

Community Advisory Committee

December 7, 2022



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



Today's Topics

- Review membership and CAC charter
- Project Overview
- Community Outreach and Engagement
- Environmental next steps



Review Membership and CAC Charter

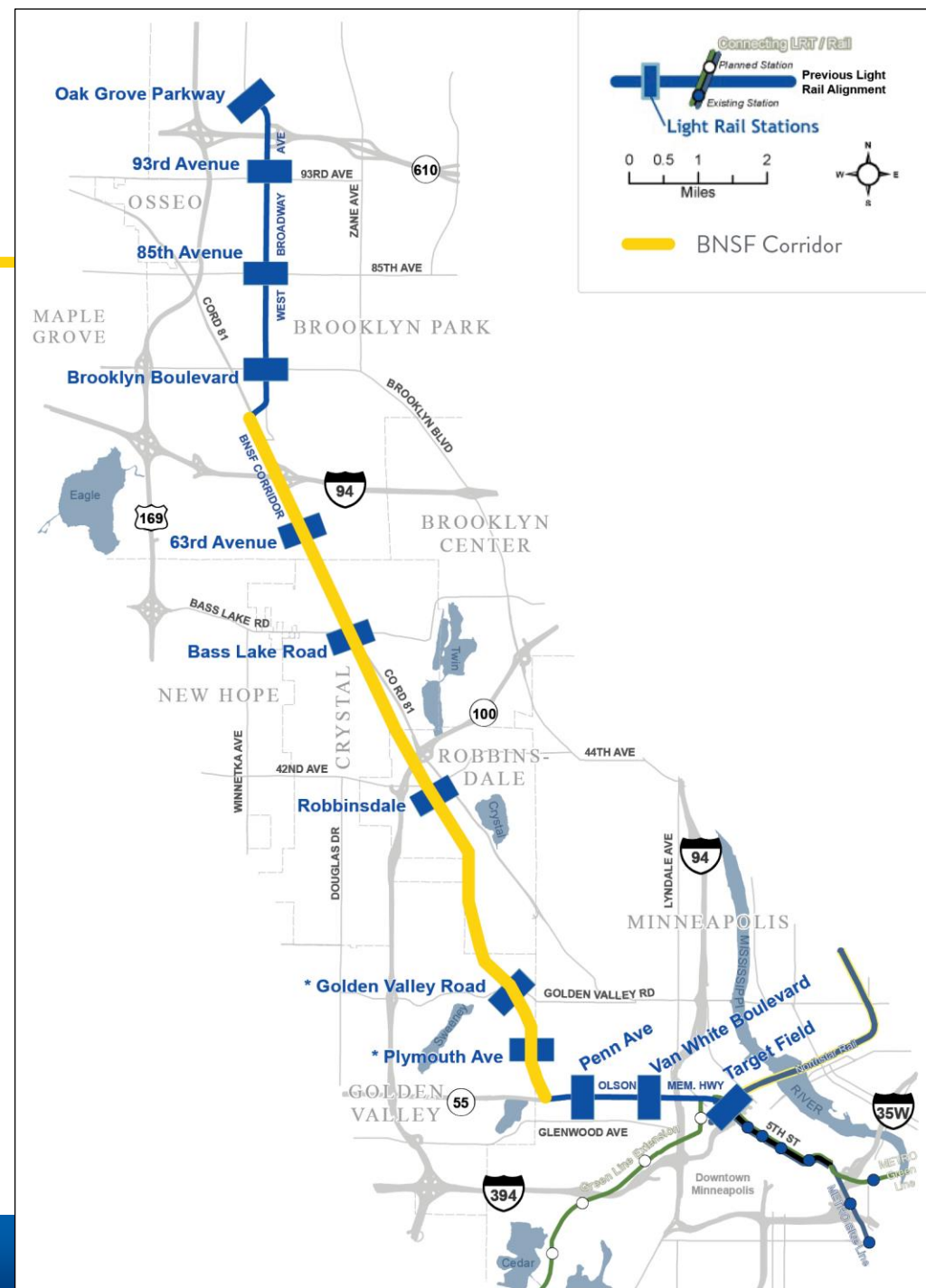


Project Overview



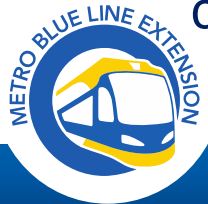
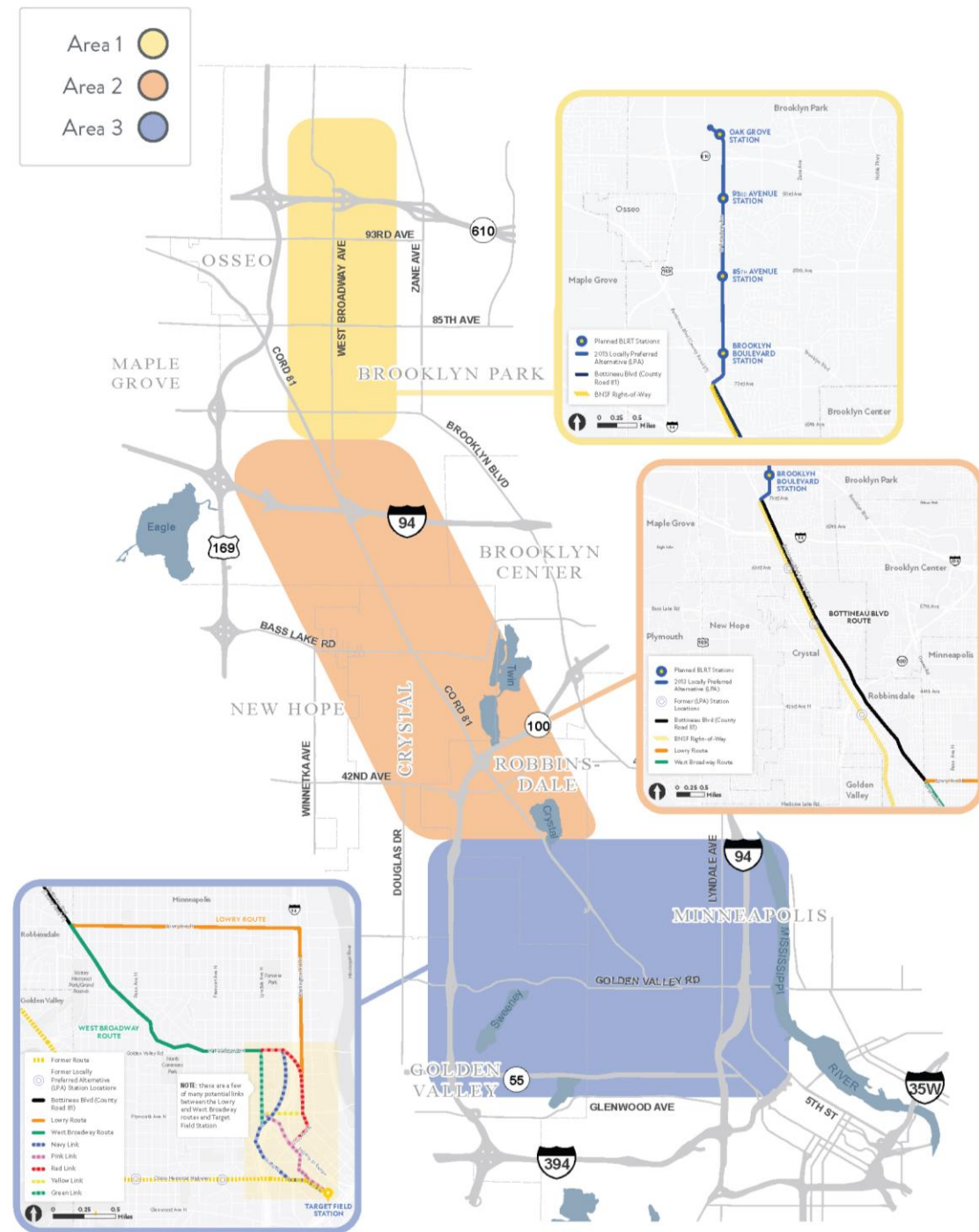
Project Transition (August 2020)

