

# Community and Business Advisory Committees

October 11, 2022



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Today's Topics

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- Community Outreach Report
- Environmental Analysis – Staff Recommendation on Project Scope
- Anti-displacement Update



A service of the Metropolitan Council

COUNTIES *Transit*  
Improvement  
BOARD

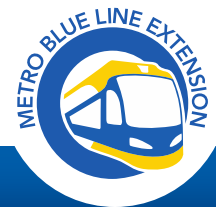
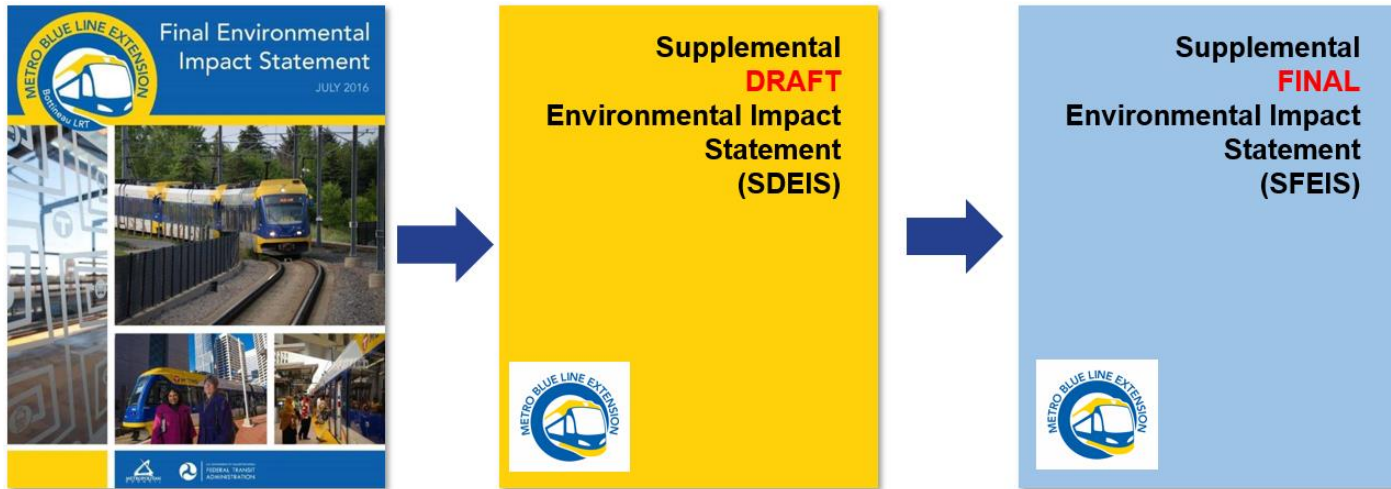
# Community Outreach & Public Comments Summary





# Environmental Document

## 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.

# Recap of September CMC Meeting

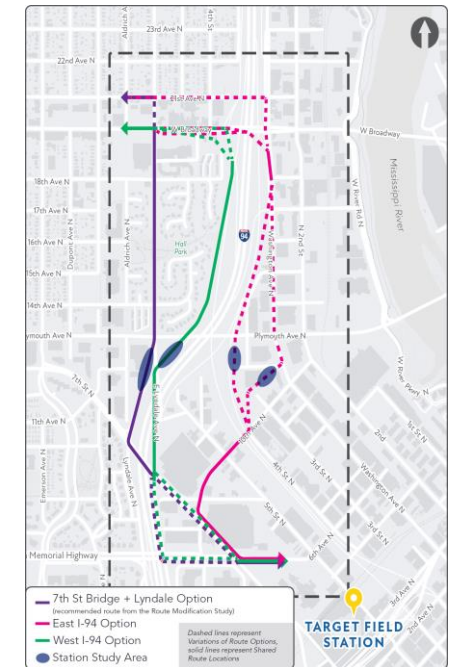
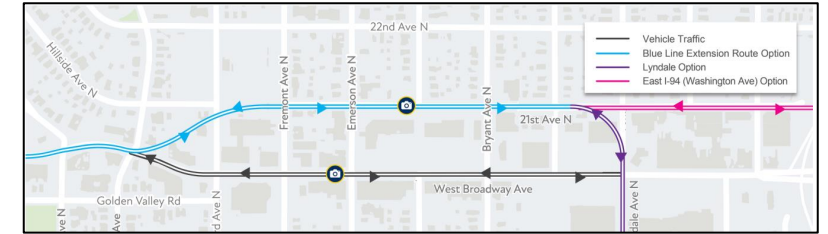
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- Project Team continuing Outreach and Engagement efforts
- Staff recommends Environmental Scope for October CMC
  - Target Field Station to West Broadway (4-5 options narrowed to 2 options)
  - 21<sup>st</sup> Ave vs. West Broadway (4 options narrowed to 2 options)
- Notice to be Published in *Environmental Quality Board “EQB” Monitor*
  - Description of Project Scope and alignment options to be studied in Supplemental Environmental Impact Statement (SDEIS)
  - 20-day Public Comment Period starting mid Oct



# September meeting questions

- For the 21<sup>st</sup> Ave/West Broadway and Target Field Station to West Broadway route options:
  - Which option do you want to see advance and why?
- What is important to you in the evaluation of these route options?
  - Is anything missing?
- Is there anything else you'd like us to know?



# September engagement

- Three in-person workshops and two virtual meetings with ~60 participants
- Community & business stakeholder check-ins
- Interactive map: 123 comments
- Survey & in-person feedback: +70 responses



*To help reach community members, additional outreach included newsletter updates, website information, social media, direct mailings, targeted stakeholder emails, and door-knocking.*






