## Community Advisory Committee

#### April 5, 2023



BROOKLYN PARK | CRYSTAL | ROBBINSDALE | MINNEAPOLIS

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## **Today's Topics**

- Project Update
- Environmental Update
- Robbinsdale Design Decisions
- Anti-Displacement Update
- Questions



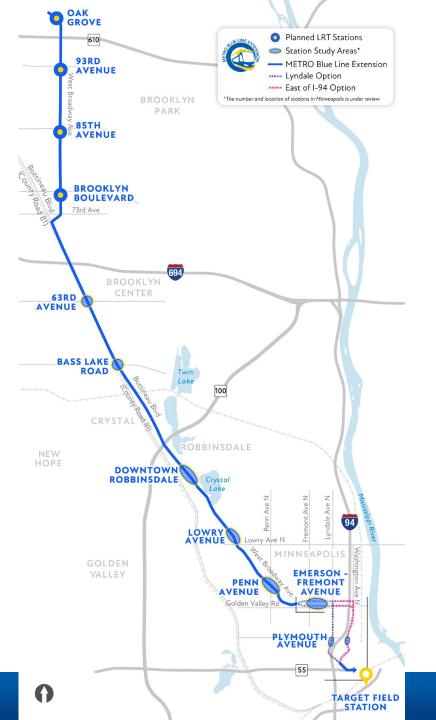


## **Project Update**



# **Blue Line LRT Extension**

- Located in Hennepin County directly connecting downtown Minneapolis, Robbinsdale, Crystal and Brooklyn Park and communities in the northwest metro
- Supplemental Draft and Final Environmental Impact Statement (EIS) process underway for modified route adopted in June 2022
- Public engagement ongoing, including an Anti-Displacement Workgroup
- Policy recommendation in Summer 2023 for preferred route where Supplemental DEIS includes more than one option
- Advancement of Environmental and Engineering along final preferred route will inform updated cost estimate, travel time analysis and ridership

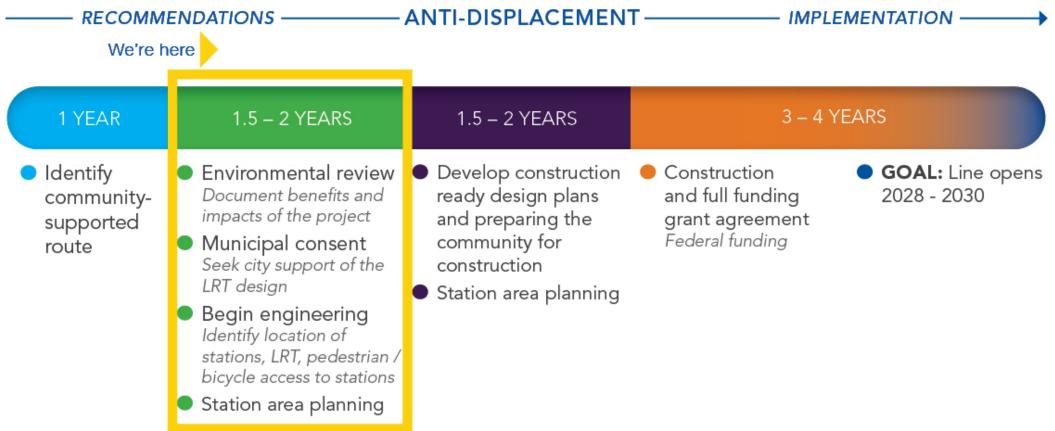


### **Project Schedule**

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

#### COMMUNITY ENGAGEMENT





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

## **Design Refinements Informed by Outreach**

- Brooklyn Park:
  - Additional station lighting, trail connections to/from station, uniform fence
- Crystal:
  - Evaluated 4, 5, and 6 traffic lane options with LRT from Bass Lake Road to Hwy 100
- Robbinsdale:
  - Park-and-Ride options
  - Refined station location options

- Minneapolis:
  - Re-evaluate the East of I-94 option (and remove the West of I-94 option)
  - $\circ\,$  Removed the mixed LRT and traffic on  $21^{st}\,\text{Ave}\,$
  - Reduced property impacts, where possible
  - Add a second station between Lyndale Ave and James Ave
  - Explored pedestrian connections to/from Lowry Ave Station