- After a multi-year effort to negotiate with BNSF that included many levels of government and offers including buying the corridor, it was time to move the project forward



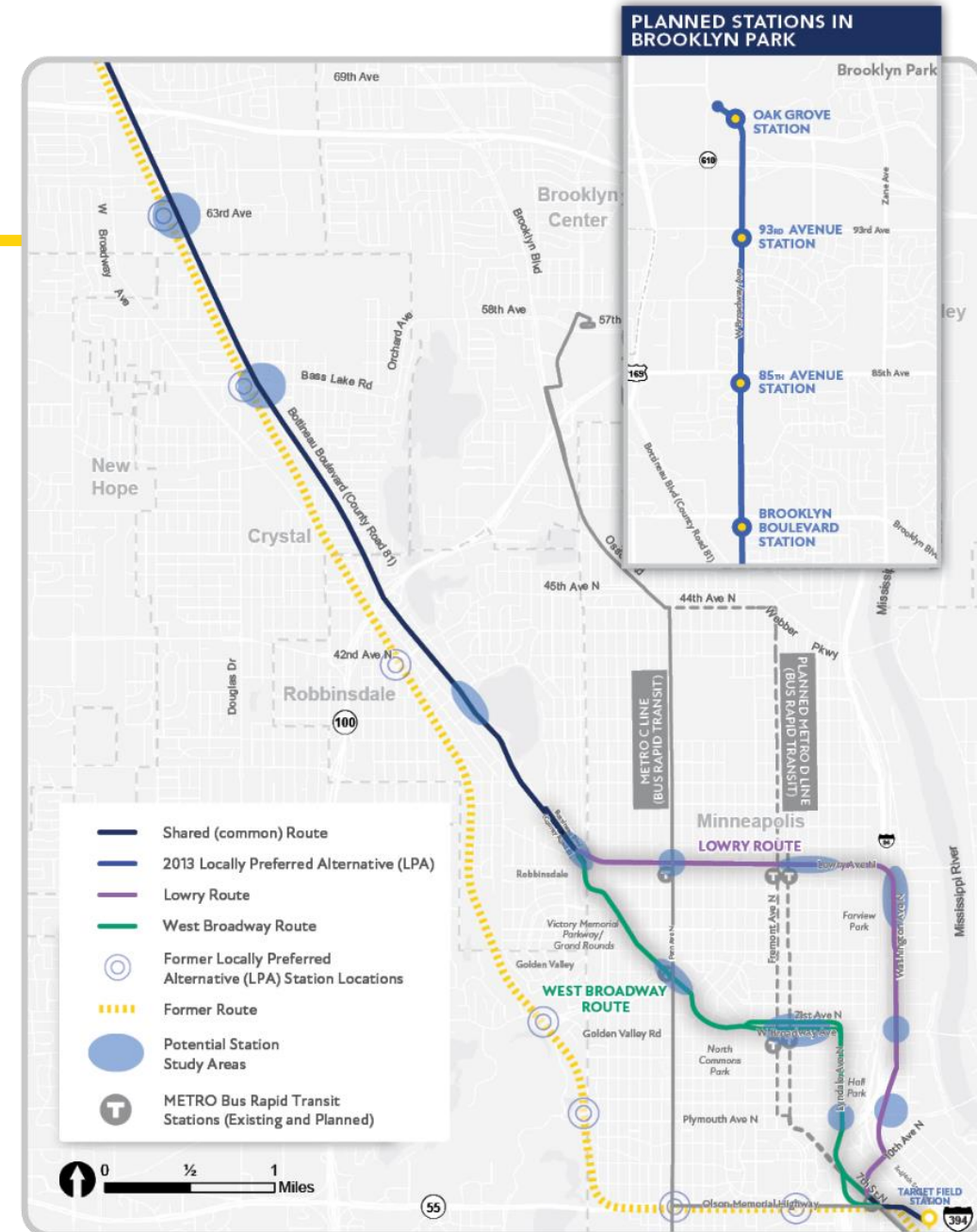
Initial Project Areas (March 2021)

- Project route options
 - Confirmation of route options for Areas 1 and 2
 - Preliminary options for Area 3
- Options based on:
 - Adopted Project Principles
 - Conceptual review of LRT right of way and operation needs
 - Applicable previous work
 - Community feedback on key destinations and connections



