

Member Wagner moved and Member Parisian seconded a motion that the following resolution be read and adopted this 1st day of October 2024.

RESOLUTION NO. 8118

A RESOLUTION PROVIDING MUNICIPAL CONSENT FOR THE BLUE LINE LIGHT RAIL EXTENSION

WHEREAS, pursuant to Minnesota Statutes Section 473.3994, the City of Robbinsdale (the City) has the opportunity to review Preliminary (30% engineered) Physical Design Plans (the Plans) for the Blue Line Light Rail Extension Project (the Project), and is required to hold a public hearing regarding those Plans; and

WHEREAS, following the City’s review and the public hearing, the City is required to approve or disapprove the Plans, also known as Municipal Consent; and

WHEREAS, the City held the public hearing on September 3, 2024, where members of the community provided input regarding the Plans; and

WHEREAS, in addition to the public hearing, the City has gathered public input through public meetings, email, an online survey, and an Open House on August 21, 2024, and has continued to communicate questions, comments, and concerns with elected officials and staff from the Metropolitan Council (Met Council) and Hennepin County; and

WHEREAS, based on the City’s review and public input, the City identified several significant design issues related to safety concerns for pedestrians and vehicles in the corridor and in the area of the parking structure; traffic management and redirection; station design; and financial concerns; and

WHEREAS, discussions among the Project, the City, and Hennepin County have resulted in certain commitments from the Project or Hennepin County, as applicable; and

WHEREAS, the City Council finds these commitments to be sufficient for the Project to develop into the next phase of design work and that the appropriate Municipal Consent action would be approval based on these commitments; and

WHEREAS, the City Council is generally supportive of the METRO Blue Line Extension Project.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Robbinsdale, Minnesota, elects to APPROVE the Plans in accordance with Minnesota Statutes Section 473.3994; and

BE IT FURTHER RESOLVED that the City Council approval of the Plans is based on the following commitments made by the Project or Hennepin County, as follows:

1. Overall Project Commitments: The Project has committed to resolving specific design issues, enumerated below, and as described in the September 25, 2024 letter from Interim Project Director Nick Thompson, attached to this Resolution as **EXHIBIT A**.
 - a. The Blue Line Extension Project commits to amending project design plans to significantly enhance intersection design with robust pedestrian safety measures at the intersections of West Broadway Avenue and 40th, 41st, and 42nd Avenues. The

Projects also commit to relocating the Downtown Robbinsdale Station from its currently proposed location south of 40th Avenue to a new location north of 40th Avenue. These commitments will be reflected in 60% design plans. The pedestrian safety measures include:

- Designing roadway for reduced speed of County Road 81 through Downtown Robbinsdale. Recent studies show roadway speed is the main factor in pedestrian safety.
- Protective pedestrian bollards and concrete curbs in the middle of the roadway at 40th, 41st, 42nd Avenues provide a physical barrier between vehicles and pedestrians crossing County Road 81.
- Fencing between light rail tracks deters dangerous mid-block crossings.
- Enhancing traffic signals with visual and auditory crossing countdown timers.
- Pedestrian signal timing will allow for adequate 'walk' and flashing 'don't walk' time for pedestrians to safely cross the entire width of County Road 81 in one cycle.
- Wider 12-foot wide, hi-visibility crosswalks to more clearly delineate pedestrian space and alert drivers to the potential presence of pedestrians.
- Enhanced pedestrian lighting levels.
- Narrow lane widths reduce the amount of time pedestrians are exposed to oncoming vehicle traffic while crossing by and adding protective pedestrian refuge spaces at either end of the station.
- Removal of 5 right turn lanes through Downtown Robbinsdale reduces vehicle-pedestrian conflict points.
- Enhancing pedestrian signage to alert turning vehicles to pedestrian presence.

- b. Relocation of the Downtown Robbinsdale Station North of 40th Avenue, for the following reasons:
 - i. Improved connections and access
 - ii. Reduced impacts to residential areas south of 40th
 - iii. Greater Opportunities for Redevelopment and Tax Base Growth
- c. The Blue Line Extension Project commits that the Downtown Robbinsdale park-and-ride and transit center building will include no more than 290 public parking spaces. The Project further commits that all bus traffic ingress and egress will be restricted to West Broadway, and all car ingress and egress will be restricted to Bottineau Boulevard. The Project also commits to inclusion of a Metro Transit Police substation within the park-and-ride. These commitments will be reflected in 60% design plans.
- d. The project will address concerns from North Memorial Hospital through the federal environmental review process, with specific binding mitigation measures to be included in the Supplemental Final Environmental Impact Statement.

- e. The Blue Line Extension Project commits to designing and constructing station platforms to be able to accommodate the potential future addition of turnstiles or other barricade designs at a later date. These designs will be developed in collaboration with the city through the station design process in 2025.
2. The Blue Line Extension Project has committed to funding a city staff position to serve as a project liaison during the pendency of the Project.
3. The Blue Line Extension Project will support conversations between the City and Hennepin County regarding the reconstruction of West Broadway outside the BLE project, as appropriate and helpful. The City welcomes Hennepin County's commitments to evaluate West Broadway for longer-term reconstruction consideration
4. Other Project Commitments outside of the Preliminary Design Review as follows:
 - a. Funding, resources and commitments to anti-displacement that are incorporated within the scope of the Blue Line Extension Project itself will be distributed equitably between cities according to the specific needs and impacts to residents and businesses within each city. The Project's specific anti-displacement commitments will be determined through the federal environmental process and published in the Supplemental Draft Environmental Impact Statement in mid-2025.
 - b. The Blue Line Extension Project will work to develop an MOU specifically related to the Downtown Robbinsdale Park-and-Ride. The Project previously committed to and is incorporating a Metro Transit Police substation in design plans for the Park-and-Ride and Transit Center in Downtown Robbinsdale. Transit police are most effective when they are actively patrolling station platforms and riding light rail vehicles. The Project will continue to develop specific agreements and share staffing details for the Robbinsdale Park-and-Ride and Transit Center as the project advances and as Metro Transit continues to implement its Safety and Security Action Plan that was previously shared with the City.
 - c. The Blue Line Extension Project will share future outreach, engagement, and communications plans as requested by the City of Robbinsdale as they are developed. The Project is committed to providing robust and inclusive outreach and communications to ensure all stakeholders are well informed regarding activity and impacts of the project leading up to and during construction. The Project will work with the City to continue to develop and refine current outreach and communications efforts as the project advances.
 - d. The Blue Line Extension Project will develop, in partnership with local emergency response departments, a Safety and Security Management Plan before revenue service begins. This document will detail strategies for organizing, controlling, and

influencing safety and security throughout the design, construction, procurement, testing, activation and acceptance of the Blue Line Extension. It will outline specific requirements to certify the Blue Line extension is safe and secure and will describe how these requirements will be implemented and overseen, as well as the management structure.

- e. Maintenance agreements will be developed with the City of Robbinsdale, Hennepin County, and Metro Transit before revenue service begins. These agreement swill cover a wide variety of maintenance issues, including snow removal and management, landscape maintenance, traffic control devices operations and maintenance, pedestrian and bicycle facilities maintenance and other roadway elements. The project will jointly work with the county to amend existing maintenance agreements, and develop a new agreement for maintenance of transit facilities.
- f. The Project commits to a no-net-loss in vegetation near the Project, that all lighting installed will use LEDs and meet Dark Sky compliance. The Project will also follow all city and county ordinances and relevant plans related to practices that promote sustainability. Specific landscaping and lighting plans will be developed collaboratively with the City of Robbinsdale through Design Resolution Team meetings.
- g. The Blue Line Extension Project is committed to continued study to address noise impacts during construction and during LRT operations, following guidance from the Federal Transit Administration regarding construction and operation noise. The National Environmental Protection Act requires the Project to evaluate and identify mitigation of noise and vibration impacts where required. The Project cannot commit to any measures beyond or “regardless” of findings of the environmental impact statement before the Supplemental Final Environmental Impact Statement is published, which is expected to be mid-2025. If after this document outlining specific commitments to address noise impacts is published, the City of Robbinsdale feels there remain unaddressed impacts, the Project will work with the City to document those impacts and determine appropriate action, including options for mitigation.
- h. The Blue Line Extension Project commits to reconstructing the 40th Avenue roadway from County Road 81 to Hubbard Avenue North.
- i. The Blue Line Extension Project commits to cover all costs associated with required public utility impacts and necessary improvements related to construction and operations of the Blue Line extension.