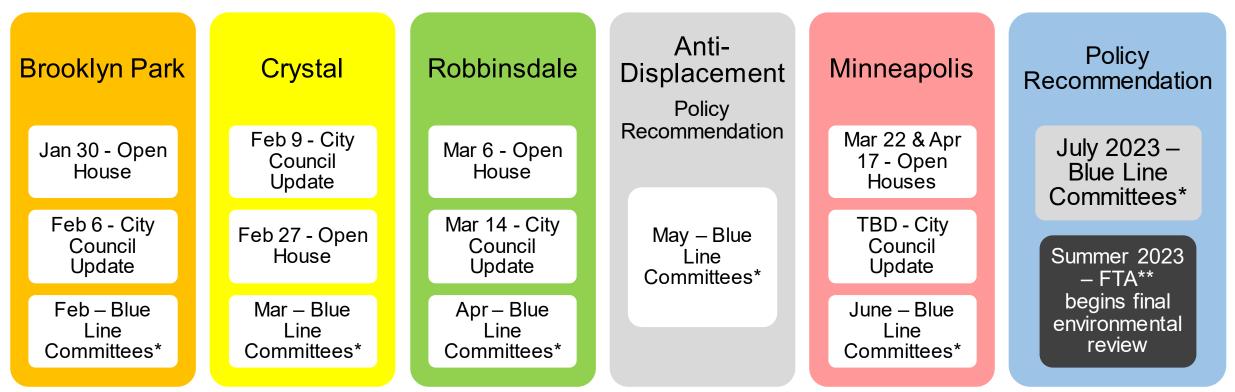


## **Blue Line Route Recommendation**

	Feb	Mar	Apr	Мау	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Blue Lines Committees including Corridor Management Committee (CMC)											
Brooklyn Park											
Crystal											
Robbinsdale											
Minneapolis											
Anti-Displacement Workgroup											
Supplemental Draft Environmental Impact Statement (EIS)											



# **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.

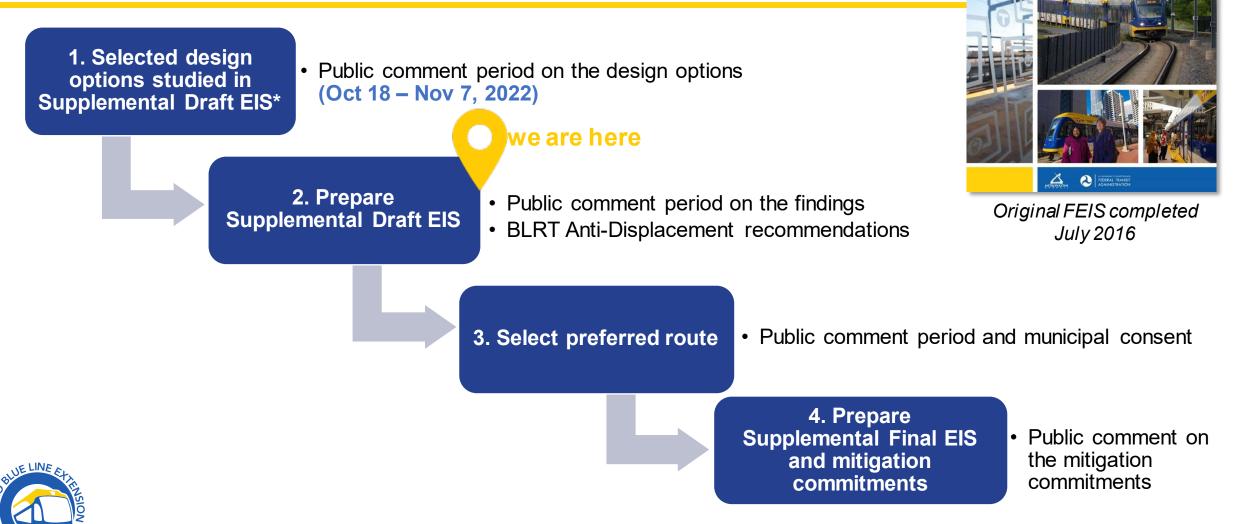


\*Technical Project Advisory Committee (TPAC), Community Advisory Committee (CAC), Business Advisory Committee (BAC), Corridor Management Committee (CMC); \*\*Federal Transit Administration (FTA)

## **Environmental Update**



## **Environmental Schedule**



\*EIS = Environmental Impact Statement

Final Environmental Impact Statement

# **Federal Register Notice**

- Notice of Intent to Prepare a Supplemental EIS to be published in the Federal Register
- Parallel Federal step to Minnesota EQB Monitor Notice published October 2022
- 30-day comment period regarding the scope of the Supplemental EIS and alternatives