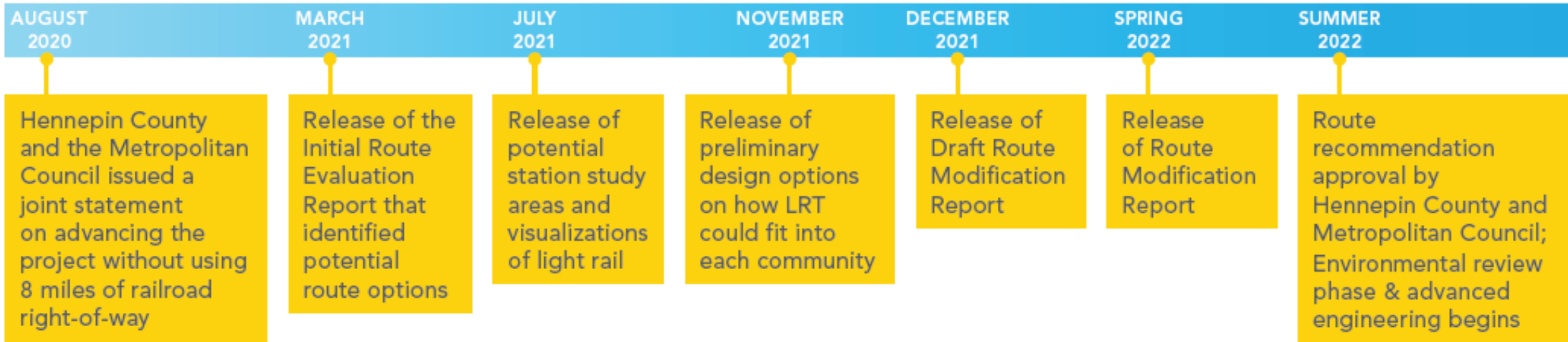
Route Modification Report (April 2022)

- **Brooklyn Park** – former route and stations along West Broadway remain the same
- **Brooklyn Park, Crystal and Robbinsdale** – proposed route along Bottineau Blvd (County Road 81) closes parallels the original route for most of this area
- **Minneapolis** – two route options were evaluated: one along Lowry/Washington (purple) and one along West Broadway Avenue (green)






