

# Community Advisory Committee

Feb 1, 2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS



# Today's Topics

- Project Update
- Environmental Update
- Brooklyn Park Design Decisions
- Anti-Displacement Update
- Questions



A service of the Metropolitan Council  
TRANSIT  
Improvement  
BOARD

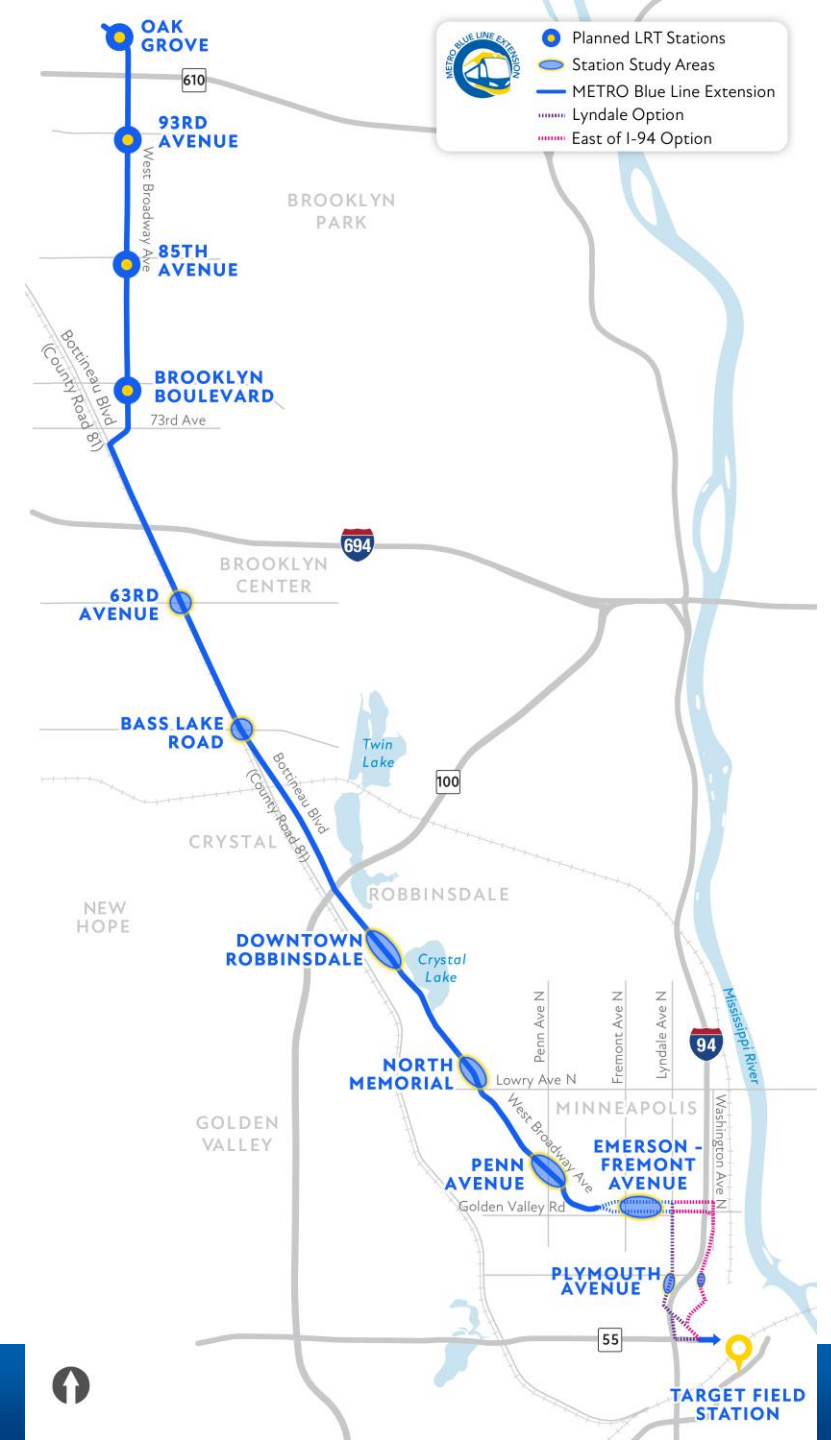
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# Project Update



# Blue Line LRT Extension

- Located in Hennepin County directly connecting downtown Minneapolis, Robbinsdale, Crystal and Brooklyn Park and communities in the northwest Metro
- New route adopted in June 2022
- Advancing environmental analysis and engineering for Supplemental Draft and Final EIS
- Public engagement underway and ongoing, including an Anti-Displacement Workgroup
- Policy recommendation in June 2023 for preferred route where SDEIS includes more than one option



# Project Schedule



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



# Blue Line Extension Project Goals



Improve transit access and connections to jobs and regional destinations.