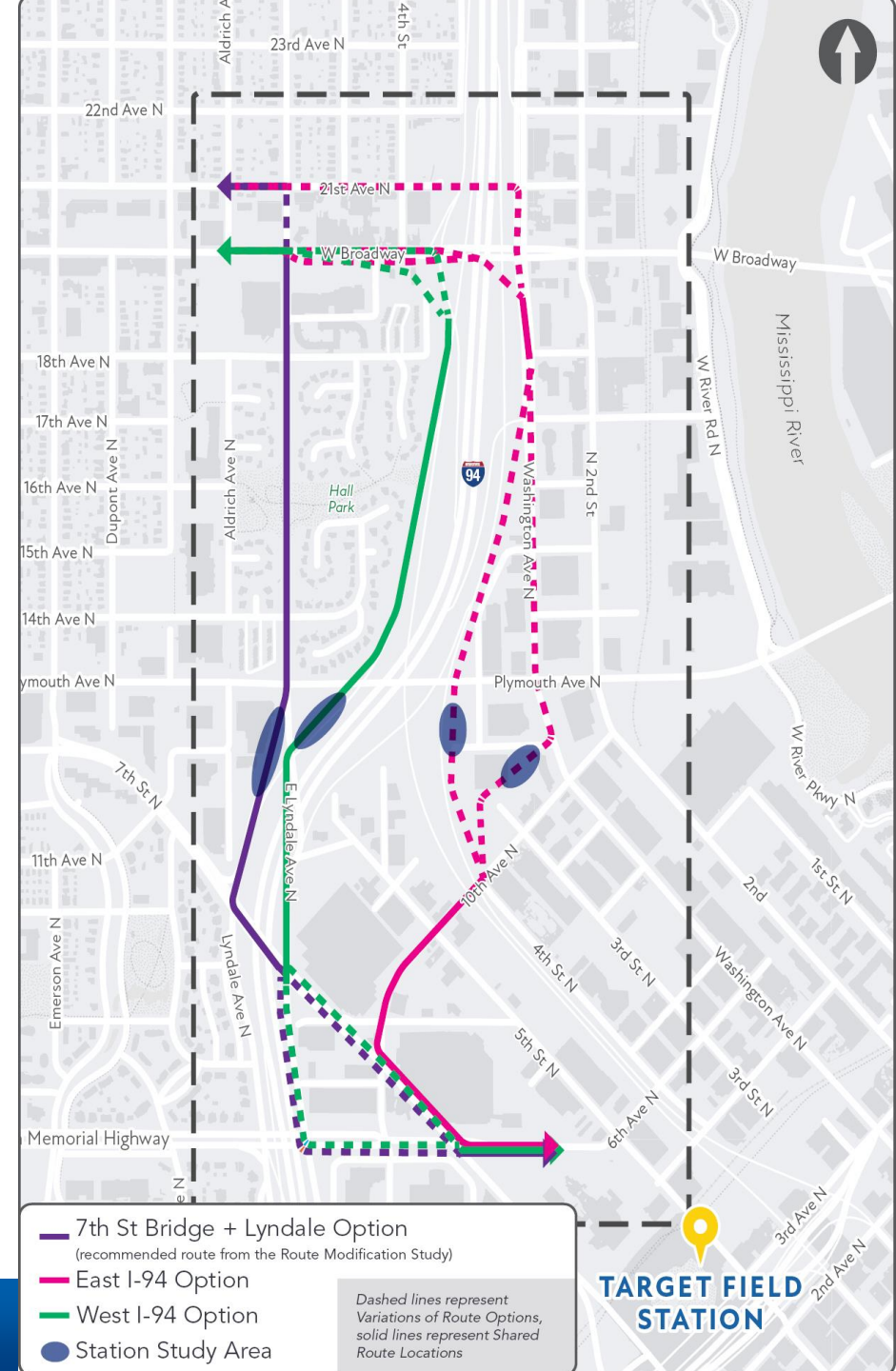
*Franklin Middle School on September 28*





# Target Field Station to West Broadway Route Options

- Routes under evaluation:
  - Lyndale Avenue Option 
  - West I-94 Option 
  - East I-94 Option 



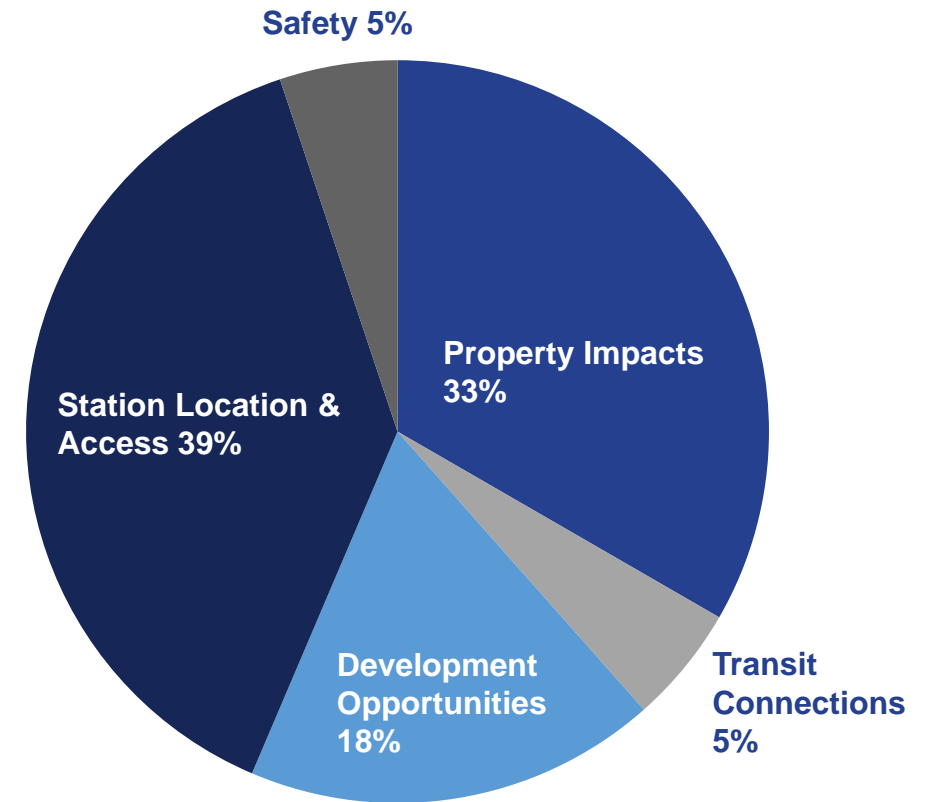


# TFS to West Broadway route options response

Which route option do you want to see advance from Target Field Station to West Broadway in Minneapolis? (66 responses)

- Lyndale Avenue: 38%
- East-I-94: 55%
- West I-94: 7%

Why?