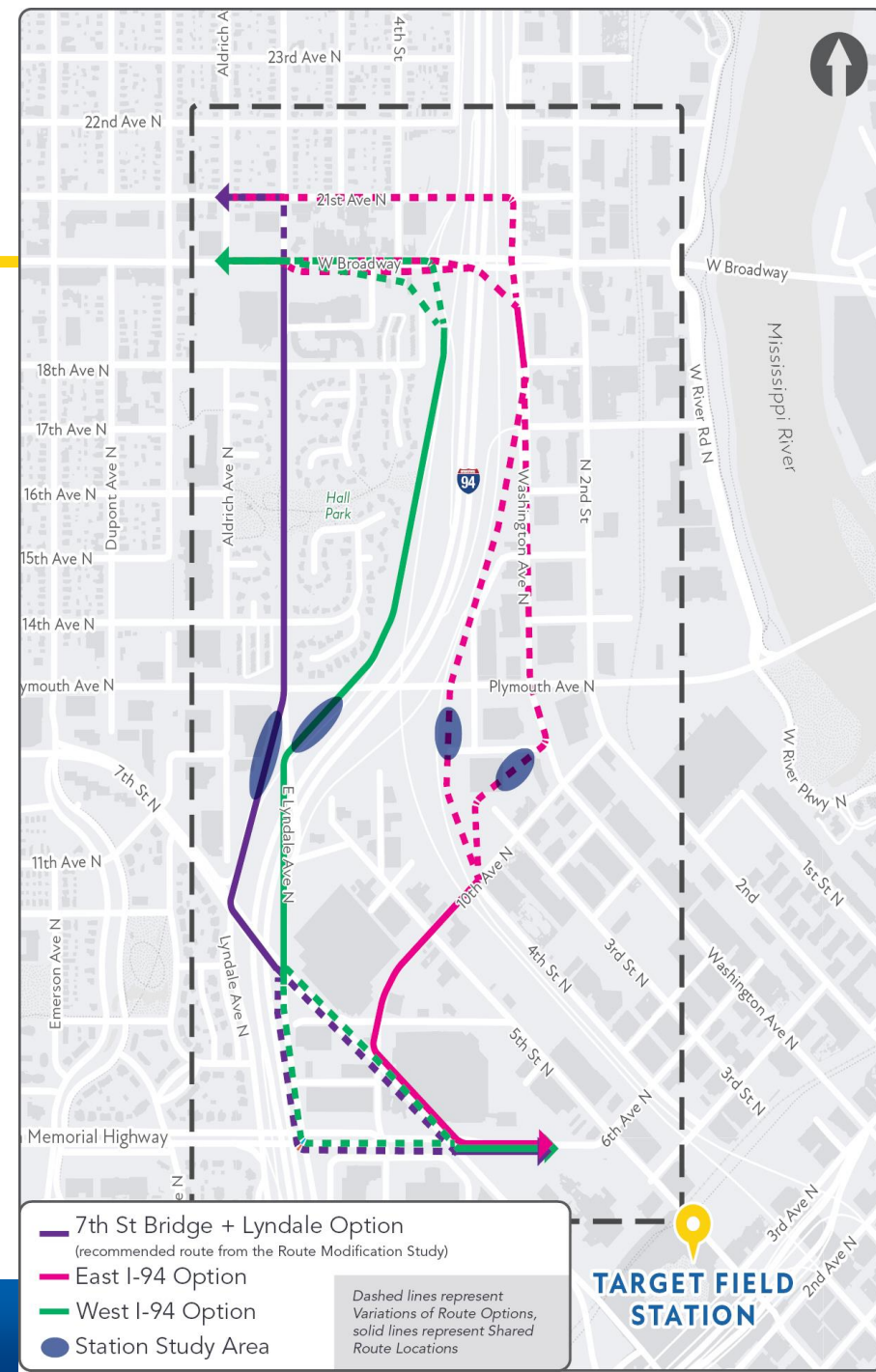
2020-2022 Milestones

ONGOING PUBLIC ENGAGEMENT

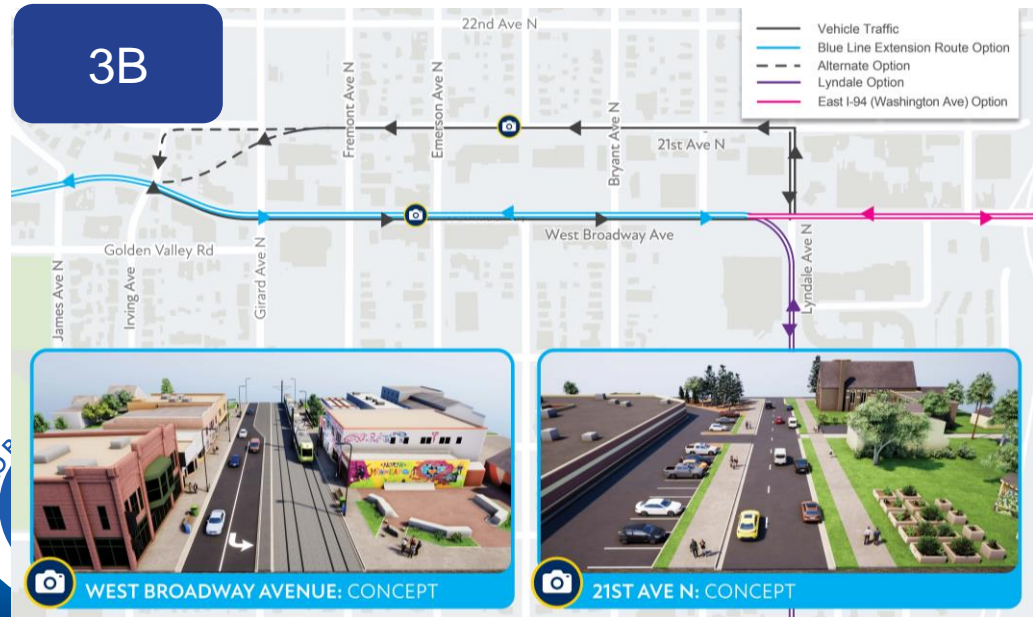


Target Field Station to West Broadway (June – Sept 2022)

- Route options evaluated:
 - Lyndale Avenue Option 
 - West I-94 Option 
 - East I-94 Option 

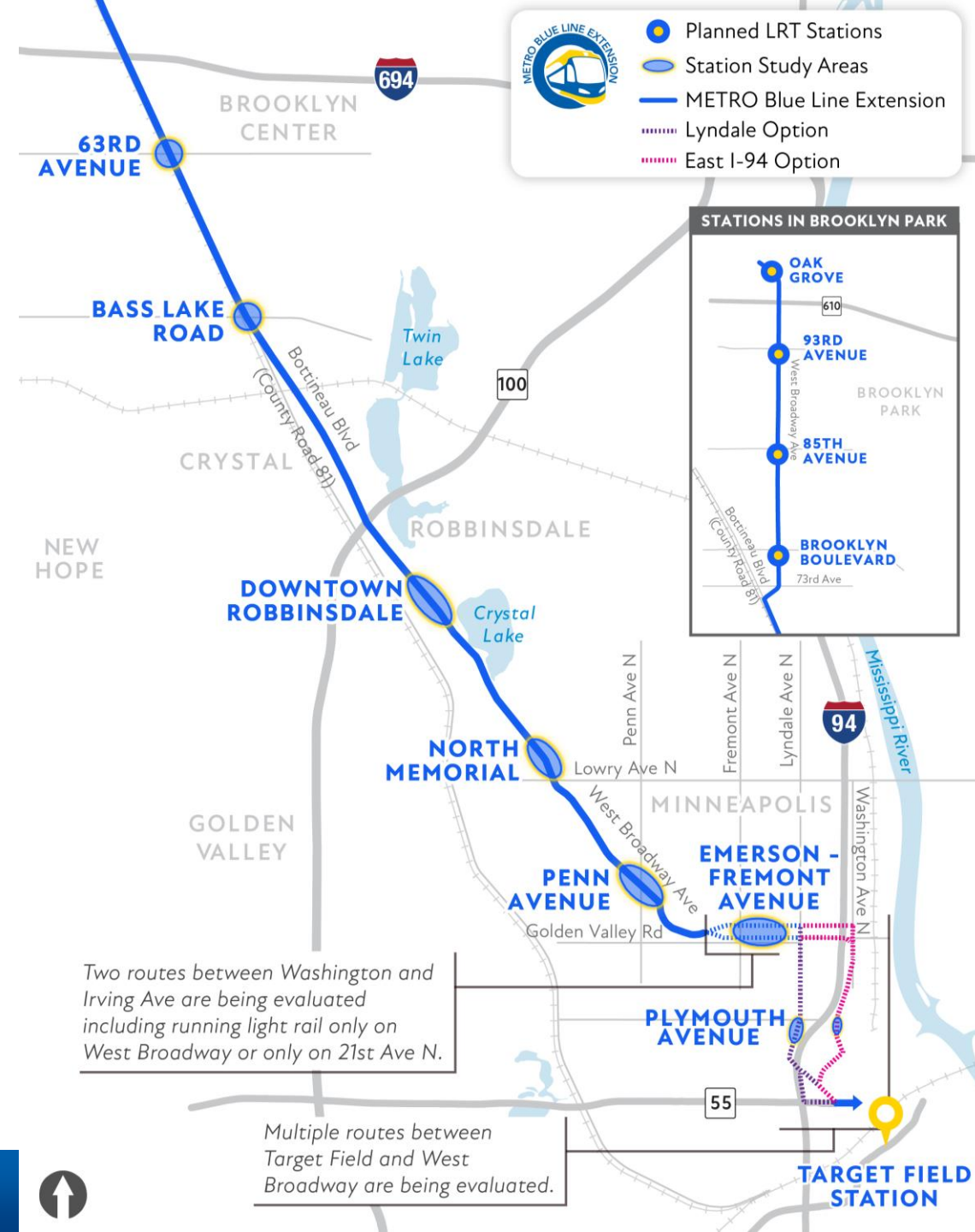


21st Ave vs West Broadway Options (June – Sept 2022)



Route Options under Evaluation

- West Broadway Avenue in Brooklyn Park
- County Road 81 in Crystal and Robbinsdale
- West Broadway Avenue in North Minneapolis and multiple route options connecting to Target Field Station in downtown Minneapolis



Community Outreach and Engagement



Target Field Station to West Broadway: Common Themes

- 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)



Common Themes Across West Broadway/21st 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?

- 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?