## **SDEIS Chapter 7: Environmental Justice**

- Determine presence/locations of Environmental Justice communities (Black, Indigenous, and People of Color; low-income populations) using Census data and information gained through outreach
- Consider potential effects to Environmental Justice populations, including if there are disproportionately high and adverse impacts
- Determine if adverse effects could be avoided, minimized, or mitigated



## Robbinsdale Design Decisions for SDEIS



# **Project Design Principles**

Maintain BLRT Purpose and Need

Minimize travel time

Maximize ridership

Maximize community and economic development

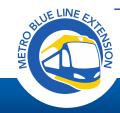
Maximize Federal Transit Administration New Starts project rating

Pursue opportunities to serve even more people and destinations

Complement existing and planned METRO transitways

Minimize residential, commercial and environmental impacts

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



Maximize carbon pollution reduction

#### **Review Design Decisions Document for Robbinsdale**

- Decision-Making Process & Phases
- Engagement Plan
- List of key decisions
- Community input
- Environmental considerations
- Stakeholder input



Outstanding issues and questions for design

WILE LINE ALL	Robbinsdale Alignment and Station Decision METRO Blue Line LAT Extension (BLR
Overviev	W (DRAFT as of 2/27/2022)
process. Explorate route of defined s	d te trade alignment and station locations for the METRO Blue Line Estension project is an herarity vol alignment lidear are generated, studied, and vertied to narrow the concept down to a single- tation locations. The process of getting to a single alignment often requires multiple rounds of continuation and existion making.
	is document is to introduce the primary remaining decisions required to fully define the Blue Line ent and station locations, as well as summarize some of the primary contributing elements to the
	Acking Process ng process to get to a single track alignment and station locations involves several layers
Tier 1 - G	ity Issue Resolution Teams (IRT)
staff. This	Jution Teams represent an organized collaboration between the project's technical team and C group represents the first level of idea generation, study, and review and is informed by the y engagement process.
Tier 2 - G	orridor Management Committee (CMC)
project. Ti	advises the Metropolitan Council on issues related to the design and construction of the BLRT he CMC is informed and advised by the project's Business Advisory Committee (BAC) and Citize Committee (CAC).
Hennepin Use Tax o developm program.	ennegin County and Met Caual Iboards. County finds the light roll development through the Hennegin County Transportation Sales and and the Hennegin County Regional Rail Authority. The Metropolitan Council is responsible for the rel of the projets and reporting to the TAT to availify for functing in the federal IN New Starts Together their boards at an enjor project decision making and/or related policies and such as the Transportion Policy Plan (PP).
to identify Modificat described The revise	$\eta_2$ Phases: Initial Ress for the Report released in March 2021 Initial set a process and general tensities $\sigma$ community-supported crose for the Bise line Extension Project (BUR). The Dart Route on Report released in December 2021 Initial released the next step in project development and the process, public linear, and technical evolution used to recommand a modified crose for RU of lower Modelingtone Report released in Rev 2022 Ecosysted comments and where do not the step of the Review of the Rev 2022 Ecosysted comments received an the
Environme catalog a publish th summarize	As of Fall 2022 the project has formally initiated development of the Supplemental Drafts nortal Impact Statement (SBES). This document supplements the prior project developed DES to ind review changes to the diginante at its has shift out of the reliational corritor. The project vill a final SDES and summarize a single-track alignment and station location. The decisions de by this document preserves they decision required to complete the SDES. "Solowing release of the SDES, the project vill reinitiate the Minnesota Municipal Consent proce
Kimley <b>»Horn</b>	DRAFT AS OF 2/27/2023 Page

See Handout

# **Robbinsdale Alignment**

- Route Alignment
  - Center running CR 81
    - At-grade

• Evaluate downtown configuration for traffic operations and right of way impacts

- Reconstruct portion of the bridge over TH 100
- Downtown station
- Downtown park and ride
- Station at Lowry Ave