Improve frequency and reliability of transit service to communities in the corridor.



Maximize transit benefits with cost competitive & economically viable transit improvements.



Support communities' development goals.



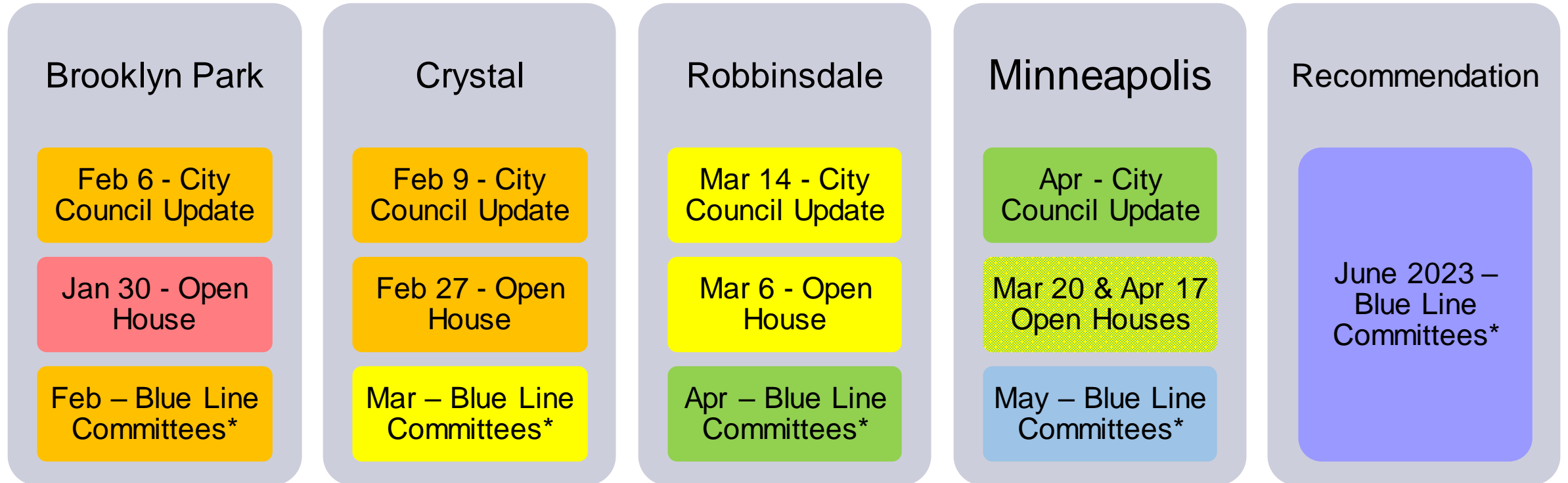
Promote healthy communities and sound environmental practices to address climate change.



Advance local and regional equity and work towards reducing regional racial disparities.



# Outreach and Engagement Plan

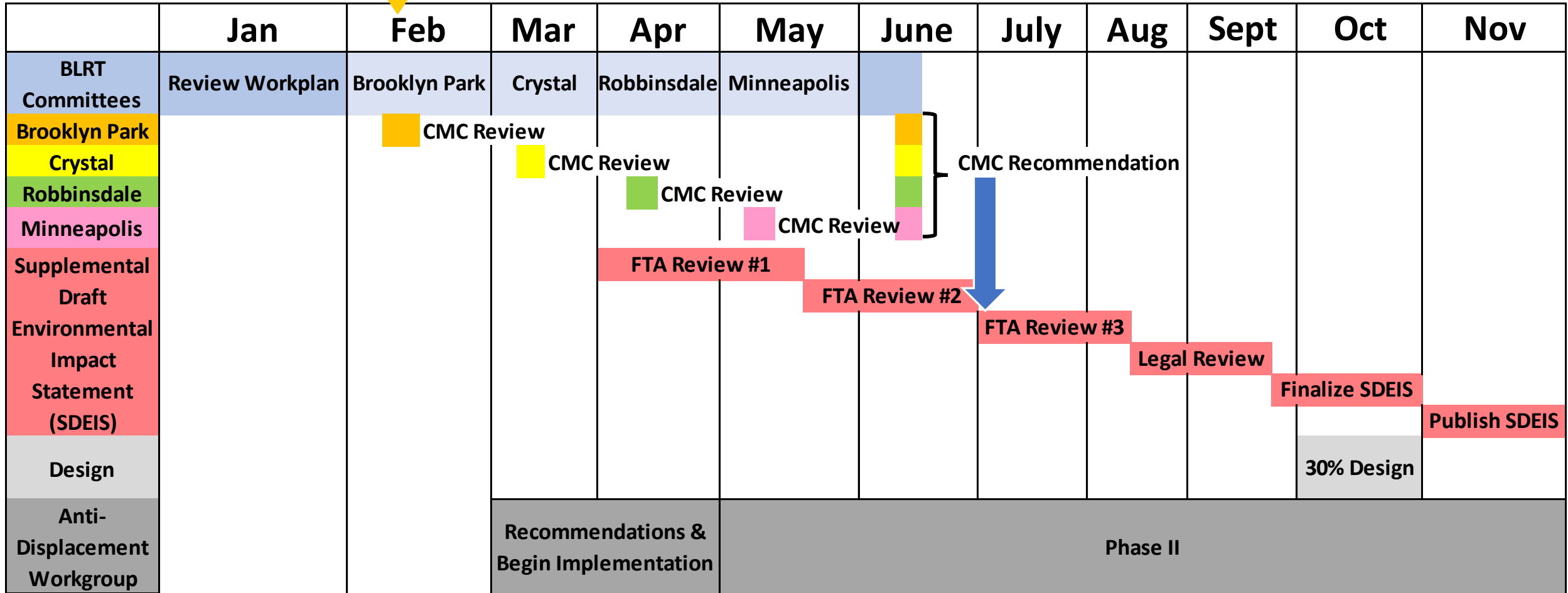
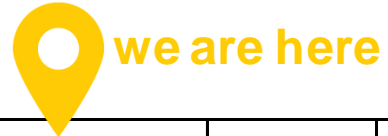