- 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



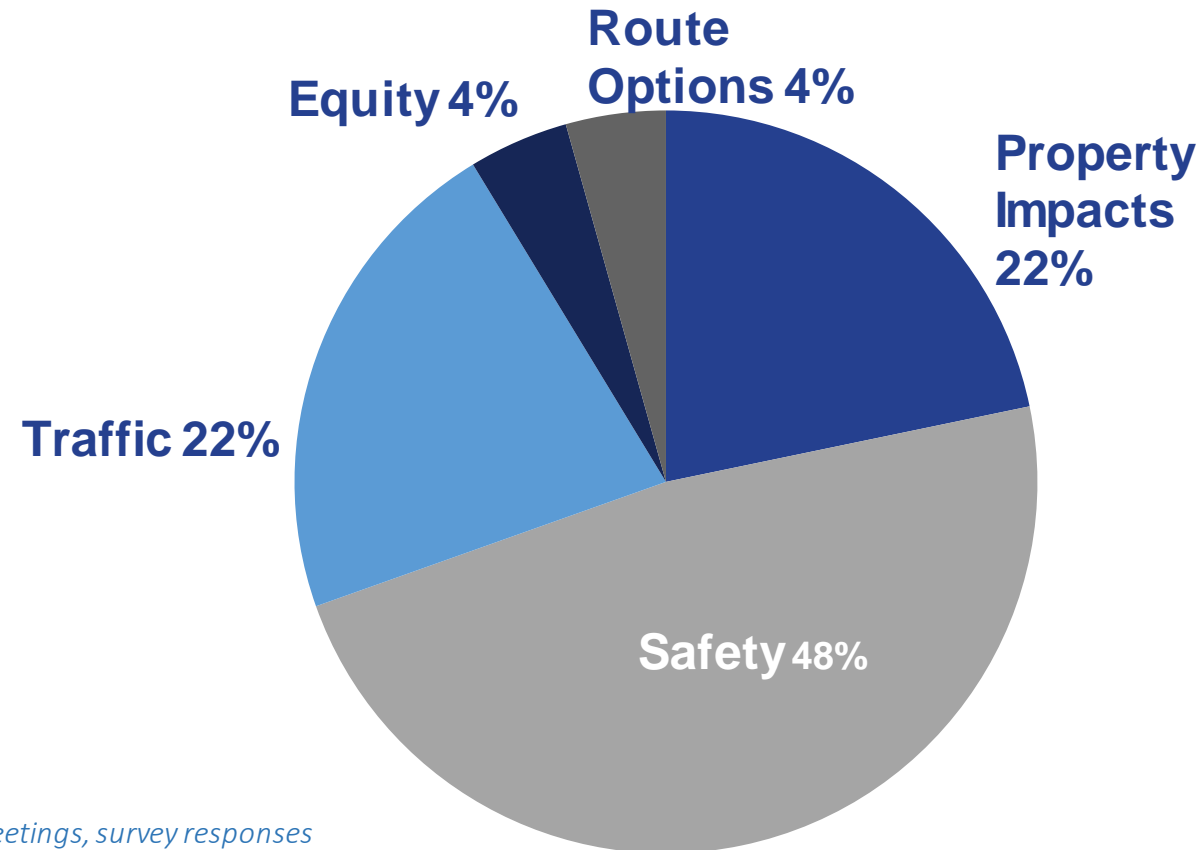
October Meetings

- Review routing options moving into the environmental document
- 4 In-person Open House Meetings ~ 175 attendees
- 2 Virtual Meetings ~ 19 attendees
- Survey Question: Do you have any feedback on the scope of the Supplemental Environmental Impact Statement, including route options to be studied and topics to address?



Minneapolis Meeting Comments (October 18)

Comment Topics



Source: In-person meetings, survey responses



Minneapolis Meeting Comments

- Mixed support for Lyndale and Washington
- Remove bike lane on Lyndale
- Lyndale option will help people in Fremont area
- Fix route canceling
- Concerned for safety of students at Twin Cities International School (TCIS)
- Air quality concerns
- Concerned about worsening traffic congestion on Lyndale
- Concerns about increasing crime near Lyndale homes and TCIS



Brooklyn Park Meeting Comments(October 19)

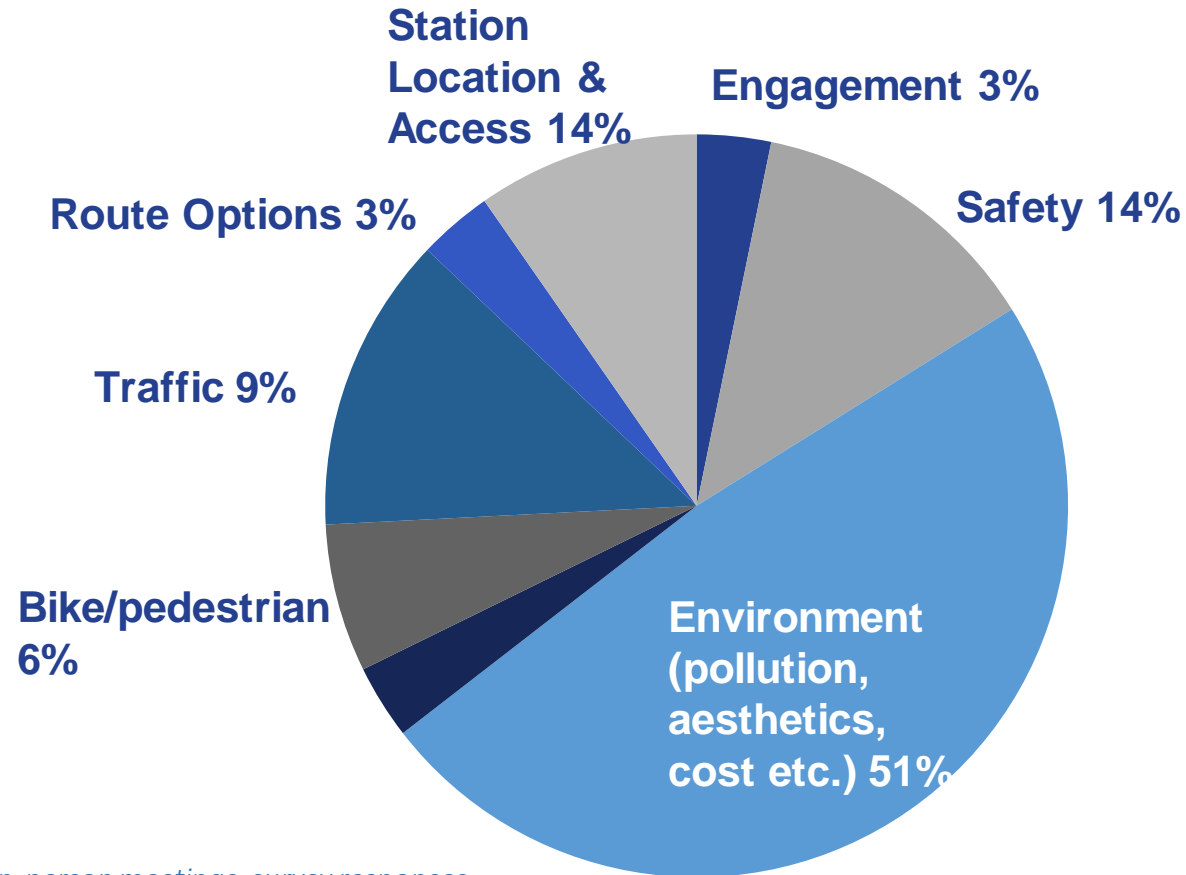
- Feedback topics:
 - Study BRT alternative
 - LRT corridor ride tour for seniors



Source: In-person meetings, survey responses

Robbinsdale Meeting Comments (October 25)