Source: In-person and virtual meetings, survey responses

# Target Field Station to West Broadway: Common Themes

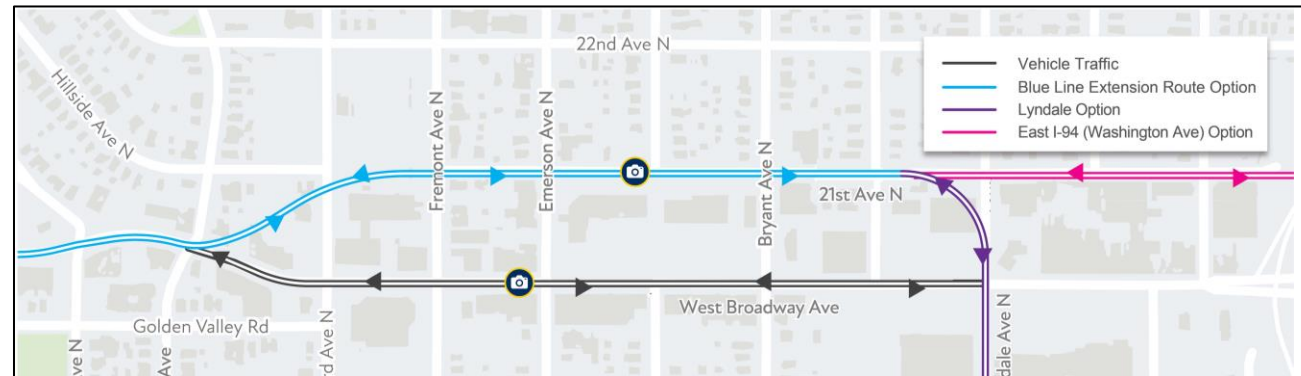
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- Consider negative impacts/disruptions to existing residential communities
  - Consider the unique characteristics and planning principles that went into designing neighborhoods
- Consider access for school buses, parents, and staff
  - Limited street access for the Twin Cities International School
- Provide more detail to the community about impacts and possible solutions
- Ensure stations are easy to access and feel safe (e.g., walkable, visible)



# West Broadway and 21<sup>st</sup> Avenue route options

- 4 route options considered between Washington and Irving Avenue that place light rail:
  - Option A: LRT centered on West Broadway with two-way traffic
  - Option B: LRT on West Broadway with one-way traffic split on West Broadway and 21<sup>st</sup> Ave
  - Option C: LRT and traffic split on West Broadway and 21<sup>st</sup> Ave
  - Option D: LRT on 21<sup>st</sup> Ave only with no change on West Broadway



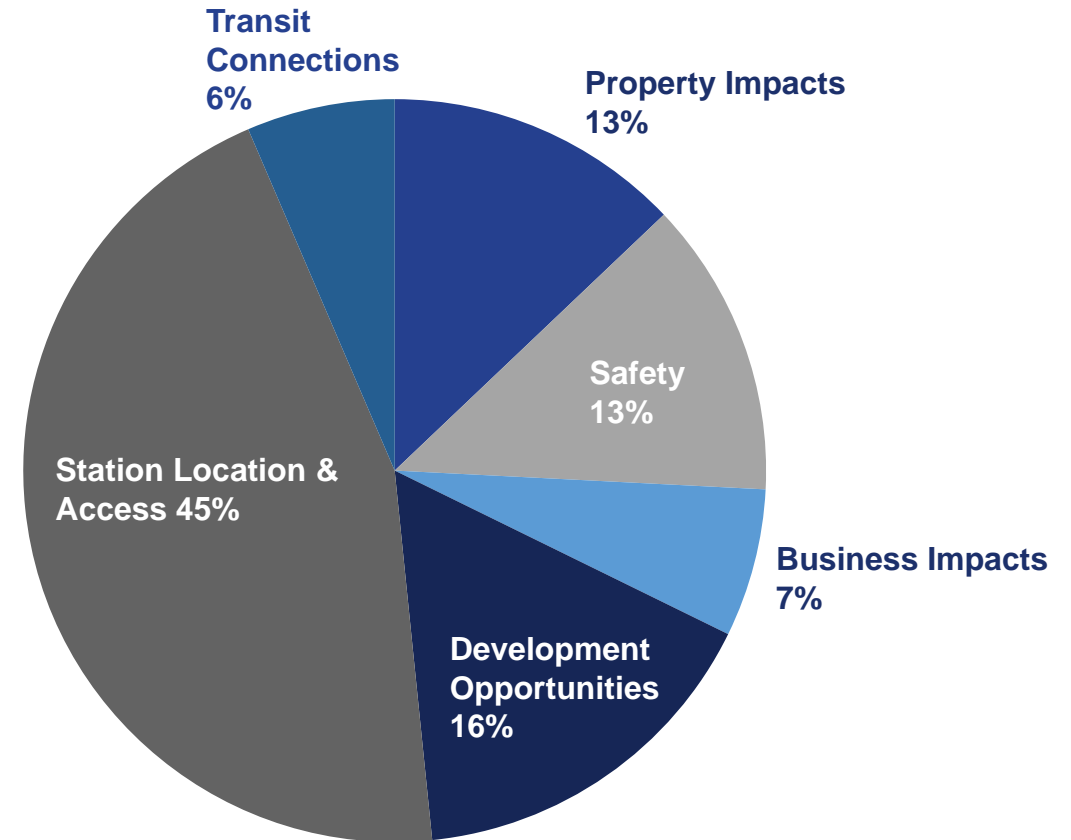


# West Broadway/21<sup>st</sup> Ave route options response

Which route option do you want to see advance between Washington and Irving Avenue in Minneapolis? (33 responses)

- Option A: 58%
- Option B: 9%
- Option C: 15%
- Option D: 18%

Why?



Source: In-person and virtual meetings, survey responses



# Common themes across West Broadway/21<sup>st</sup> Avenue engagement activities

- Support local business and economic development
- Provide parking and alleyway access solutions
- Consider the feeling of safety when placing stations (eyes on the station, lighting)
- Ensure light rail stations have strong connection to other transit
- Preserve local bus routes



*Encouraging Leaders on September 20*



# What is important to you in the evaluation of these routes?

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- Increase green spaces
- Prioritize environmental justice
- Ensure pedestrian safety when crossing
- Maximize ridership/consider travel time
- Stops near people / destinations
- Least amount of people displaced
- Invest in corridors that need it
- Street improvements
- Reduce impacts to property





# Is there anything else you'd like us to know?

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- Ensure design for both options provides solutions for local bus service to still operate
- Improved pedestrian facilities
- Unique community styles considered in station designs
- Consider elevation/grade separation to decrease pedestrian interactions
- Don't just do what is easiest, do what is best for the community
- Consider additional stations



# October Corridor Wide Meetings

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## Locations:

- Brooklyn Park – **Oct 19, 5 – 7 PM**, Brooklyn Park Library
- Crystal – **Oct 26, 5 – 7 PM**, Crystal Community Center
- Robbinsdale – **Oct 25, 5 – 7 PM**, Elim Lutheran Church
- Minneapolis – **Oct 18, 5 – 7 PM**, Episcopal Church
- Virtual – **Oct 20, 5 – 6 PM & Oct 21, 12 – 1 PM**