*Other 2023 BLRT outreach & engagement includes meetings with community, key stakeholders, businesses and property owners; Anti Displacement Working Group; Community Engagement Cohort; Cultivate Arts; etc.*



\*Technical Project Advisory Committee (TPAC), Community Advisory Committee (CAC), Business Advisory Committee (BAC), Corridor Management Committee (CMC)

# 2023 Workplan

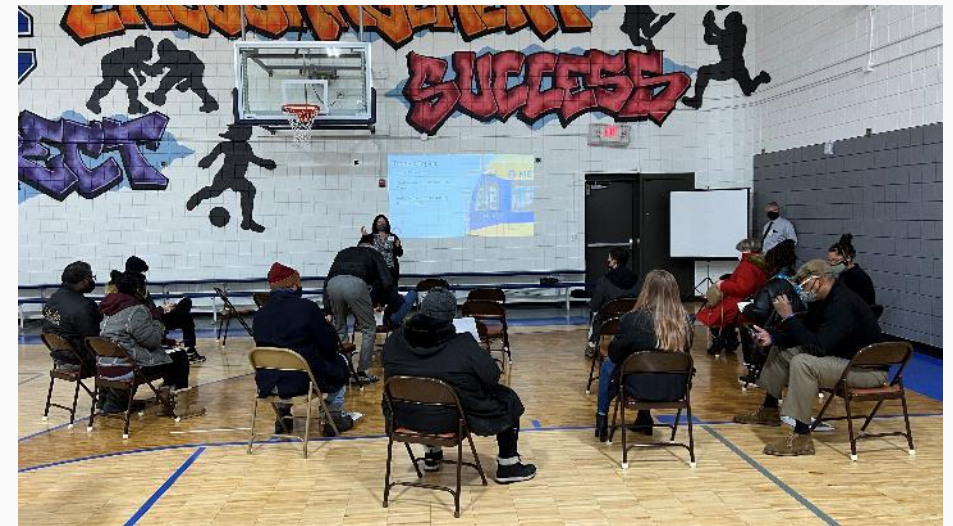




# Engagement Metrics, August 2020-December 2022

- **370** events resulting in nearly **16,700** points of contact with the public
  - Community event attendance, door-knocking, stakeholder 1-to-1, project hosted events, driveway talks, etc.
- **75,000** reach on social media and **1 million +** reach through paid ads on community and cultural media
- Approximately **4,140** survey responses
- **1,650** comments on the interactive map
- **250** comments from comment forms
- Corridor postcards mailed to **26,000** households/businesses
- Over **1,000** emails and phone calls
- Majority of activities with environmental justice communities

*Community Meeting: January 2022*



# Community Cohort

- To ensure voices from all backgrounds are involved in decisions, the project continues to work with a community engagement cohort
- Direct contracting with community and cultural organizations for outreach and/or communications support

## Community Engagement Cohort

A Mother's Love

Asian Media Access

Encouraging Leaders

JUXTA

Liberian Business Association

NEON

Pueblos de Lucha Esperanza

West Broadway Coalition



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# Environmental Update



# Environmental Schedule

1. Select design options included in draft environmental document

- Public comment period on the design options (Oct 18 – Nov 7, 2022)