Comment Topics



Source: In-person meetings, survey responses



Robbinsdale Meeting Comments

- Have park & ride match feel of historic downtown
- Maintain feel of downtown, community, and lake town
- Mixed support for light rail
- Preferred Bottineau Route
- Concerned about noise and air pollution
- Cost of project
- Safety concerns
- Lack of ridership



Source: In-person meetings, survey responses

Crystal Meeting Comments(October 26)

- Feedback topics:
 - Ensure appropriate station lighting
 - Mitigate environmental impacts
 - Timing concerns



Source: In-person meetings, survey responses

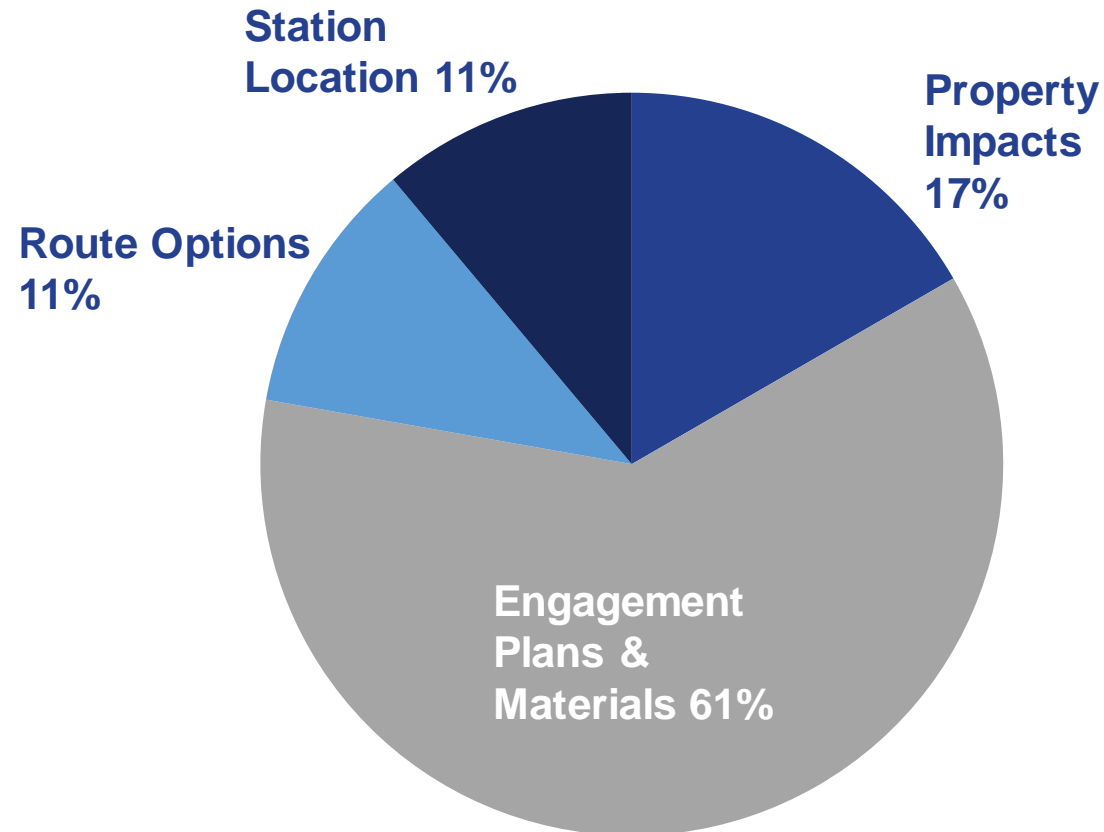
Additional Online Survey Responses

- Lack of ridership since pandemic
- Too expensive
- Safety concerns
- 64 online responses total



Virtual Meeting Questions (Oct. 20 & 21)

Comment Topics



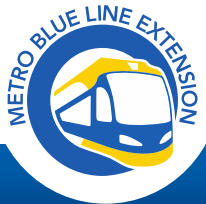
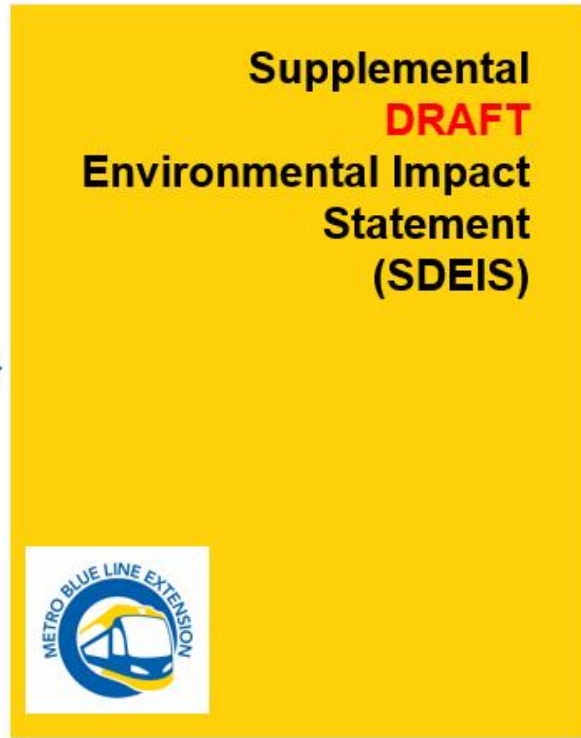
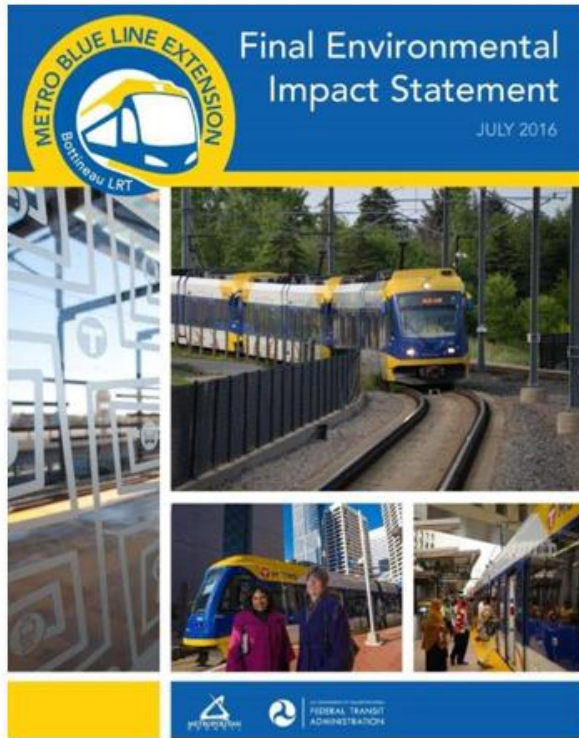
Source: virtual meetings, survey responses