**Purpose:** Provide a project update with a focus on specific topics for each city (i.e., station location, park and ride location, etc.) and begin ongoing conversation about the environmental process



# Evaluation criteria\*

*\*for purposes of recommending design options for further environmental study.*

## Right of way impacts

- Overall width with respect to available right of way
- Level of acquisition needs (full vs. partial vs. strip)
- Reduced impacts to community assets
- Reduced impacts to business operations

## Transit effectiveness

- Proximity to businesses, residents and community assets
- Station accessibility (pedestrian, bike, and other transit routes)

## Land use and economic development

- Compatibility with project anti-displacement objectives
- Redevelopment potential of vacant and/or impacted parcels
- Increased/improved non-vehicular access to businesses

## Operational considerations

- Light rail operational considerations
- Traffic operational considerations

## Compliance with street objectives

- Compliance with City of Minneapolis plans and guidelines





# Evaluation scoring

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**Achieves the best performance in this category**



**Performs well in this category, but could be better**



**Neutral in this category**



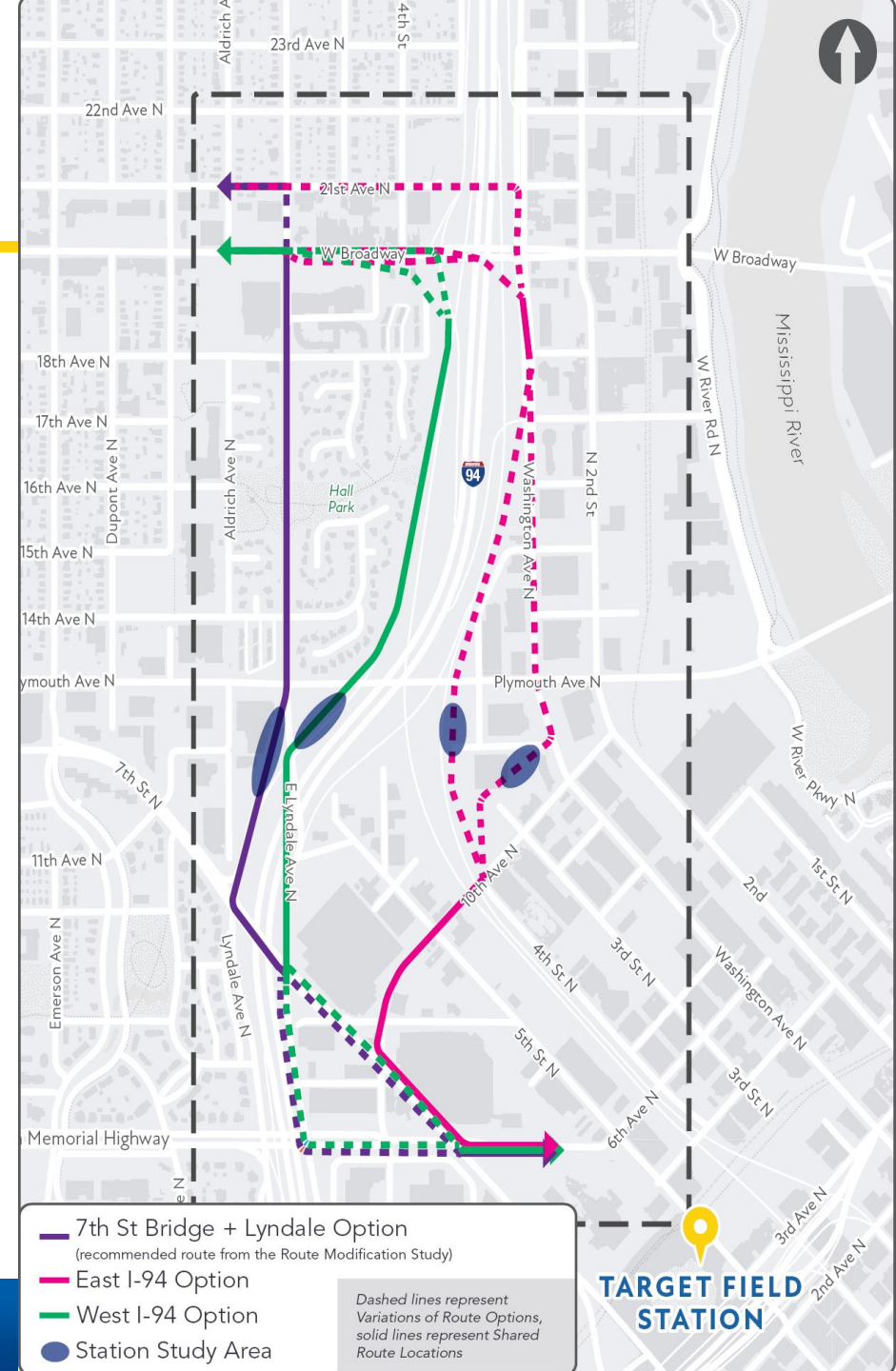
**Does not perform well in this category**

















**Results considered unacceptable based on project principles**

# Target Field Station to West Broadway Route Options

- Routes under evaluation:
  - Lyndale Avenue Option
  - West I-94 Option
  - East I-94 Option