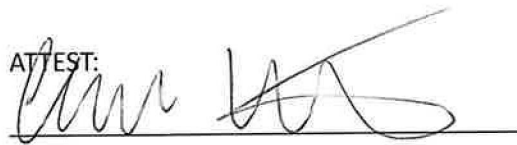
BE IT FURTHER RESOLVED that this resolution of approval is limited to the specific provisions of Minnesota Statutes Section 473.3994 and does limit or preclude the City from taking other actions within

its authority to ensure that the Project is built, operated, and maintained in a manner that enhances the quality of life for residents and businesses within the City of Robbinsdale.

PASSED AND ADOPTED BY THE CITY COUNCIL THIS 1ST DAY OF OCTOBER 2024.



William A. Blonigan, Mayor

ATTEST:


Chase Peterson-Etem, City Clerk



METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 www.bluelineext.org

September 25, 2024

Tim Sandvik
City Manager, City of Robbinsdale
4100 Lakeview Ave N
Robbinsdale, MN 55422

Dear Mr. Sandvik,

On behalf of the Blue Line Extension Light Rail Transit Project, I thank you for your continued partnership in advancing this generational transportation investment to the benefit of Robbinsdale residents and our region. I believe strongly in the power of a shared vision for how this project can best serve Robbinsdale residents and how it can support the City's goals for the future. Your collaboration on key design items to date has helped establish the foundation for this shared vision. Our continued commitment to making this project the best it can be for Robbinsdale will continue to build and realize this shared vision.

I feel we have made significant progress in recent weeks to address Preliminary Design concerns of the city. This letter and attached materials detail specific commitments of the project to address priority concerns noted by the City related to your review and approval of the Preliminary Design Plans, including:

- Project plans will be amended to greatly enhance intersection design to maximize pedestrian safety across County Road 81 and move the Downtown Robbinsdale Station north of 40th.
- The size of the Robbinsdale park-and-ride building will be no more than 290 parking spaces.
- All park-and-ride bus traffic ingress and egress will be restricted to Bottineau Boulevard, and all car ingress and egress will be restricted to Bottineau Boulevard.
- A police substation will be included in the park-and-ride to support Metro Transit Police patrols of Robbinsdale transit services.
- The project will address concerns from North Memorial Hospital through the federal environmental review process, with specific binding mitigation measures to be included in the Supplemental Final Environmental Impact Statement.
- The project will continue to work closely with North Memorial and the City through ongoing station design work of the Lowry Avenue Station to address access and safety concerns.
- The project will support conversations between the City and Hennepin County regarding the reconstruction of West Broadway outside the BLE project, as appropriate and helpful.
- The project will design and construct station platforms to accommodate the potential future addition of turnstiles or other station barricades.

EXHIBIT A



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Where these commitments pertain to a change in the physical design plans for the Project, they will be fully represented in 60% Design Plans provided to the City for official comment. These plans are currently expected to be published in early 2025.

In addition to the above commitments related directly to the City's discussion of physical design elements of the project, this letter also contains information and commitments related to the City's other stated priorities.

Additionally, if it is in the City's interest, I will also commit the Project to reimbursing a new full time City staff position or consultant role to serve as official liaison between the City and project. I believe this could further increase collaboration, communication, and shared decision-making. This person could have dedicated space at the Blue Line Extension project office and would be included in key project design meetings related to all work in Robbinsdale.

To ensure the Robbinsdale City Council continues to play an active role in project development moving forward, if it is agreeable to you, I would also be happy to commit to regular workshop sessions with the council. The Project Office would be willing to help staff them and provide any supporting materials that would be useful.

I consider these written commitments to be binding and encourage you to reference them in an approval resolution. As you know, the project is only at about 30% design and much work and opportunity remains for us to build and implement a shared vision for how to make this the best project it can be for Robbinsdale. An approval resolution from the City for the major physical design elements of the Preliminary Design Plans that also lists City priorities for future phases of the project will help us continue to move the project forward together efficiently and thoughtfully to ensure optimal design that best serves Robbinsdale for generations to come.

Below are direct responses to the specific items outlined in the City's draft resolution discussed at the City Council meeting held September 17, 2024.

Intersection design and station location

City Draft Resolution #2-a:

To address concerns related to east/west travel for pedestrians and vehicle traffic, on at least 42nd Avenue North and 41st Avenue North on Highway 81 (Bottineau Boulevard), the Plans should be amended to include an elevated structure, or significantly enhanced intersection design with pedestrian safety protocols. If the elevated structure is not included in the Plans, the Plans should be modified to relocate the station currently proposed in the location south of 40th Avenue to a new location north of 40th Avenue.

Project commitment:



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The Blue Line Extension Project commits to amending project design plans to significantly enhance intersection design with robust pedestrian safety measures at the intersections of West Broadway Avenue and 40th, 41st, and 42nd avenues. The Projects also commit to relocating the Downtown Robbinsdale Station from its currently proposed location south of 40th Avenue to a new location north of 40th Avenue. These commitments will be reflected in 60% design plans.

Intersection design



Blue Line Extension Project staff remain steadfast in our commitment to providing the safest environment possible for all roadway and transit users, especially for pedestrians and bicyclists who currently experience significant safety challenges on County Road 81 through Downtown Robbinsdale. There are approximately 75 similar at-grade pedestrian crossings of signalized four lane roads on the current Light Rail Transit system, and project staff have a strong understanding of how to make these crossings as safe as possible.

While the current Preliminary Design Plans include pedestrian safety improvements, we are committed to continuing to work with you to consider and implement wherever feasible additional pedestrian safety measures up to and including continued exploration of a grade separated pedestrian crossing of County Road 81, if that is the desire of the City. While previous analysis has shown the topography to be challenging for a pedestrian bridge, project staff believe future development could make such a grade separated pedestrian crossing feasible.

Current pedestrian safety measures the project is committing to in the Preliminary Design Plans include:



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- Designing roadway for reduced speed of County Road 81 through Downtown Robbinsdale. Recent studies show roadway speed is the main factor in pedestrian safety.
- Protective pedestrian bollards and concrete curbs in the middle of the roadway at 40th, 41st, 42nd avenues provide a physical barrier between vehicles and pedestrians crossing County Road 81.
- Fencing between light rail tracks deters dangerous mid-block crossings.
- Enhancing traffic signals with visual and auditory crossing countdown timers.
- Pedestrian signal timing will allow for adequate 'walk' and flashing 'don't walk' time for pedestrians to safely cross the entire width of County Road 81 in one cycle.
- Wider 12-foot wide, hi-visibility crosswalks to more clearly delineate pedestrian space and alert drivers to the potential presence of pedestrians.
- Enhanced pedestrian lighting levels.
- Narrow lane widths reduce the amount of time pedestrians are exposed to oncoming vehicle traffic while crossing by and adding protective pedestrian refuge spaces at either end of the station.
- Removal of 5 right turn lanes through Downtown Robbinsdale reduces vehicle-pedestrian conflict points.
- Enhancing pedestrian signage to alert turning vehicles to pedestrian presence.