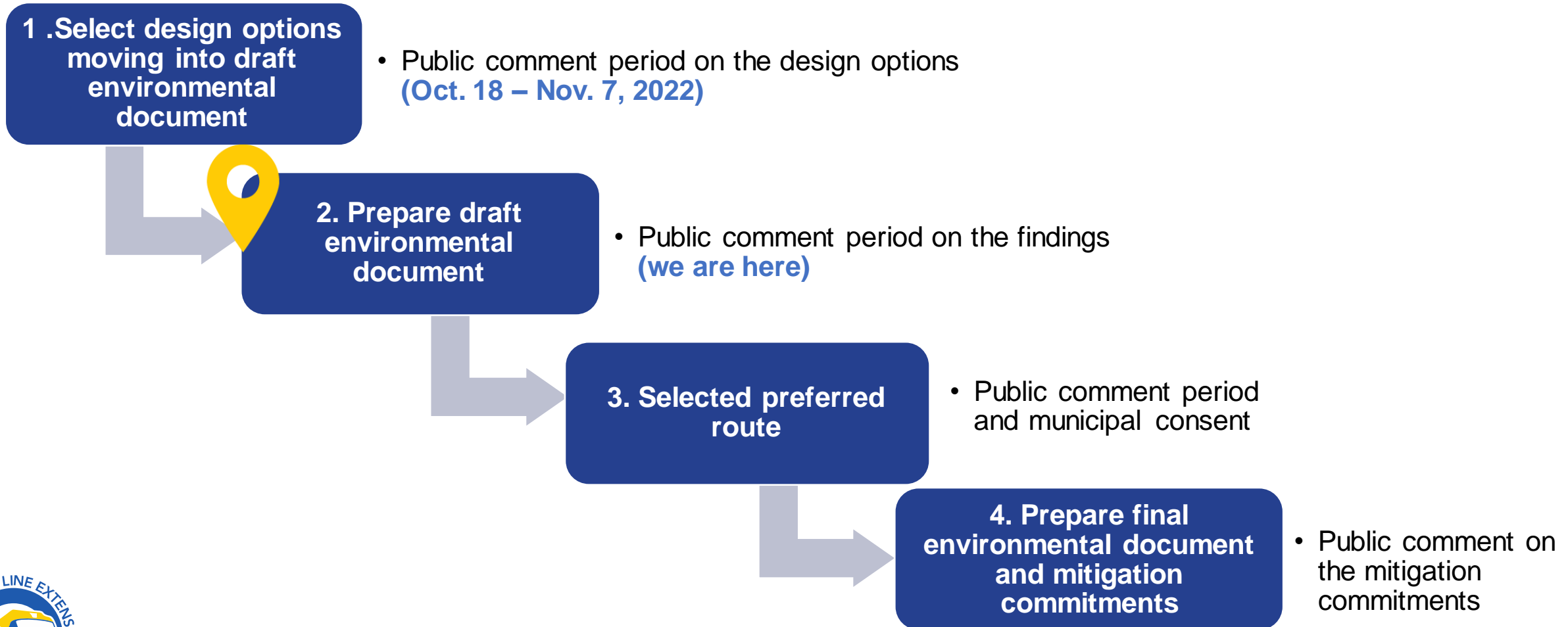
Environmental Next Steps



Environmental Document



Environmental Next Steps and Decision Points



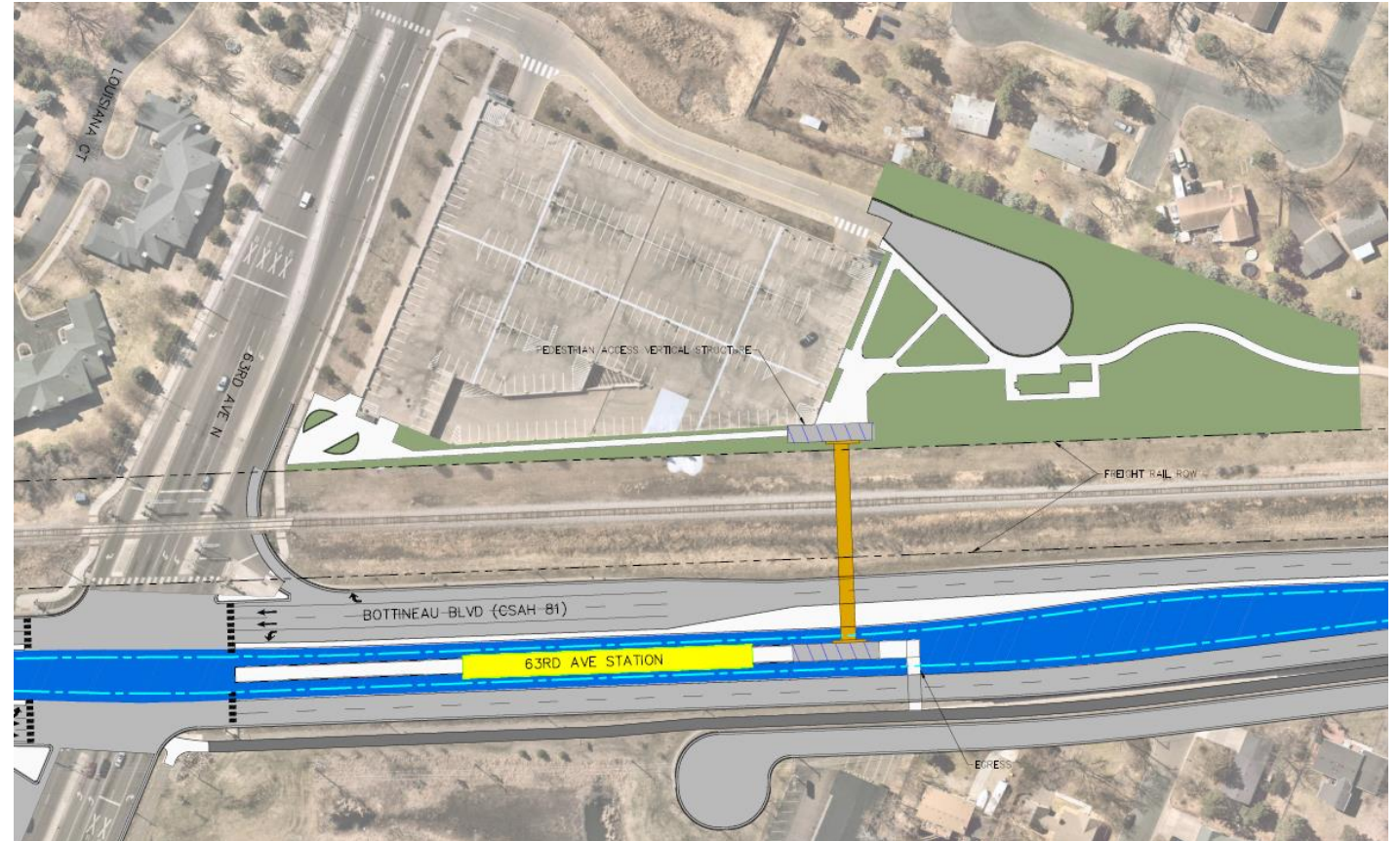
Project Scope – Brooklyn Park

- 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 93rd 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

- LRT alignment to run within the median on County Road 81
- Stations at 63rd 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.