## **Robbinsdale Alignment - North**

#### • 47<sup>th</sup> Avenue N. to 40<sup>th</sup> Avenue N.





## **Robbinsdale Alignment - South**

#### • 40<sup>th</sup> Avenue N. to Lowry Avenue





# **Robbinsdale Key Design Decisions**

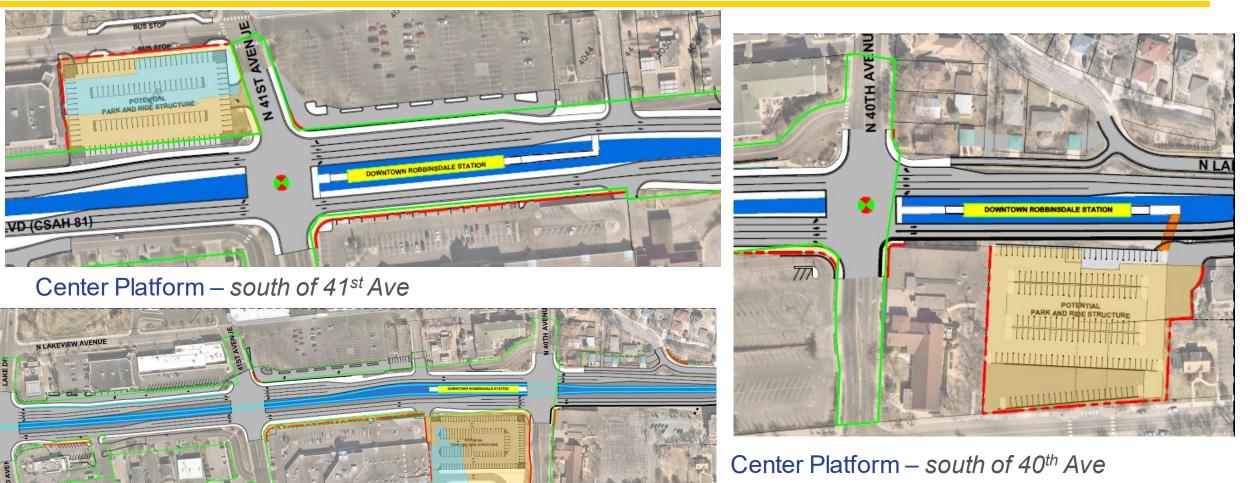
- Route Alignment
  - Configuration of guideway
- Downtown LRT Station
  - Location
- Downtown Park and Ride
  - Location
  - Transit Connections



Station at Lowry Ave

# **Downtown Station Options Evaluated**

Example of options studied at 41<sup>st</sup> Ave and 40<sup>th</sup> Ave



Center Platform – north of 40<sup>th</sup> Ave

# Preferred Downtown Station and Park and Ride

- Station South of 40<sup>th</sup> Ave
- Park and Ride
  NW corner of
  CR 81 and 40th
  Ave





## **Robbinsdale Lowry Station**





# **Robbinsdale Lowry Station**

- Guideway on Structure
- Elevated Station
  - Access towers on both ends
- Continue collaboration and refinement with Project Partners





# **Robbinsdale Continued Coordination**

- Continue to refine Station Locations and design
  - Optimize rail operations downtown with existing traffic operations and right of way
- Downtown Park and Ride
  - Location
  - Size
  - Transit function
- Address Safety and Security
  - System Safety
  - Pedestrian and Bike Safety



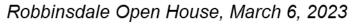
# **Community Feedback**

- Feedback from March 6, Open House in Robbinsdale
  - Concerns about safety on light rail and in surrounding area
  - Concerns about light rail noise
  - Locate station near Hy-Vee, breweries and restaurants, city hall and downtown
  - Support for 40th Ave station but concerns about congestion
  - Concerned there will be low ridership
  - Dedicated bike and pedestrian access to stations needed
  - Add lighting in station area
  - Mixed support for project



Robbinsdale Open House, March 6, 2023







## **Community Feedback**

- Feedback we've previously heard in Robbinsdale:
  - Need for safe pedestrian crossings
  - Questions about the history of the project and why freight rail property could not be used
  - Desire for station design to focus on safety, greenery, and access to nearby bicycle and pedestrian facilities
  - Concern about impacts to homes and businesses along and adjacent to County Road 81
  - Visual and safety concerns about LRT being grade separated
  - Concern about traffic impacts on County Road 81



Open House in Robbinsdale, October 2021



## **Minneapolis Design Decisions Preview**

- Route option from Target Field Station to West Broadway
- Route option for LRT on West Broadway or 21<sup>st</sup> Avenue
- Number and Location of Stations
- Penn Avenue Station Location



# Anti-Displacement Work Group Update



## **Anti-Displacement Timeline**





## Stay connected

#### BlueLineExt.org

- For the latest project updates and to sign up for our newsletter
- Connect with staff for your questions or schedule a presentation
- Follow us:
  - Twitter: @BlueLineExt
  - Facebook: MetroBlueLineExtension