Please find several exhibits attached that clearly identify and illustrate the specific robust pedestrian safety measures already included in the Preliminary Design Plans. These measures will promote a safer pedestrian environment than there is today. Additionally, the light rail will deter dangerous mid-block crossings on this stretch of road by providing a physical barrier such as fencing. Similar barriers significantly reduced mid-block crossings on other local light rail projects. These measures are currently included in the plans and additional measures can be added through future input from the City as design advances.

To better educate Robbinsdale residents about train safety, the Blue Line Extension Project also commits to conducting a train safety campaign before the light rail opens to build awareness and understanding of best practices and safety protocols.

Station location

Throughout several years of robust community engagement along the alignment, moving the Downtown Robbinsdale station north of 40th Avenue has been the most common point of feedback from Robbinsdale residents of all backgrounds by a significant margin. Residents have provided ample feedback about negative impacts to single-family homes, pedestrian access and safety, and highlighted many other benefits of and strong desire to move the station North of 40th Avenue. Blue Line Extension Project staff agree there are significant benefits to relocating the proposed station, including:

- Improved connections and access
 - Provides a faster connection between the train and transit center/park-and-ride with a shorter walking distance and one less road to cross
 - Makes it easier to access Robbinsdale businesses from light rail



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- Adds an additional new pedestrian and bike crossing of County Road 81 at 40 ½ Avenue
- Provides more design flexibility for the intersection of County Road 81 at 39th Avenue, including better pedestrian crossings and improved safety
- Adds new amenity space at northeast corner of County Road 81 and 40th Avenue adjacent to the regional trail access point
- Reduced impacts to residential areas south of 40th
 - Places the station further away from single-family homes and residential neighborhoods
 - Reduces noise impacts and lighting impacts for the residential areas south of 40th Avenue
 - Reduces impact to parking lot at Robbins Landing, saving approximately 13 Parking spaces that would be otherwise eliminated with the station south of 40th
- Greater opportunities for redevelopment and tax base growth
 - Reduces need to acquire property from Elim Church, eliminating impacts to their proposed development, which the Church has characterized as making their project unfeasible
 - Enhances the potential for redevelopment north of 40th Avenue and potential growth to the tax base

For your reference, please find attached an exhibit that details amendments to be made to the Project Design Plans and officially incorporated into 60% Design plans, if the city chooses to direct the project to do so. Also attached is a letter from Elim Church's attorney communicating the inability of the Church to redevelop with the station South of 40th Avenue.

Park-and-ride

City Draft Resolution #2-b:

To address concerns related to the parking structure proposed at the northwest corner of Highway 81 and 40th Avenue North regarding the size of the structure, public safety concerns in the vicinity of the structure, and redirection of vehicle and bus traffic to adjacent residential streets, the Plans should be amended to:

- i. right-size the structure for the projected ridership so that it is not too large and therefore partially unused;*
- ii. direct all ingress and egress of vehicle and bus access into and out of the structure so as to limit vehicle and bus traffic on adjacent residential streets.*

Project Commitment:

The Blue Line Extension Project commits that the Downtown Robbinsdale park-and-ride and transit center building will include no more than 290 public parking spaces. The Project further commits that all bus traffic ingress and egress will be restricted to West Broadway, and all car ingress and egress



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will be restricted to Bottineau Boulevard. The Project also commits to inclusion of a Metro Transit Police substation within the park-and-ride. These commitments will be reflected in 60% design plans.

While the final design for the Park-and-Ride and Transit Center is not complete, the Blue Line Extension Project commits that it will include no more than 290 parking spaces. I believe the rationale and data presented in the letter sent September 4 justifies this number as an appropriate size, however should conditions or thinking change, we remain open to discussions about reducing the size further, if warranted. Restricting all bus access to West Broadway Avenue will provide efficient and direct service for the many bus stops on West Broadway Avenue throughout Downtown Robbinsdale, reducing unnecessary bus traffic on side streets. Similarly, restricting car access to County Road 81, which is the main arterial route through Robbinsdale, will minimize unnecessary car traffic on local side streets.

Please find attached exhibits illustrating these commitments and conceptual architectural renderings of the Park-and-Ride and Transit Center.

Lowry Avenue Station

City Draft Resolution #2-c:

To address concerns related to the Project's impact of access to and from North Memorial Hospital, which could result in delays to emergency care of patients brought (sic) by public safety personnel as well as the 20,000 individuals who arrive in private vehicles annually; and related concerns about protecting safety and accessibility in the vicinity of the Lowry Avenue Station; and related to the Project's impact on Air Care Operations, the Plans should be amended to:

- i. indicate traffic control measures to mitigate issues of interaction of emergency vehicles, private vehicles, and Air Care Operations;*
- ii. indicate modifications to the station area and platform to increase public safety and accessibility to and from North Memorial Hospital.*

Project commitment:

The project will address concerns from North Memorial Hospital through the federal environmental review process, with specific binding mitigation measures to be included in the Supplemental Final Environmental Impact Statement.

North Memorial's concerns have been officially documented in the Supplemental Draft Environmental Impact Statement. Specific mitigation measures outlining how the project will address these concerns will be documented as binding commitments in the Supplemental Final Environmental Impact Statement expected to be finalized mid-2025 after another official public comment period. The Project can not commit to specific mitigation measures at this stage, as that must be formally done through the federal environmental process. At this stage all possible options to address North Memorial concerns are on the table.



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The Project continues to be in close conversation with North Memorial Hospital related to their stated concerns with the Lowry Avenue station. The Project is leading a series of workshops to evaluate design options for this station, including traffic control measures and hospital access and safety. This work is part of a larger collaborative design process with North Memorial, Minneapolis Park and Recreation Board, the City of Robbinsdale and City of Minneapolis to continue to evaluate design options and details. This process is intended to address specific concerns and explore potential modifications or refinements to the station area and platform to increase public safety and accessibility to and from North Memorial, as well as measures to mitigate issues of interaction between emergency vehicles, private vehicles, and Air Care Operations.

If any major changes to the grade or location of the Lowry station result from this collaborative design process or environmental mitigation, the City of Robbinsdale would be required to officially approve such changes as part of final design plan review process.

West Broadway Avenue north of 42nd Avenue

City Draft Resolution #2-d:

To address concerns related to diversion of significant amounts of traffic onto West Broadway, which will increase risks to pedestrian and bicycle traffic and will accelerate the deterioration of the condition of West Broadway, the Plans should be amended to include a full reconstruct (under direction of the Robbinsdale City Engineer) of West Broadway, north of 42nd Avenue North.

Project response:

As previously communicated, reconstruction of West Broadway Avenue north of 42nd Avenue cannot be included in the Blue Line Extension Project because it is not eligible for federal transit funding. However, Hennepin County is actively collaborating with the City of Crystal about this same topic. County staff are currently completing the biennial evaluation of roadway projects as part of its five-year Transportation Capital Improvement Program, which includes the 4.2-mile segment along West Broadway Avenue between 42nd Avenue in Robbinsdale and Bottineau Boulevard, for the 2026-2030 Transportation CIP and associated Work Plan. The County has also committed to completing a feasibility study over the next 12 months of near-term multi-modal improvements for consideration between Lakeland Avenue, north of highway 100 and Welcome Avenue prior to reconstruction. County staff are exploring all options for funding, including county Road & Bridge, Transit and Mobility or Transportation Operations funding, as well as external grant opportunities. I encourage the City of Robbinsdale to reach out to Hennepin County Public Works leadership to actively participate in these ongoing discussions.

I have attached for your reference a letter sent by Hennepin County Public Works to the City of Crystal on September 19, 2024.