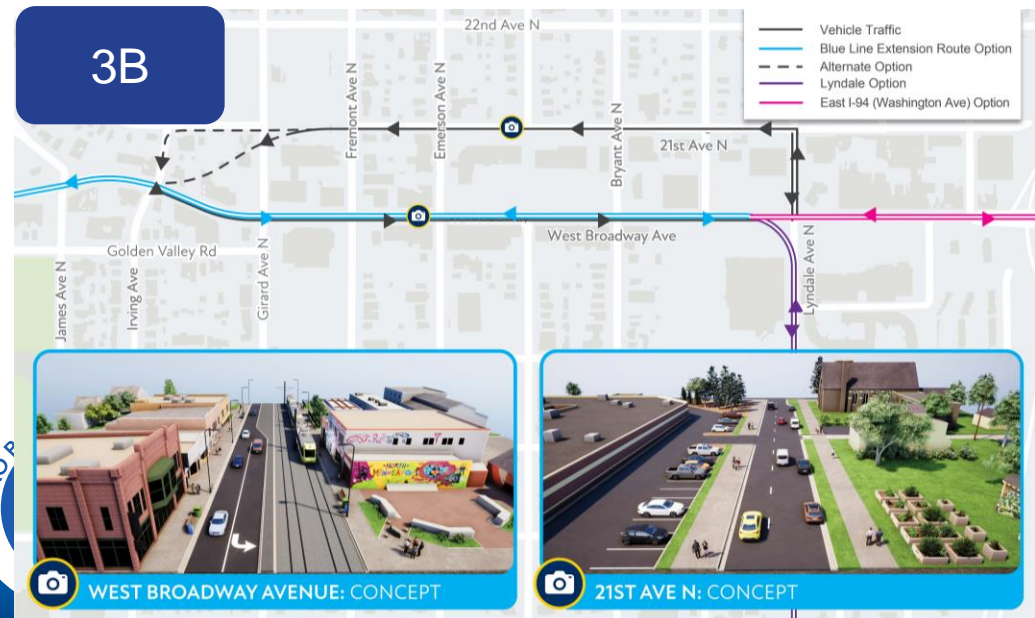
# Target Field Station to West Broadway

	Lyndale Option	West I-94 Option	East I-94 Option
<b>RECOMMENDATIONS</b>	<i>Evaluate further in Environmental Impact Statement (EIS)</i>	<i>Not recommended to move forward</i>	<i>Evaluate further in Environmental Impact Statement (EIS)</i>
Right of way impacts			
Transit effectiveness			
Land use & economic development			
Operational considerations			
Compliance with street objectives		Not applicable	

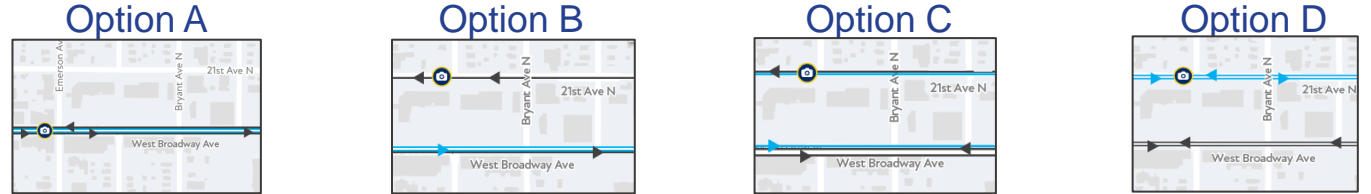




# 21<sup>st</sup> Ave vs West Broadway Options



# West Broadway Avenue / 21<sup>st</sup> Avenue



<b>RECOMMENDATIONS</b>	<i>Evaluate further in Environmental Impact Statement (EIS)</i>	<i>Not recommended to move forward</i>	<i>Not recommended to move forward</i>	<i>Evaluate further in Environmental Impact Statement (EIS)</i>
Right of Way Impacts				
Transit Effectiveness				
Land Use & Economic Development				
Operational Considerations				
Compliance with Street Objectives				





# Environmental Analysis – Staff Recommendation on Project Scope



# Purpose of Defining Project Scope

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- Identifies why a Supplemental EIS is needed
  - Potentially significant changes based on new route
  - Will study the full range of environmental, social, and economic impacts as 2016 Final EIS
  - Compare multiple options and No-Build
- Describes options to be studied – what has changed since Final EIS
- Anticipated publication Fall/Winter 2023



# Description - Scope of Supplemental Environmental Impact Statement

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- Describes route modification and recommendation
- Describes options to be evaluated
  - Update to project definition since Final EIS
  - New portions of the project route not previously studied



# West Broadway Avenue - Brooklyn Park Segment

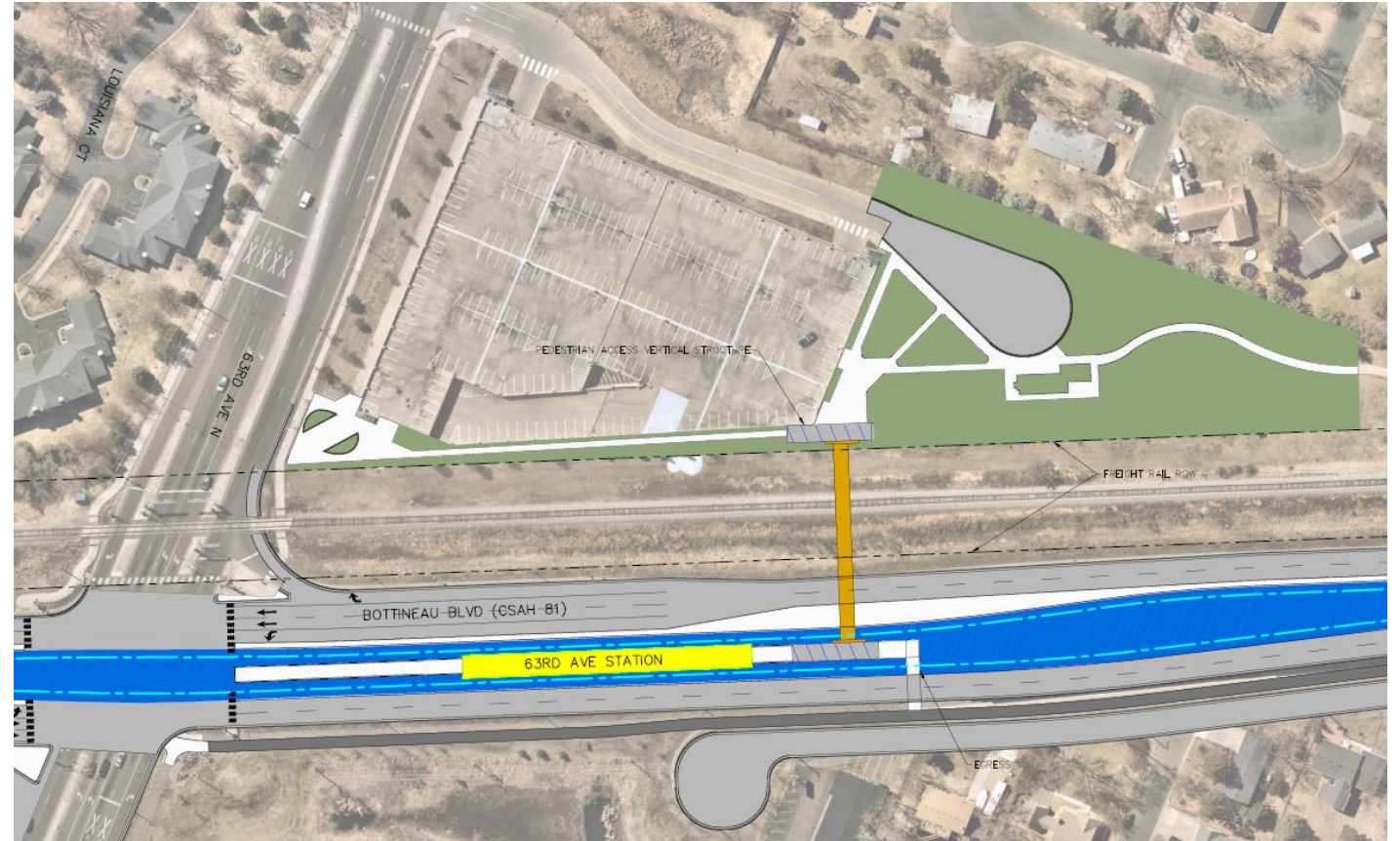
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- Same as Final EIS:
  - LRT on West Broadway Avenue
    - Operation and maintenance facility north of Hwy. 610
- Reconstruction and expansion of West Broadway (from north of Brooklyn Boulevard to 93<sup>rd</sup> Avenue) now part of the scope of the project