2. Prepare draft environmental document

 we are here

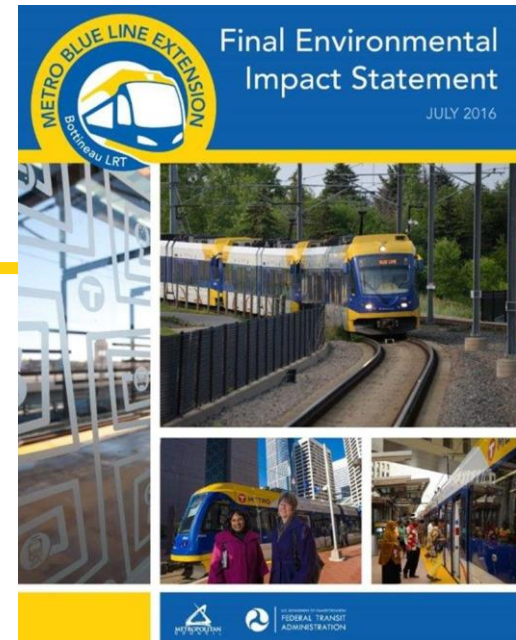
- Public comment period on the findings
- BLRT Anti-Displacement recommendations

3. Selected preferred route

- Public comment period and municipal consent

4. Prepare final environmental document and mitigation commitments

- Public comment on the mitigation commitments



*Original FEIS completed July 2016*



# Chapter 1: Project Purpose and Need

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## Chapter 1: Purpose and Need

*Supplemental Draft Environmental Impact Statement (SDEIS)*

- Project Purpose

*To provide transit service, which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.*

- Project Need

*To effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel time-competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.*

# Chapter 2: Alternatives

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- Summarizes earlier studies and 2016 Final EIS
- Route Modification Process summary of routes evaluated
- No-Build Alternative description
- Build Alternative descriptions – options under study in SDEIS
  - Description of LRT components, stations, roadways, bridges, etc



# Supplemental Draft EIS Format

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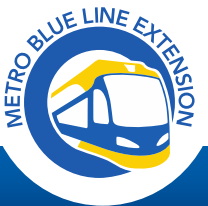
- Define study area specific to each topic
- Regulatory context
- Affected environment (existing conditions)
- Environmental consequences
  - Operating phase/long term impacts
  - Construction Phase/short term impacts
  - Potential mitigation



# Chapter 3: Transportation

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- Transit conditions
- Freight rail
- Vehicular traffic
- Pedestrians and Bicyclists
- Parking
- Aviation





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# Brooklyn Park Design Decisions for SDEIS



# Project Design Principles

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Maintain BLRT Purpose and Need

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Minimize travel time

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Maximize ridership

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Maximize community and economic development

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Maximize Federal Transit Administration New Starts project rating

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Pursue opportunities to serve even more people and destinations

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Complement existing and planned METRO transitways

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Minimize residential, commercial and environmental impacts

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Support safety and connections prioritizing people walking, biking, and rolling

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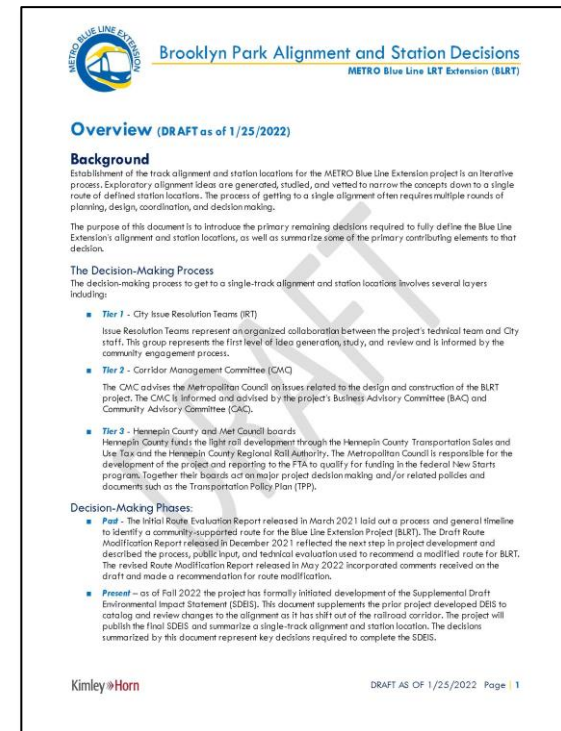
Maximize carbon pollution reduction