Project Scope - Crystal

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

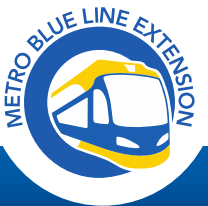


Aerial View of Station Area Looking North



Project Scope - Robbinsdale

- 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



Robbinsdale - Station Placement

- Station placement downtown
- North Memorial Hospital station and access



DRAFT: CONCEPT IN DEVELOPMENT



West Broadway and 21st Ave - Minneapolis

- 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 21st Avenue



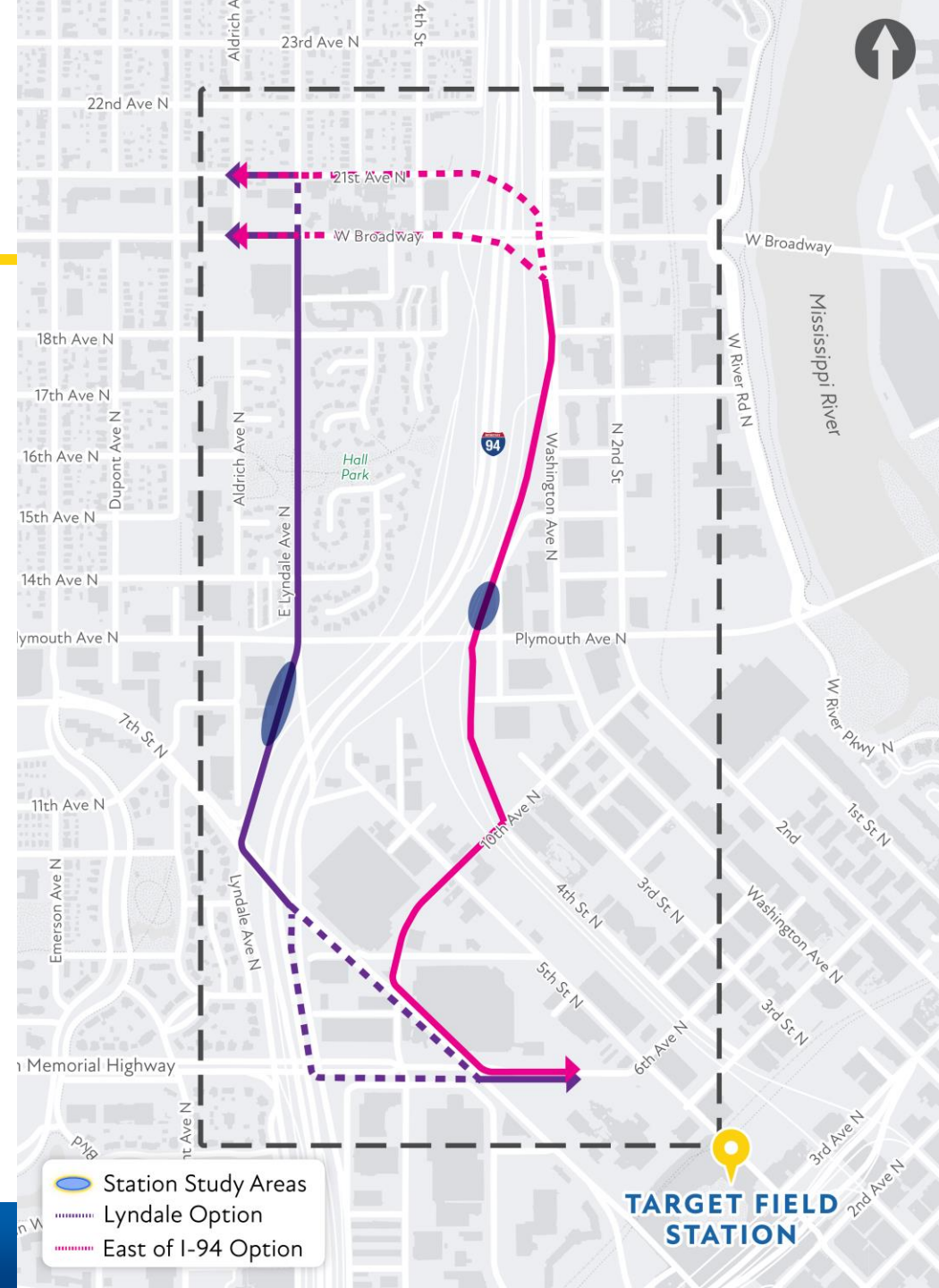
West Broadway to Target Field Station - Minneapolis

- 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



Sample Environmental Review Topics

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



Field Work Updates

- Wetland delineations complete
- Cultural resource surveys ongoing
 - Photos of buildings and homes
 - Will help determine historic and cultural importance



Anti-Displacement Work Group timeline

- First Anti-Displacement Work Group meeting was held on March 10, 2022
- Past and upcoming meeting topics include:
 - June 2022 (lessons from existing light rail projects)
 - September 2022 (housing and overarching policy discussion)
 - Landscaped 27 Anti-Displacement Policies
 - Developing structures for recommendations

- **November 2022 (Continued policy discussion)**
- **December 2022 (cultural; business displacement; continued policy discussion)**
- **February 2023 (finalizing recommendations)**



Project Schedule



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



Project Timeline

Item	Timeline
Prepare SDEIS	October 2022 – November 2023
Publish SDEIS	November 2023
Prepare SFEIS	November 2023 – September 2024
Municipal Consent	February – April 2024
Publish SFEIS	September 2024
Amended Record Of Decision (ROD)	September 2024
Full Funding Grant Agreement (FFGA)	November 2025
Construction	2025
Opening Goal	2028 – 2030



Next meeting: January 4