# Brooklyn Park: Pedestrian Crossing at 63rd Avenue Station

- Ensure plans meet revised design and environmental requirements
- Pedestrian crossing at 63rd Avenue Station





# County Rd 81 - Southern Brooklyn Park and Crystal

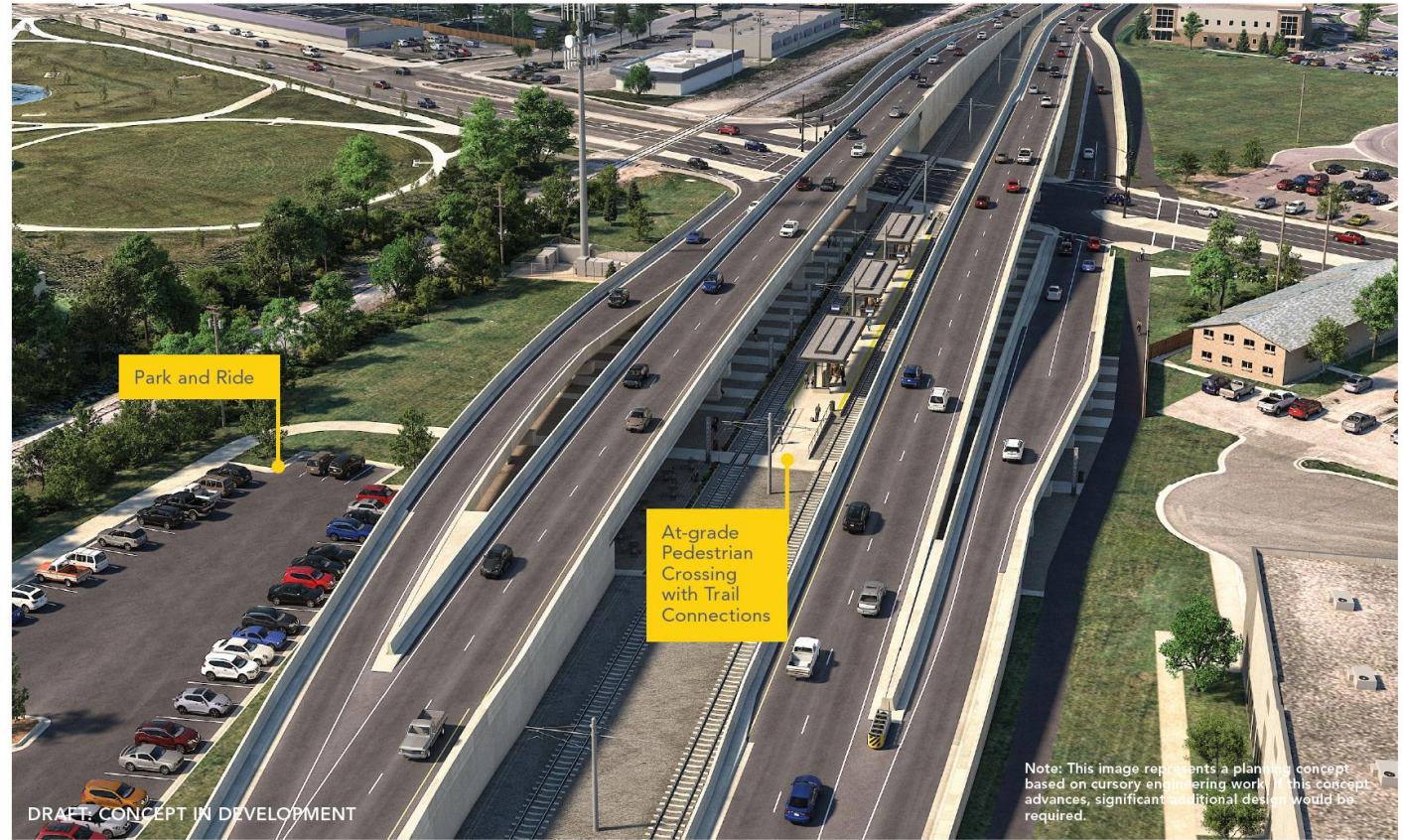
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- LRT alignment to run within the median on County Road 81
- Stations at 63<sup>rd</sup> Avenue and Bass Lake Road including station access and design
- Two options for designs at County Road 81/Bass Lake Road
  - Conventional intersection with a pedestrian bridge
  - Elevated structure carrying County Road 81 over Bass Lake Road.



# Crystal: CR 81/Bass Lake Road Intersection

- Will study traffic capacity and intersection operations on County Road 81
- Refine station design and access



*Aerial View of Station Area Looking North*



# County Road 81 - Robbinsdale

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- LRT and stations within the median of County Road 81
- New station locations in downtown Robbinsdale and at Lowry Avenue near North Memorial Hospital (elevated)