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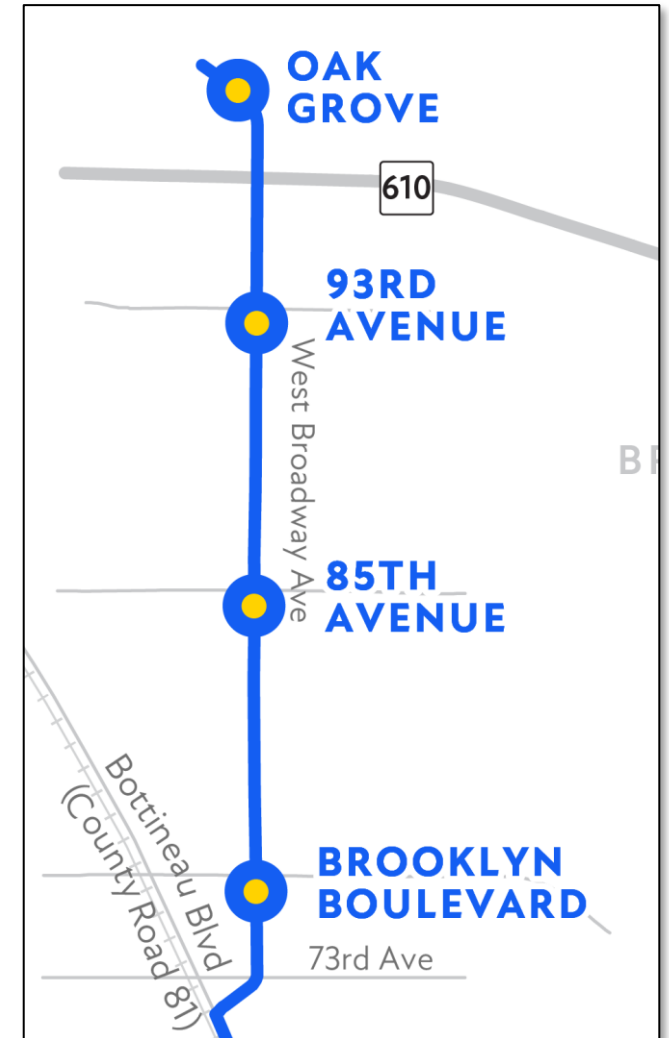
# Review Design Decisions Document for Brooklyn Park

- Decision-Making Process & Phases
- Engagement Plan
- List of key decisions
- Community input
- Environmental considerations
- Stakeholder input
- Outstanding issues and questions for design



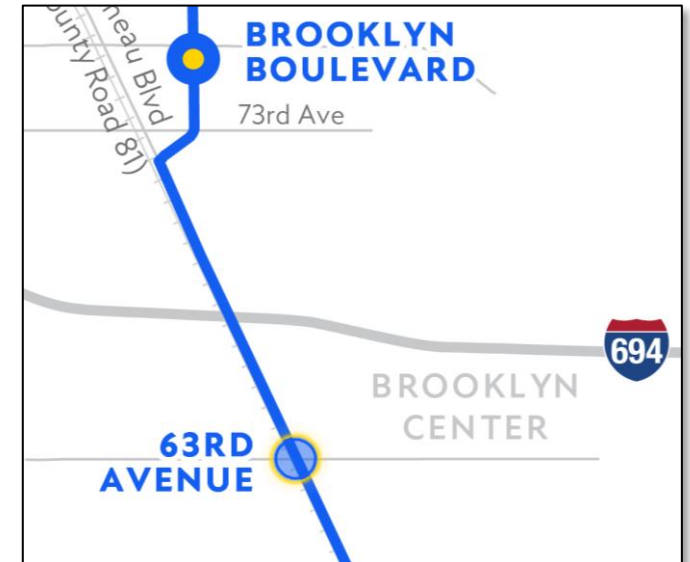
# West Broadway Avenue - Brooklyn Park Segment

- Same as Final EIS from July 2016:
  - LRT on West Broadway Avenue - 4 station locations
    - Operation and maintenance facility north of Hwy. 610
- Center running LRT
- 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



# County Rd 81 - Southern Brooklyn Park

- LRT alignment to run within the median on County Road 81
- Station at 63<sup>rd</sup> Avenue
  - Center platform at grade in the median
  - Evaluate intersection options, access and safety