Turnstiles, public safety

City Draft Resolution #2-e:



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To address concerns related to public safety at the LRT Station areas, the Plans should be amended to include the installation of turnstiles and/or other ticketing mechanisms at all station platforms.

Project commitment:

The Blue Line Extension Project commits to designing and constructing station platforms to be able to accommodate the potential future addition of turnstiles or other barricade designs at a later date. These designs will be developed in collaboration with the city through the station design process in 2025.

The subject of turnstiles or other forms of barricaded entry to light rail station platforms is currently under review by Metro Transit, which will release an in-depth report on the subject later this fall. This study will inform future decisions about station design for the Blue Line Extension that will be made in partnership with each city along the corridor as part of the station design process expected to begin in early 2025. I appreciate the concerns about safety and acknowledge that other metro systems have sought to address similar concerns by retrofitting existing stations with gated entry mechanisms. Part of the Metro Transit study will evaluate the cost and effectiveness of those projects. To make it possible to add turnstiles or similar barriers either through station design or at another future date, the Blue Line Extension Project commits to designing stations that can accommodate turnstiles or be easily retrofitted to add them in the future.

Additional City Priorities

To help address additional concerns raised by the city not directly related to the physical design of the project, below are additional points and information related to the specific items highlighted in Robbinsdale's draft resolution.

City Draft resolution #3-a:

Dedication of direct resources to the City for Anti-Displacement requirements to serve residents and businesses in the immediate corridor and walkshed of the project. Such Anti-Displacement resources should reflect the City's proportionate share of the Project and should be allocated fairly among cities within the Project route.

Project response:

Funding, resources and commitments to anti-displacement that are incorporated within the scope of the Blue Line Extension Project itself will be distributed equitably between cities according to the specific needs and impacts to residents and businesses within each city. The Project's specific anti-displacement commitments will be determined through the federal environmental process and published in the Supplemental Draft Environmental Impact Statement in mid-2025. There is and will be additional funding and resources available to residents and businesses outside of and separate from the Project, such as through the State funded Blue Line Extension Anti-Displacement Community Prosperity Board. The Project does not have jurisdiction over these funds and must remain removed from decision-making about them in accordance with the National Environmental Protection Act.



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City Draft Resolution 3-b:

Provision by the Met Council to the City of rider data that was used to determine the number of parking stalls to be built in the parking structure.

Project response:

Please find attached to this memo a Powerpoint presentation previously shared with Robbinsdale staff that includes ridership data supporting a 290 stall park-and-ride. We will also provide the city with additional detailed data and ridership model reports and documentation as ridership models are refined later this year based on design plan updates resulting from Municipal Consent.

City Draft Resolution 3-c:

A Memorandum of Understanding (MOU) address Public Safety in and near the parking garage, and on and near the train(s) and station platforms. Such MOU shall include a commitment to roles and responsibilities of the Metro Transit Police Department. Such Public Safety MOU also shall include a provision that memorializes verbal representation from Project staff to the City committing to the establishment of a substation of the Metro Transit Police Department at the parking garage.

Project response:

The Project will work to develop an MOU specifically related to the Downtown Robbinsdale Park-and-Ride. I have previously shared our Metro Transit Police Department Joint Powers Agreement, as an example. We will begin to draft a new Joint Powers Agreement for this specific case to advance conversations with the City of Robbinsdale around this topic.

The Project previously committed to and is incorporating a Metro Transit Police substation in design plans for the Park-and-Ride and Transit Center in Downtown Robbinsdale. Similar substations, such as the one at the Brooklyn Center Transit Center are used by Metro Transit Police Department officers to monitor the station and complete related reports and work while on patrol. Transit police are most effective when they are actively patrolling station platforms and riding light rail vehicles. As Metro Transit Police Department continues to increase staffing, there will be opportunities to commit to more stationary beats at some facilities like the Robbinsdale Park-and-Ride. We will continue to develop specific agreements and share staffing details for the Robbinsdale Park-and-Ride and Transit Center as the project advances and as Metro Transit continues to implement it's Safety and Security Action Plan that was previously shared with the City.

Before the Blue Line Extension begins revenue service, there are required operations safety steps that will be included, including safety plans, training, and coordination.

City Draft Resolution 3-d:



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An MOU outlining measures to be taken by the Met Council for ongoing communications with the City of Robbinsdale, including residents, owners, businesses, and workers in the immediate corridor, regarding all activity and impacts of the project during construction through the commencement of operations and revenue service of the line.

Project response:

The Project will share future outreach, engagement, and communications plans as requested by the City of Robbinsdale as they are developed. The Project is committed to providing robust and inclusive outreach and communications to ensure all stakeholders are well informed regarding activity and impacts of the project leading up to and during construction. The Project will work with the City to continue to develop and refine current outreach and communications efforts as the project advances.

City Draft Resolution 3-e:

An MOU outlining how Public Safety officials, including but not limited to Robbinsdale Police Department and Robbinsdale Fire Department, will receive appropriate training and equipment for calls unique to a Light Rail system.

Project response:

The Blue Line Extension will develop, in partnership with local emergency response departments, a Safety and Security Management Plan before revenue service begins. This document will detail strategies for organizing, controlling, and influencing safety and security throughout the design, construction, procurement, testing, activation and acceptance of the Blue Line Extension. It will outline specific requirements to certify the Blue Line extension is safe and secure and will describe how these requirements will be implemented and overseen, as well as the management structure. Attached for your reference is the Safety and Security Management Plan developed for the prior route of the Blue Line Extension Project in 2016.

Metro Transit has a standard practice of working closely with local emergency response offices in advance of revenue service and on a regular basis after service begins, including regular planning and safety drills. Metro Transit Police Department holds quarterly fire and life safety meetings with surrounding agencies within light rail transit corridors to discuss concerns and provide updates and resources. All Blue Line Extension cities will be added to this regular coordination.

City Draft Resolution 3-f:

A three-party MOU between the City, Met Council, and Hennepin County to address maintenance issues, including snow plowing/storage/removal.

Project response:

Maintenance agreements will be developed with the City of Robbinsdale, Hennepin County, and Metro Transit before revenue service begins. These agreement swill cover a wide variety of maintenance



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issues, including snow removal and management, landscape maintenance, traffic control devices operations and maintenance, pedestrian and bicycle facilities maintenance and other roadway elements.

We will jointly work with the county to amend existing maintenance agreements, and develop a new agreement for maintenance of transit facilities.

Attached for your reference and background is the executed maintenance agreement between Ramsey County, City of St. Paul and Metro Transit for the Green Line.

City Draft Resolution 3-g:

A three-party MOU between the City, Met Council, and Hennepin County, or a detailed landscaping plan regarding vegetation and lighting throughout the corridor. Such MOU or landscaping plan must commit Met Council and Hennepin County to practices that promote sustainability, including a no-net-loss (with a preference for increase) in vegetation near the Project, all lighting installed use LEDs, and consideration of Dark Sky Compliance where appropriate.

Project response:

The Project commits to a no-net-loss in vegetation near the Project, that all lighting installed will use LEDs and meet Dark Sky compliance. The Project will also follow all city and county ordinances and relevant plans related to practices that promote sustainability. Specific landscaping and lighting plans will be developed collaboratively with the City of Robbinsdale through Design Resolution Team meetings.

Please see attached sample landscaping and lighting plan from Green Line Extension.