# Robbinsdale: Station placement

- Station placement downtown
- North Memorial Hospital station and access



DRAFT: CONCEPT IN DEVELOPMENT



# West Broadway and 21st Ave - Minneapolis

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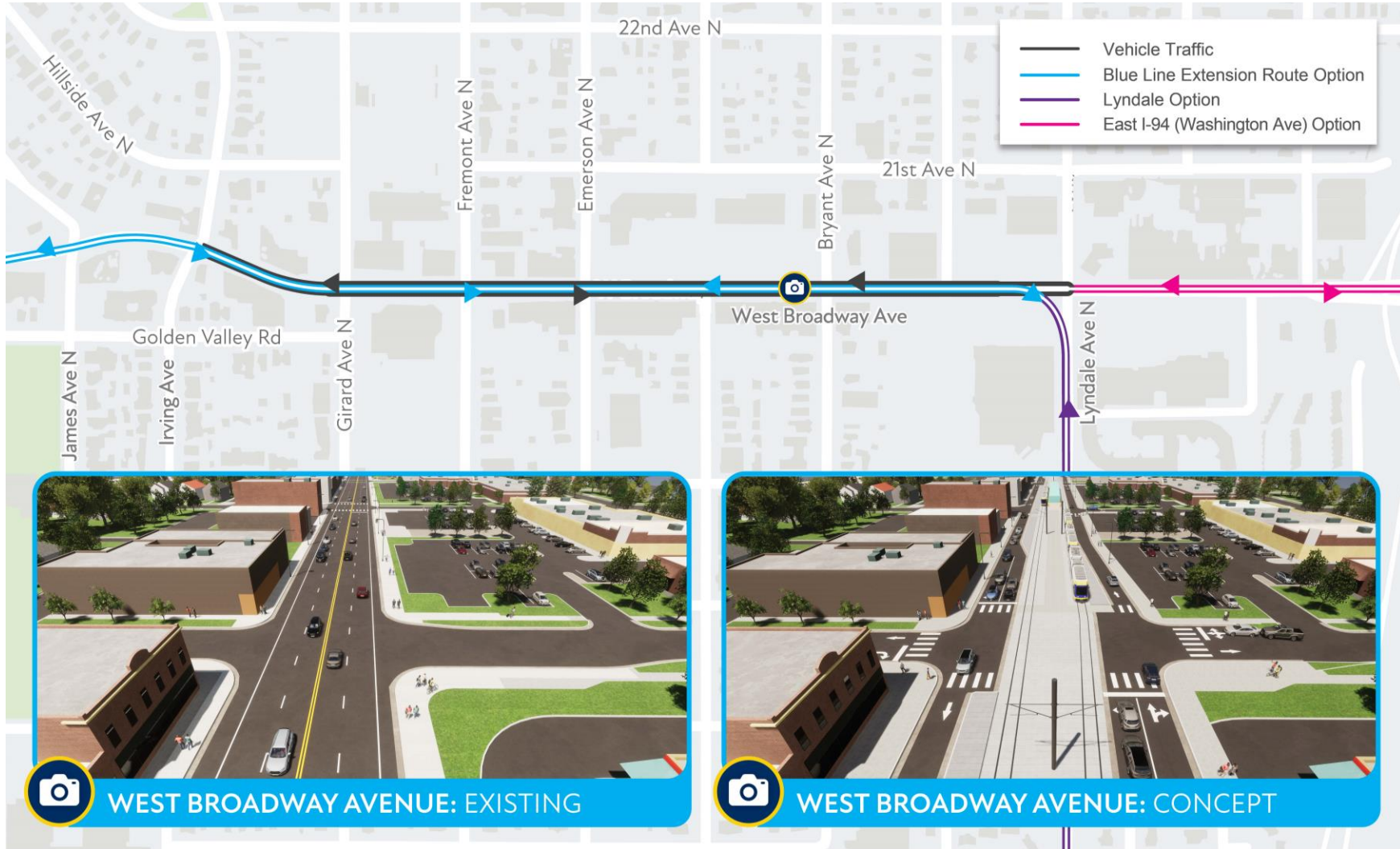
- LRT on West Broadway with new station locations
- Two options for LRT location between Irving Ave and Lyndale Ave
  - LRT on West Broadway Avenue along with vehicular traffic
  - LRT only on 21<sup>st</sup> Avenue





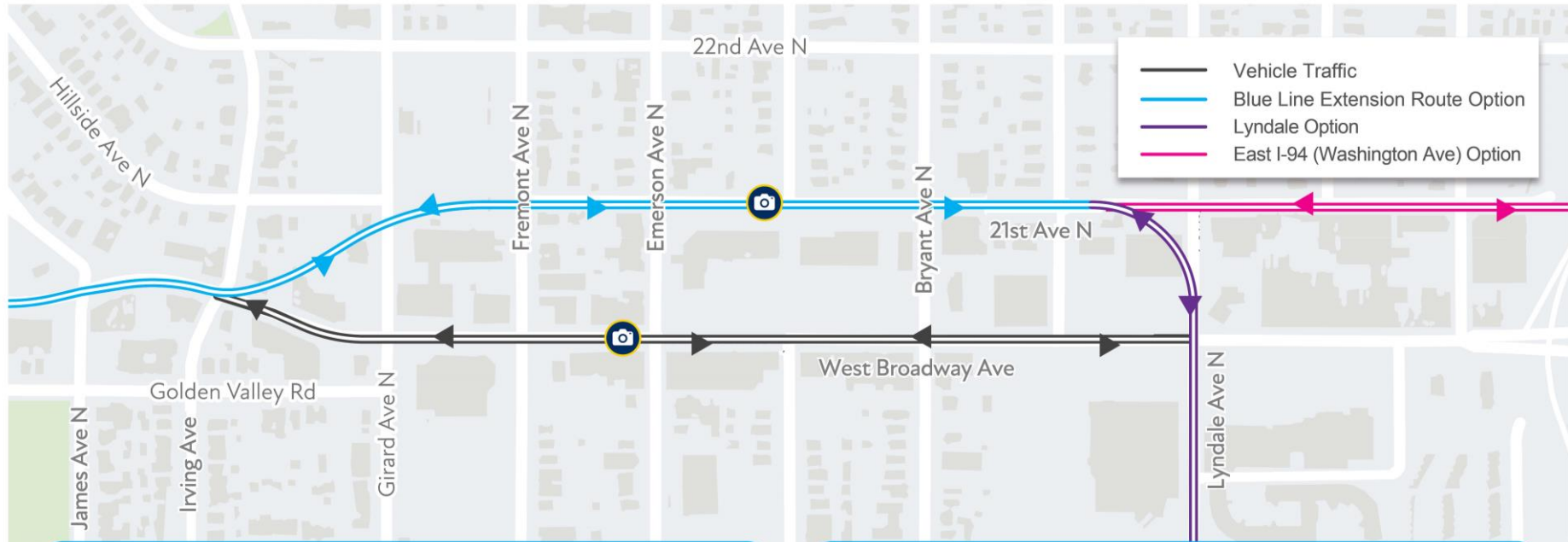
# 21<sup>st</sup> Ave vs West Broadway Options