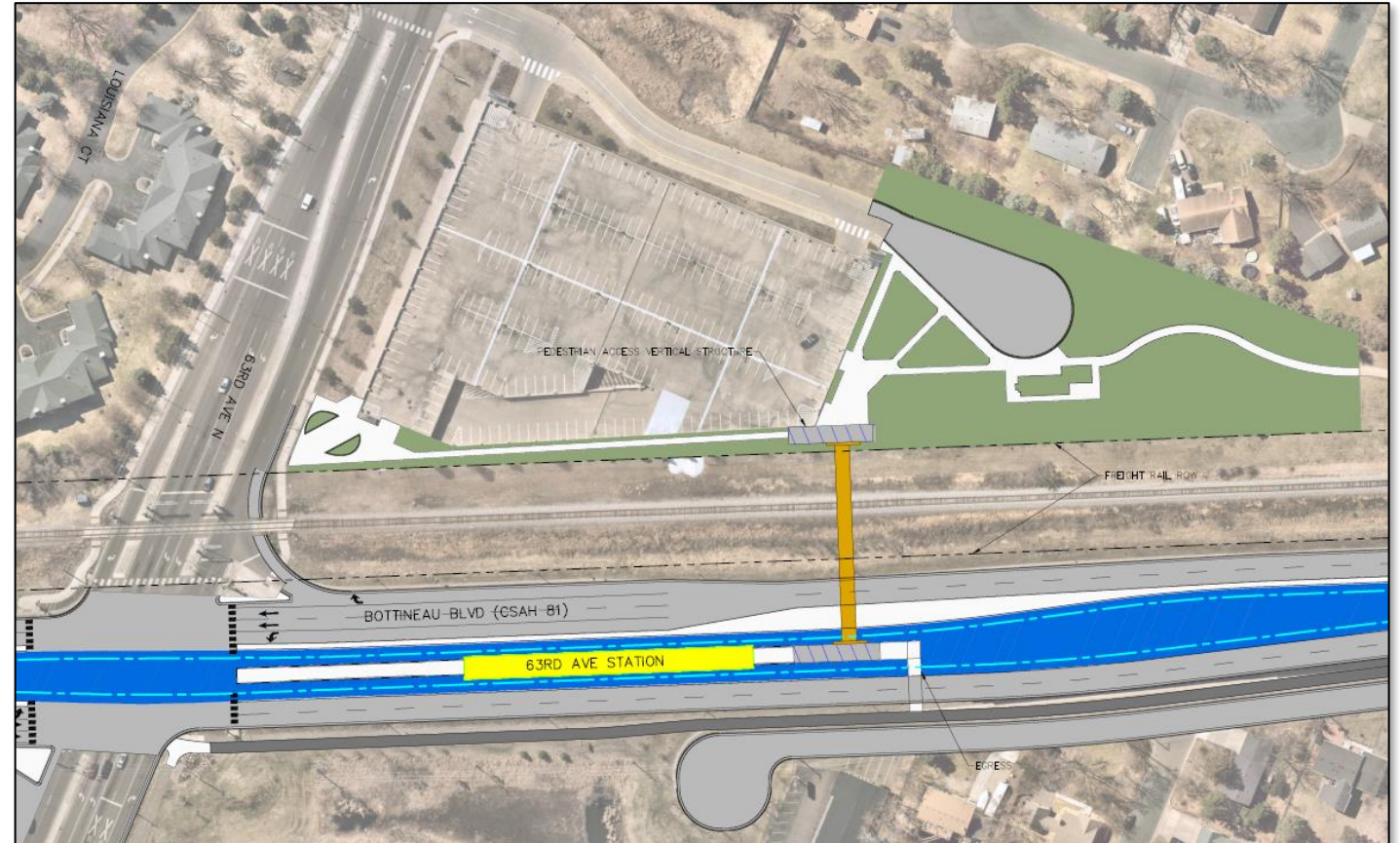
# Brooklyn Park: Transition from West Broadway to CR 81

- Bridge from West Broadway to CR 81
- Lower profile structure over north direction of traffic



# Brooklyn Park: Pedestrian Crossing at 63rd Avenue Station

- Ensure plans meet revised design and environmental requirements
- Evaluate intersection operations and safety
- Pedestrian crossing at 63<sup>rd</sup> Avenue Station



# Feedback from Jan 30 Open House

- Feedback from Jan 30, 2023 Open House:
  - Interest in fencing and landscaping
  - Pedestrian bridge at 63<sup>rd</sup> Station is important
  - Enhance pedestrian connections to stations
  - Safety for pedestrians
- Feedback we've previously heard in Brooklyn Park:
  - Desire to see other transit connections to Blue Line stations
  - Make the station areas inviting for transit-oriented development
  - Need for safe biking/walking connections to other nearby trails and destinations