City Draft Resolution 3-h:

An MOU committing to continued work to address increased intermittent noise, including options for mitigation, regardless of findings of the SEIS

Project response:

The project is committed to continued study to address noise impacts during construction and during LRT operations, following guidance from the Federal Transit Administration regarding construction and operation noise. The National Environmental Protection Act requires the Project to evaluate and identify mitigation of noise and vibration impacts where required. The Project cannot commit to any measures beyond or "regardless" of findings of the environmental impact statement before the Supplemental Final Environmental Impact Statement is published, which is expected to be mid-2025. If after this document outlining specific commitments to address noise impacts is published, the City of Robbinsdale feels there remain unaddressed impacts, we will work with the City to document those impacts and determine appropriate action, including options for mitigation.



METRO Blue Line LRT Extension (BLE)

6465 Wayzata Boulevard, Suite 600, St. Louis Park, MN 55426 www.bluelineext.org

Please see the attached Noise and Vibration Technical Report from the Blue Line Extension SDEIS for examples of noise impacts and possible mitigation measures.

City Draft Resolution 3-i:

Project reimbursement to the City for the City's share of the cost for all right-of-way acquisition that was a part of the Highway 81 reconstruction in 2005-2008.

Project response:

The Blue Line Extension Project acknowledges the City of Robbinsdale participated in the cost of purchasing right-of-way for the reconstruction of Highway 81 in 2005-2008. Reimbursement for the City's acquisition of this land is not a project eligible cost. I encourage the City to work directly with Hennepin County and the Metropolitan Council outside the scope of the Blue Line Extension project to continue this discussion.

City Draft Resolution 3-j:

Project reimbursement to the City in the form of Payment in Lieu of Taxes (PILT) that will result from the loss of taxable property due to the parking structure being built on the northwest corner of 40th Avenue North and Highway 81, in the amount of a same or similar project along the corridor. This loss of property tax revenue would also be offset by the Project including the reconstruction of 40th Avenue North from Highway 81 to Hubbard Avenue North.

Project response:

As communicated in the letter sent September 13, the Project commits to reconstructing the 40th Avenue roadway from County Road 81 to Hubbard Avenue North.

City Draft Resolution 3-k:

The Met Council and Hennepin County agree to cover all costs for any required enhancement of existing and new utilities that have enhancement required due to the project.

Project response:

As communicated in the letter sent September 13, the Project commits to cover all costs associated with required public utility impacts and necessary improvements related to construction and operations of the Blue Line extension.

Conclusion

I'm grateful for the City of Robbinsdale's continued good faith collaboration in advancing the Blue Line Extension. I trust that the commitments made in this letter and supporting materials demonstrate our



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resolve to continue moving this project forward in close coordination with the city. I feel we have meaningfully addressed all Robbinsdale's stated concerns in your draft disapproval resolution to the highest degree possible at this early design stage. We have much work to do, and I believe a resolution approving the Preliminary Design Plans for the project will be the most efficient and effective way to advance this project for the long-term benefit of Robbinsdale and our region.

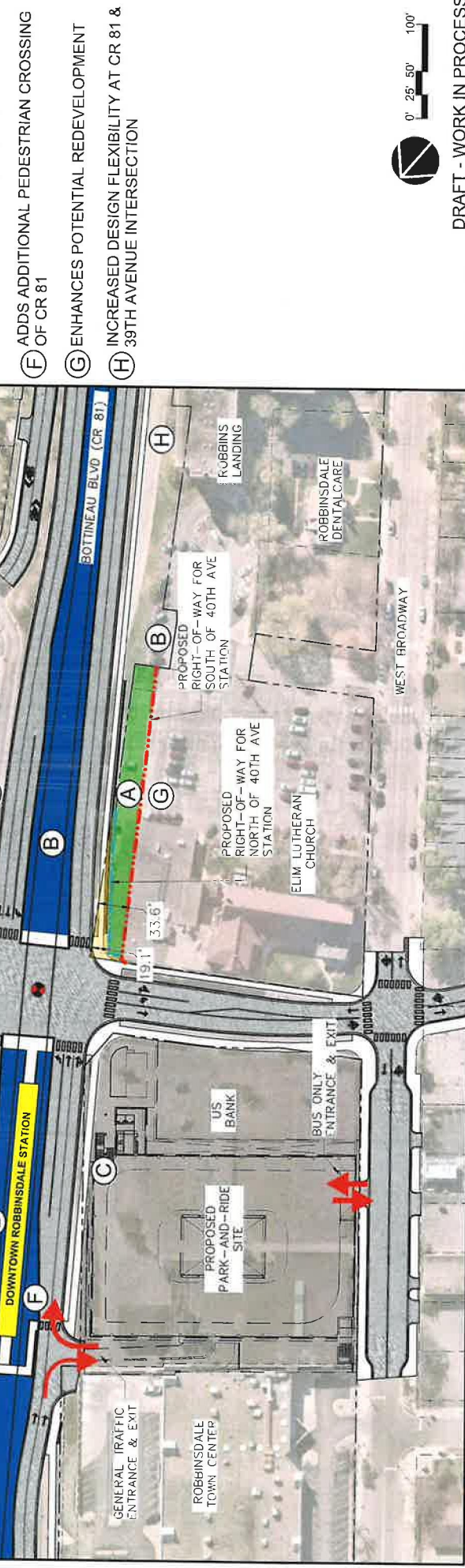
Sincerely,

A handwritten signature in blue ink, appearing to read "Nick Thompson".

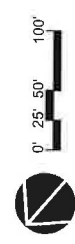
Nick Thompson
Interim Blue Line Extension Project Director
Metro Transit Deputy General Manager, Capital Projects

- LEGEND**
- LRT TRACK AREA & MEDIAN
 - PLATFORM
 - PROPOSED ROADWAY
 - CURB & GUTTER
 - TRAILSIDEWALK
 - BRIDGE
 - PROPOSED RIGHT-OF-WAY LINE (SOUTH OF 40TH AVE STATION)
 - PROPOSED RIGHT-OF-WAY LINE (NORTH OF 40TH AVE STATION)
 - EXISTING PROPERTY LINE
 - EXISTING RIGHT-OF-WAY
 - RETAINING WALL
 - MODIFIED SIGNALIZED INTERSECTION

In response to diverse public input, this drawing illustrates what locating the Downtown Robbinsdale Station north of 40th Avenue will look like, if moved from the Preliminary Design Plan location.



- STATION NORTH OF 40TH AVENUE**
- (A) REDUCED PROPERTY ACQUISITIONS FROM ELIM CHURCH
 - INCREASES POTENTIAL TAX BASE
 - (B) REDUCED IMPACTS TO ROBBINS LANDING PARKING (SAVES APPROX. 13 SPACES)
 - (C) MOVES STATION ADJACENT TO PROPOSED PARK-AND-RIDE SITE
 - (D) MOVES STATION CLOSER TO HEART OF DOWNTOWN ROBBINSDALE
 - (E) MOVES STATION FURTHER FROM SINGLE FAMILY HOMES
 - REDUCED NOISE IMPACTS
 - REDUCED LIGHTING IMPACTS
 - (F) ADDS ADDITIONAL PEDESTRIAN CROSSING OF CR 81
 - (G) ENHANCES POTENTIAL REDEVELOPMENT
 - (H) INCREASED DESIGN FLEXIBILITY AT CR 81 & 39TH AVENUE INTERSECTION