3A



# 21<sup>st</sup> Ave vs West Broadway Options

3D



WEST BROADWAY AVENUE: MAINTAINS EXISTING



21ST AVE N: CONCEPT



# West Broadway to Target Field Station - Minneapolis

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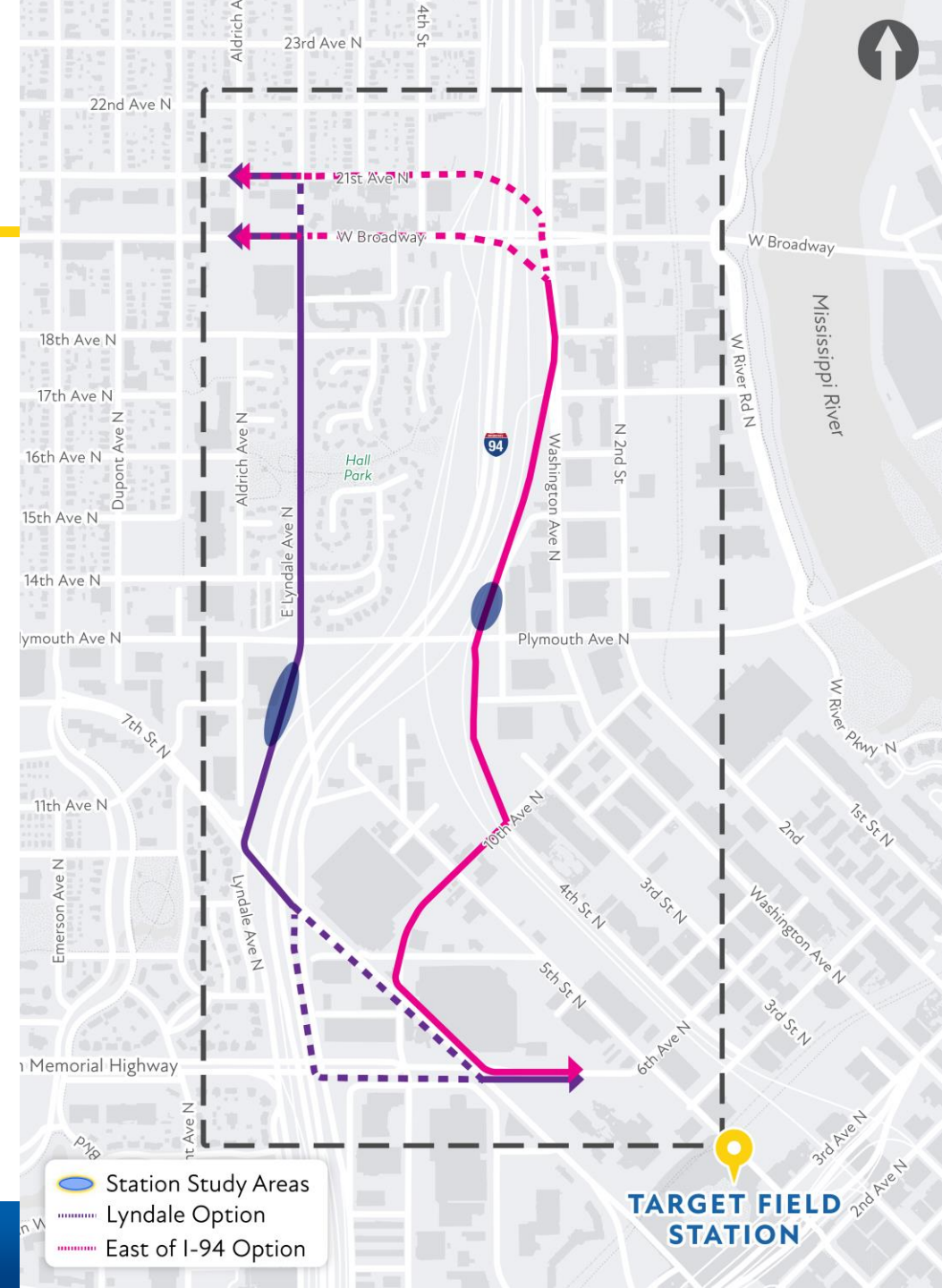
- Compare two route options:
  - Olson Memorial Hwy or North 7th Street to Lyndale Avenue
  - North 7th South to 10th Avenue North then running along the east side of I-94 parallel to Washington Avenue
- Both routes connect to 21st Avenue and/or West Broadway
- Both route options will travel over I-94 on a bridge





# Target Field Station to West Broadway

- East of I-94 option bridge location dependent on Broadway or 21st Ave, both will be studied



# Public Comment Period

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- Written comments on the EQB Monitor Notice of Intent for the Supplemental EIS will be accepted through November 7, 2022.
- **Email address:** [neha.damle@metrotransit.org](mailto:neha.damle@metrotransit.org)
- **U.S. Mail:**  
Ms. Neha Damle  
Environmental Lead  
Blue Line Extension Project Office  
6465 Wayzata Boulevard, Suite 500  
St. Louis Park, MN 55426
- **Link to Public Documents:** [BlueLineExt.org](http://BlueLineExt.org)





# Sample environmental review topics

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## Community and Social Impacts

- Visual changes, safety, community character, cultural resources, etc.

## Transportation Impacts

- Transit, pedestrians, bicycles, vehicles, etc.

## Physical and Environmental Impacts

- Wetlands, hazardous materials, noise, vibration, etc.

## Environmental Justice

## Parks



# Environmental Next Steps

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- Prepare and publish Supplemental *Draft* EIS
  - Compare multiple design solutions impacts and benefits
  - Typically identifies a preferred option informed by analysis
- Public Hearing on Draft Environmental Documentation
  - More public engagement and a hearing
  - Comment period



# Anti-Displacement Update



# Sept. 24 Workshop

- Met at Crystal CC for 2<sup>nd</sup> Saturday Meeting
  - Landscaped 27 Anti-Displacement Policies
  - Developing structures for recommendations



# Pathways for Anti-Displacement Policies

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- Existing policies: “Making Them Blue”
- Likely policies, leadership or resourcing role: feasibility study
- Policies with resistance: feasibility study
- New policies: feasibility study
- All: considering the problem to be addressed, match with impact, costs analysis, and strategy for implementation
- Will ask ADWG to prioritize among the options





# Anti-Displacement Policy Recommendation Structure and Process

- Recommendation Structure
  - Policies
  - Roles
  - Cost
  - Impact and measurement for success
  - Legal consideration
  - Timing – before/during/after construction
  - Examples
  - Implementation strategy or plan



# Recommendation Process

- Transparency/accountability
- Community body and staff
  - Work through details together
- Look at policies in place
- Global convening



# Phase II: Implementation

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- Policy Recommendations
- Deeper dive
  - Dollars to deliver
  - Resource possibilities
  - Draft a plan
  - Management structure