*January 30 Open House at Brooklyn Park Library*

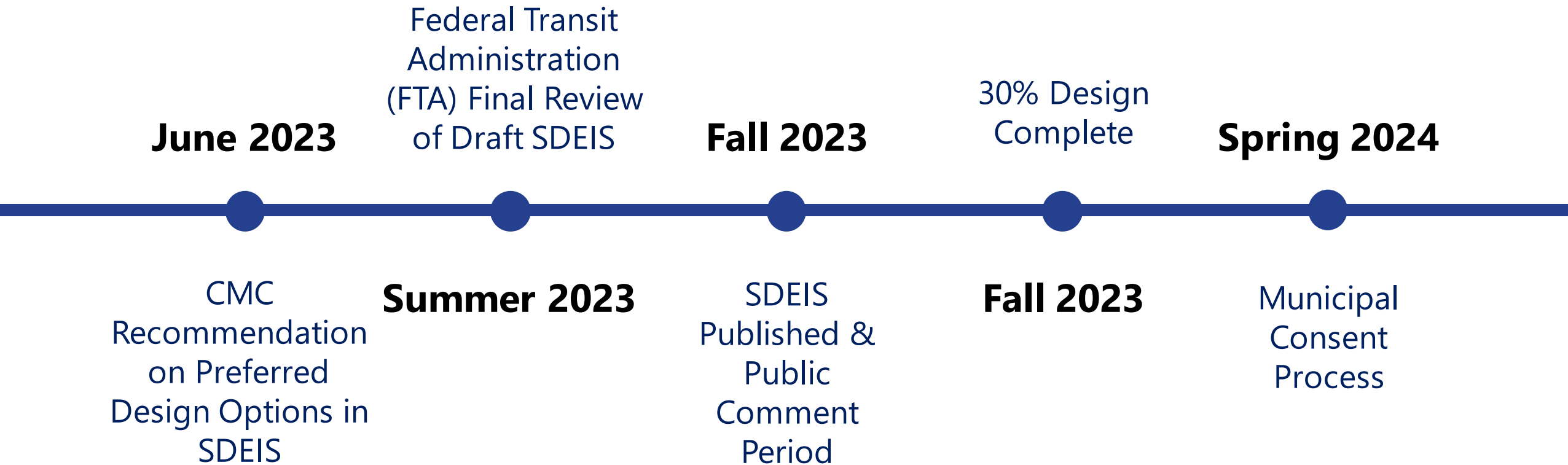


*Project Leadership gives Tour of Existing LRT Infrastructure to Liberian Business Association*





# Next Steps



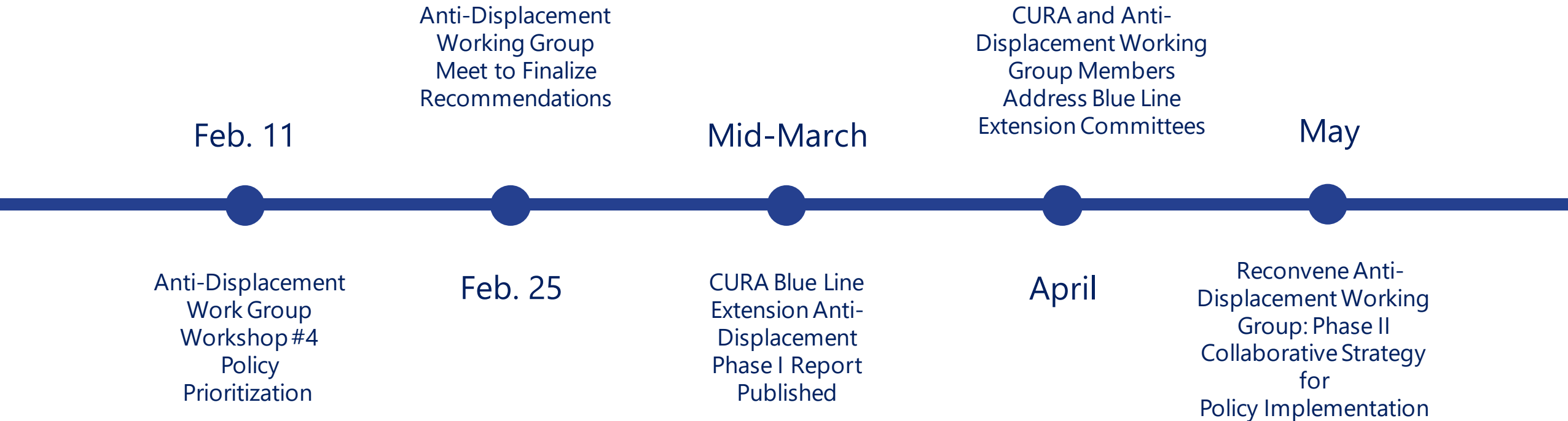
*SDEIS = Supplemental Draft Environmental Impact Statement*

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# Anti-Displacement Work Group Update