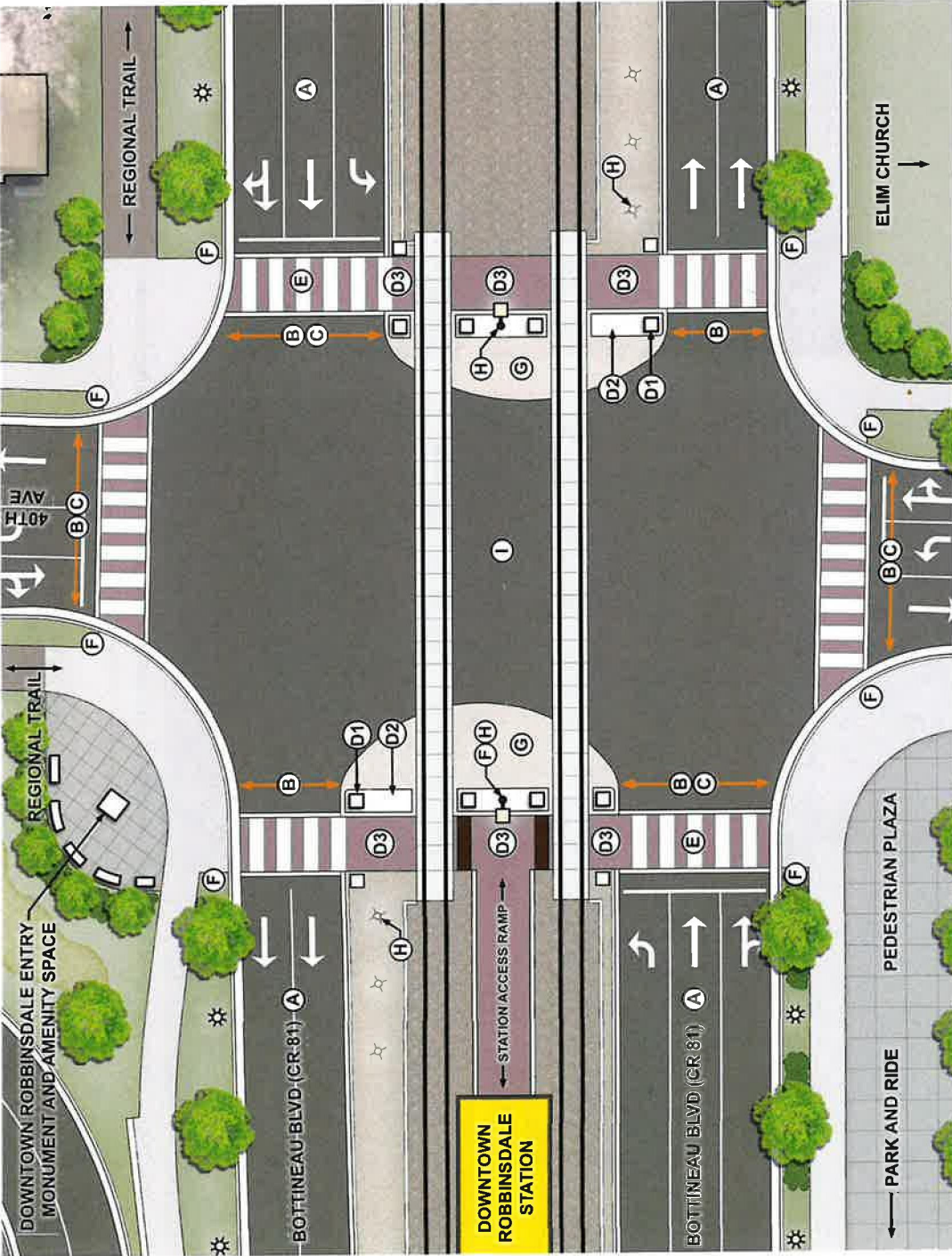


DRAFT - WORK IN PROCESS

Kimley»Horn
SRF
Hennepin
METROPOLITAN COUNCIL

EXHIBIT #2-a (1 OF 3)
 Exhibit to: Nick Thompson letter to Tim Sandvik dated September 25, 2024 regarding review and approval of the Preliminary Design Plans
 September 25, 2024





INTERSECTION ENHANCEMENTS

- (A) REDUCED CR 81 VEHICLE DESIGN SPEED
EXISTING: 40 MPH
PROPOSED: 35 MPH
- (B) REDUCED PEDESTRIAN EXPOSURE TO VEHICLE TRAFFIC
TRAFFIC SIGNAL TIMING WILL ALLOW FOR COMPLETE CROSSING OF ROADWAY AND GUIDEWAY
ACCESSIBLE PEDESTRIAN SIGNALS (VISUAL AND AUDIBLE COUNTDOWN TIMERS) WILL BE PROVIDED
- (C) RIGHT-TURN LANE REMOVED
- (D) PEDESTRIAN REFUGE SPACE
 - 1 PEDESTRIAN PROTECTIVE BOLLARDS
 - 2 CURB PROTECTED CROSSING
 - 3 SPECIAL PAVEMENT TREATMENT
- (E) ENHANCED HI-VISIBILITY CROSSWALKS (ALL)
EXISTING: 6 FT WIDE STRIPING
PROPOSED: 12 FT WIDE STRIPING
- (F) CROSSING PUSH BUTTON
- (G) CURB APRON SPECIAL PAVEMENT TREATMENT
- (H) ENHANCED LIGHTING LEVELS
- (I) SIGNALIZED INTERSECTION WITH PEDESTRIAN CROSSING SIGNAGE ENHANCEMENTS



EXHIBIT NOT TO SCALE

DRAFT - WORK IN PROCESS
SUBJECT TO CHANGE AS DESIGN ADVANCES

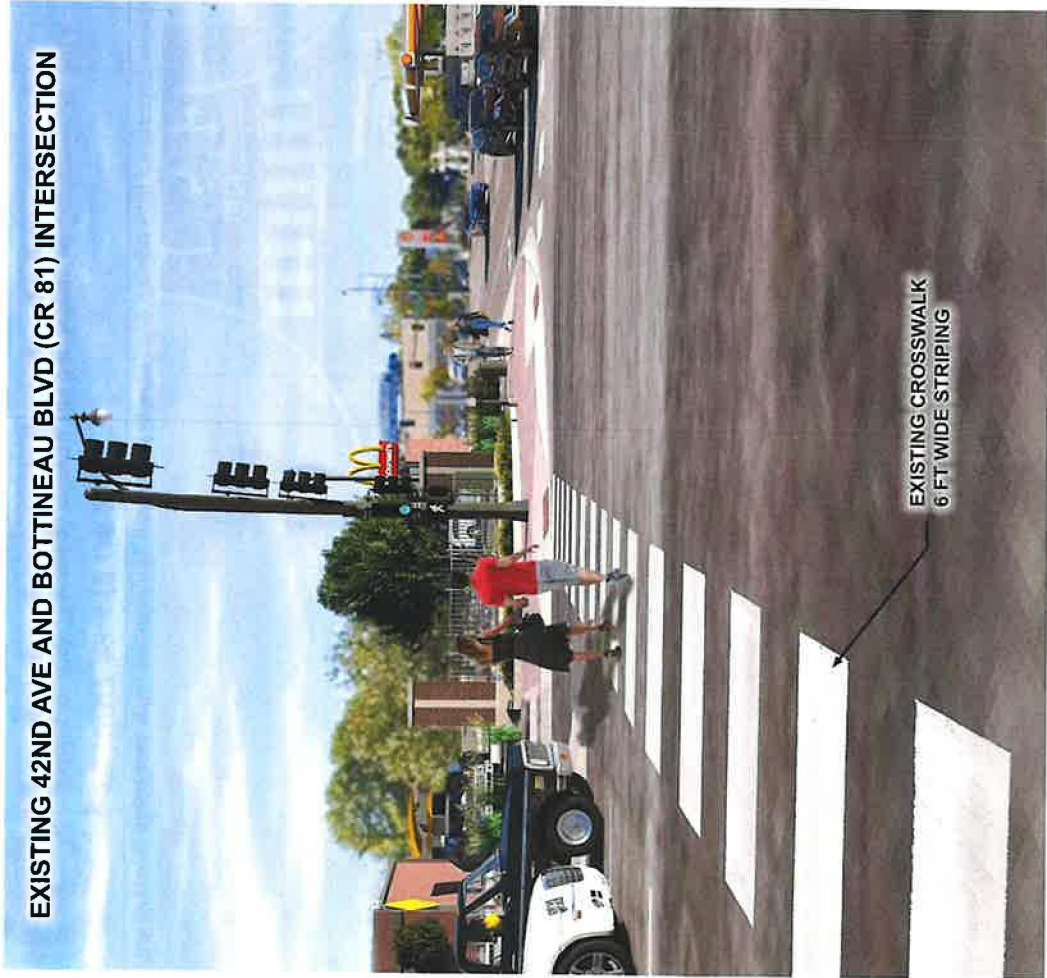


EXHIBIT #2-a (2 OF 3)
Exhibit to: Nick Thompson letter to Tim Sandvik dated September 25, 2024 regarding review and approval of the Preliminary Design Plans
September 25, 2024

This drawing illustrates what significantly enhanced intersection design with pedestrian safety elements will include.



