Minneapolis raised during the DEIS phase of the project, and

Whereas, the City of Minneapolis through the Hennepin County Community Works process has identified significant Transit Oriented Development potential along this line, and

Whereas, the Blue Line Extension will improve mobility for all modes including non-motorized users, especially given that there is a high percentage of zero car households within this travelshed, and

Whereas, the Blue Line Extension will provide direct access for residents to regional amenities such as Theodore Wirth Park which is part of the Minneapolis Grand Rounds, and

Whereas, the Blue Line Extension will allow for convenient access to regional destinations such as Downtown Minneapolis, Downtown St. Paul, the University of Minnesota campus, the Mall of America, and the MSP Airport, and

Whereas, the Blue Line Extension supports and advances the goals and objectives outlined in the Minneapolis Comprehensive Plan for Sustainable Growth in addition to Access Minneapolis, and

Whereas, the Blue Line Extension will provide better transit service to neighborhoods with a high percentage of minorities, and

Whereas, the Blue Line Extension has the potential to help raise incomes along the corridor by providing better access to jobs and educational opportunities within the region, and

Whereas, the Blue Line Extension will result in over a billion dollars in infrastructure investments that will benefit the local and regional construction industry, and

Whereas, the Metropolitan Council through its scope and budget has proposed to construct stations at Van White Boulevard, Penn Avenue, at Plymouth Avenue, and at Golden Valley Road, and

Whereas, the Metropolitan Council through its scope and budget in coordination with MnDOT has proposed to reconstruct Olson Memorial Highway within the city with a 35 mph speed limit, with improved pedestrian accommodations, and with improved roadway infrastructure, and

Whereas, the Metropolitan Council and MnDOT have demonstrated the willingness to work with the City of Minneapolis on livability issues such as noise mitigation, visual quality, and context sensitive design after the physical design has been approved, and

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

That the City of Minneapolis approves the preliminary design plans for the route of the Blue Line Extension Light Rail Project that were submitted to the City by the Metropolitan Council in order to fulfill the requirements of Minnesota Statutes, Section 473.3994, Subd. 3.