# Anti-Displacement Timeline



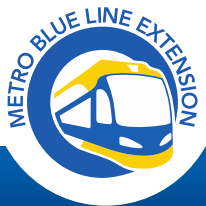
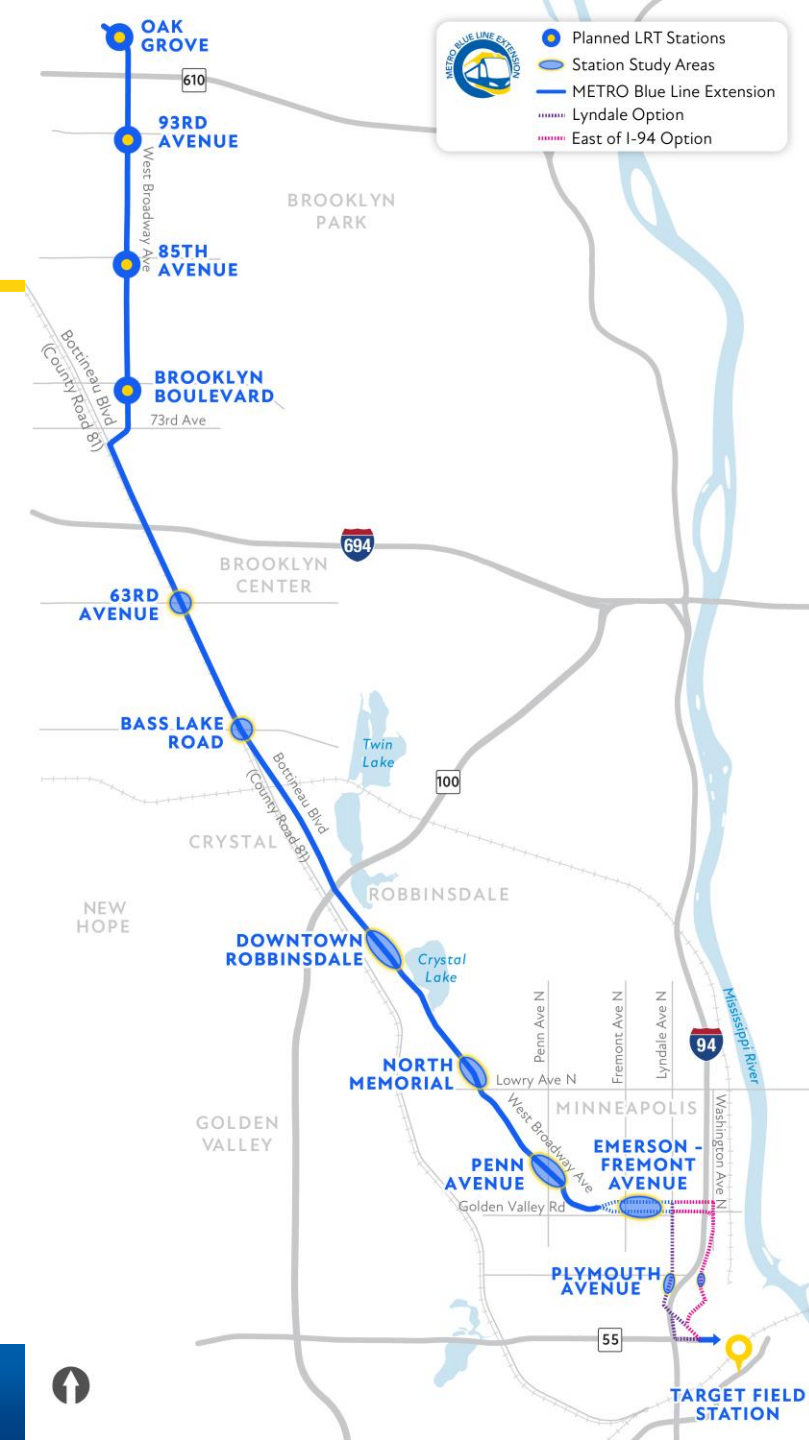
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# Other/Reference



# 2023 CMC Workplan

- 2023 Outreach and Engagement & CMC Workplan
  - Designed to develop policy recommendations for preferred route(s) where SDEIS includes more than one option
  - “Line, Lanes and Stations”
  - FTA’s final review of SDEIS begins July 1 and will include these recommendations



*SDEIS: Supplemental Draft Environmental Impact Statement*

# Project Need Factors

## SIX FACTORS CONTRIBUTING TO PROJECT NEED

### GROWTH

Population and employment growth and associated increasing travel demand

### CLIMATE GOALS

Balancing a range of transportation options and decreasing overall vehicle miles traveled to meet climate goals

### TRANSIT DEMAND

Increased transit use in the Blue Line Extension corridor

### EQUITY

Improved service in communities which have experienced disinvestment

### ALL DAY FREQUENT SERVICE

Changing travel behavior post-pandemic; less focus on peak demand and more focus trips throughout day

### THRIVE MSP 2040

Regional Objectives for Growth Stated in Thrive MSP 2040