EXISTING 42ND AVE AND BOTTINEAU BLVD (CR 81) INTERSECTION



PROPOSED 42ND AVE AND BOTTINEAU BLVD (CR 81) INTERSECTION



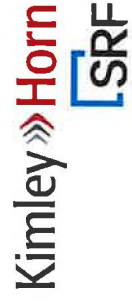
This visualization illustrates what significantly enhanced intersection design with pedestrian safety elements will include at Bottineau Blvd and 42nd Ave.

DRAFT - WORK IN PROCESS
SUBJECT TO CHANGE AS DESIGN ADVANCES

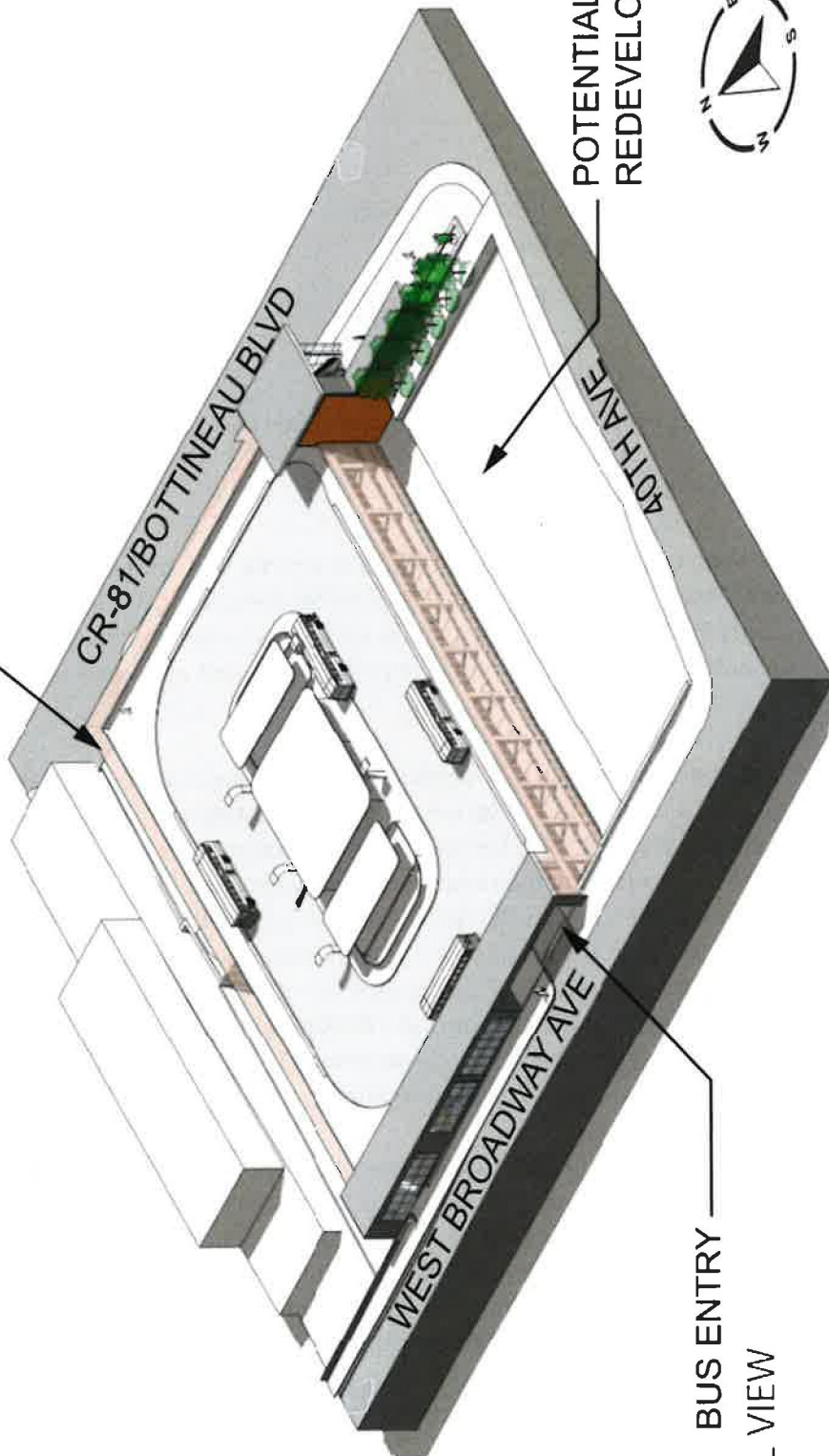
EXHIBIT #2-a (3 OF 3)

Exhibit to: Nick Thompson letter to Tim Sandvik dated September 25, 2024 regarding review and approval of the Preliminary Design Plans

September 25, 2024



AUTO ENTRY FROM
CR-81/BOTTINEAU BLVD



BUS ENTRY

3D AERIAL VIEW

DRAFT - WORK IN PROGRESS

EXHIBIT #2-b

EXHIBIT TO: NICK THOMPSON LETTER TO TIM SANDVIK DATED SEPTEMBER 25, 2024 REGARDING REVIEW AND APPROVAL OF PRELIMINARY PLANS

ROBBINSDALE PARK AND RIDE

09/25/2024

PRELIMINARY

#2-b



HENNEPIN COUNTY

MINNESOTA

September 19, 2024

Adam Bell, City Manager
Jesse Struve, P.E., Director of Public Works/City Engineer
John Sutter, Community Development Director
City of Crystal
4141 Douglas Drive N
Crystal, MN 55422

Re: Future Improvements on West Broadway Avenue (CSAH 8)

Mr. Bell, Mr. Struve, and Mr. Sutter:

Hennepin County has been collaborating with the cities of Crystal and Robbinsdale on a future jurisdictional transfer of West Broadway Avenue (CSAH 8) between Douglas Drive (CSAH 102) and 42nd Avenue (CSAH 9). We acknowledge that Crystal is most interested in understanding the timeframe for the county to make multimodal improvements and ultimately reconstruct this roadway.

The county's Asset Management System has identified the entire segment of West Broadway Avenue between Douglas Drive and 42nd Avenue as a reconstruction candidate. The oldest section of the corridor is the one-half mile section between Lakeland Avenue, north of Highway 100, and Welcome Avenue. In addition, the roadway currently lacks multimodal facilities for people walking and biking, presenting challenges for people especially those with limited mobility. One barrier of note is the BNSF railroad crossing where multimodal facilities are currently non-existent. City staff have shared their concerns with the county regarding the lack of sidewalk/multi-use facilities along the corridor, and subsequently Lisa Cerney and I participated in a field walk along the corridor on September 11, 2024 to better understand the city's concerns and opportunities for this roadway segment.

West Broadway Avenue is located adjacent to the currently proposed Metro Blue Line Extension light rail project alignment along Bottineau Boulevard (CSAH 81). It is anticipated that there will be traffic diversion during construction of the Blue Line Extension project leading to increased traffic on this roadway for an extended period of time. With the expected diversion and the county's focus on providing accessible multimodal connections, this segment is important to support first and last mile connections to the future light rail service.



Hennepin County manages its capital road and bridge projects within its five-year Transportation Capital Improvement Program (CIP) and associated Work Plan. New capital projects are identified based on a data-driven prioritization process, which includes the condition of the roadway (pavement age, pavement treatment and maintenance history), safety (existing crashes and systemwide safety analysis), and equity (disparity reduction and usage by all modes). The scoring of these criteria is weighted as follows: 50 percent asset condition, 25 percent safety and 25 percent equity. County staff are currently completing this biennial evaluation, which includes the 4.2-mile segment along West Broadway Avenue between 42nd Avenue in Robbinsdale and Bottineau Boulevard, for the 2026-2030 Transportation CIP and associated Work Plan.

Over the next 12 months, county staff will complete a feasibility study of near-term multi-modal improvements for consideration between Lakeland Avenue, north of Highway 100 and Welcome Avenue prior to reconstruction. Once the study is completed, county and city staff will collectively select a preferred option for implementation in the near-term. Long term, we are in the process of evaluating West Broadway Avenue for reconstruction consideration. We will share more information with the city as we complete this evaluation process in the coming months. New projects for the 2026-2030 CIP will be recommended in May 2025 for Hennepin County Board approval in December 2025.

County staff are exploring all options for funding, including county Road & Bridge, Transit and Mobility or Transportation Operations funding, as well as external grant opportunities. Hennepin County will review each external funding opportunity for West Broadway Avenue and will make a determination to submit an application based on the following: timeline of funds (specifically those that are aligned with the schedule of the Blue Line LRT Extension), award amounts (specifically those with typical awards greater than \$5 Million); and evaluation criteria (specifically those suited for the reconstruction of arterial roadways in suburban areas).

We appreciate the continued collaboration with city staff and are confident that we can find opportunities to advance these improvements forward. Please reach out with any questions.

Sincerely,



Carla Stueve, P.E.

Transportation Project Delivery Director and County Engineer

Cc: Lisa Cerney, P.E., Assistant County Administrator Public Works
Dan Soler, P.E., Transit and Mobility Director
Chris Sagsveen, P.E. Transportation Operations Director

GENERAL LEGEND

- ROADWAY €
- TRACK €
- CONCRETE CURB AND OUTER
- RETAINING WALL
- BALLAST CURB
- TUNNEL WALL
- EX ROW
- PROP ROW
- PROP ICE
- PROP PE
- DELIMITED WETLAND
- WATER EDGE
- CROSSWALK
- TRAIL (WIDTH VARIES)
- DRIVEWAY (DESIGN VARIES)
- PEDESTRIAN RAMP (DESIGN VARIES)
- AUTOMATIC GATE
- PEDESTRIAN FLASHER
- OCS POLE
- TPSS BUILDING (TPSS-SW##)
- SIGNAL OR INTERMEDIATE OR PLATFORM OR KING OR TUNNEL HOUSE OR ANY COMBINATION OF THESE

CORRIDOR PLAN AND OFF-SITE ROADWAY PLAN LEGEND

- CONCRETE WALK
- FENCE TYPE A, D
- FENCE TYPE B, C, E
- PLATFORM ACCESS RAILING - SEE VOL. 11E
- BUS SHELTER TYPE C (BY OTHERS)
- BUS SHELTER TYPE E (BY OTHERS)
- SOUTHWEST TRANSIT BUS SHELTER
- BENCH
- BICYCLE LOOP
- TRASH AND RECYCLING RECEPTACLE
- BOLLARD
- WAYFINDING SIGN
- WETLAND BUFFER SIGN
- OVERSTORY DECIDUOUS TREE
- OVERSTORY DECIDUOUS TREE IN TREE GRATE
- ORNAMENTAL DECIDUOUS TREE
- CONFEROUS TREE
- SHRUB
- PERENNIAL/ORNAMENTAL GRASS
- SOD
- SEED TYPE 1 - SEED MIX #25-151 (HIGH MAINTENANCE TURF)
- SEED TYPE 2 - SEED MIX #35-241 (MESIC PRAIRIE)
- SEED TYPE 3 - SEED MIX #33-261 (STORMWATER SOUTH & WEST)
- SEED TYPE 4 - SEED MIX #34-181 (EMERGENT WETLAND)
- ROCK MULCH
- AGGREGATE PATH
- LANDSCAPE (BY OTHERS)

SITE PLAN URBAN DESIGN LEGEND

- CONCRETE WALK
- WALK - SPECIAL PAVEMENT
- FENCE TYPE A, D
- FENCE TYPE B, C, E
- PLATFORM ACCESS RAILING - SEE VOL. 11E
- BUS SHELTER TYPE C (BY OTHERS)
- BUS SHELTER TYPE E (BY OTHERS)
- SOUTHWEST TRANSIT BUS SHELTER
- BENCH
- BICYCLE LOOP
- TRASH AND RECYCLING RECEPTACLE
- BOLLARD
- WAYFINDING SIGN
- WETLAND BUFFER SIGN
- OVERSTORY DECIDUOUS TREE
- OVERSTORY DECIDUOUS TREE IN TREE GRATE
- ORNAMENTAL DECIDUOUS TREE
- CONFEROUS TREE

GENERAL NOTES

1. THE LINEWORK OR HATCH PATTERN SHOWN ON THE SIDEWALK IS PROVIDED TO HELP DELINEATE SIDEWALK LOCATIONS AND IS NOT INTENDED TO REPRESENT A PHYSICAL BOUNDARY, UNLESS DIMENSIONED IN PLANS. SEE SPECIFICATIONS FOR REQUIREMENTS.
2. WHERE REQUIRED, ALL METAL URBAN DESIGN ELEMENTS INCLUDING FENCES, RAILINGS, AND BIKE RACKS ADJACENT TO TRACKWAY SHALL BE GROUNDING.
3. FENCES WITHIN 15'-0" OF THE CENTER LINE OF THE LRT TRACKS SHALL BE GROUND PER SPECIFICATION 26 05 26 GROUNDING SYSTEMS.
4. SEE PLANS FOR LOCATION OF MAN AND VEHICLE GATES FOR TYPE B AND C FENCE. PLANS INDICATE DIRECTION OF GATE SWING.
5. BUS SHELTERS C, AND E ILLUSTRATED WITHIN THE PLANS WILL BE FURNISHED AND INSTALLED BY METRO TRANSIT AND ARE NOT INCLUDED IN THE CONTRACT. THE SHELTER DESIGNATIONS (TYPE C OR E) SHOWN IN PLANS REFER TO THE TYPE OF SHELTER THAT WILL BE INSTALLED BY LOCATION. CONTRACTOR TO COORDINATE METRO TRANSIT'S INSTALLATION OF THESE SHELTERS.

NO.	DATE	DRAWN	CHECKED	DESIGNED	REVISION	APPROVED
1	06/06/2017	BN	ALA	ALA	REVISED PLANS LIMIT 1719	
2	07/13/2017	BN	ALA	ALA	ISSUED FOR BID	

CONFORMED

DATE: 6/29/17 I.C. NO. 4816

Stephan L. Amaldi
MICHAEL BAKER CORP., P.A.

AECOM Kimley»Horn

METROPOLITAN
CORPORATION

SOUTHWEST
ARCHITECTS

CIVIL - VOLUME 9
URBAN DESIGN
NOTES, ABBREVIATIONS, & SYMBOLS

LANDSCAPE ARCH SHEET NAME EQ-URD-LGD-001

SHEET 21 OF 340

