

From: [Lisa Larson](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments
Date: Thursday, May 22, 2014 12:03:41 PM
Attachments: [North Hennepin Community College Student Senate letter Bottineau Transitway.pdf](#)
[Audua Pugh NHCC Student Public Transportation letter.docx](#)
[Tarsha Davis NHCC student Bottineau Transitway Comments.docx](#)

I am sending three documents on behalf of North Hennepin Community College students regarding their feedback to the Bottineau Transitway.

Please let me know if you have questions.

Thank you



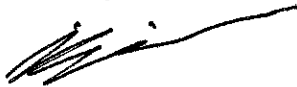
Dr. Lisa Larson, Interim President | North Hennepin Community College | www.nhcc.edu | 7411
85th Avenue North - Brooklyn Park, MN 55445 - [map](#) | lisa.larson@nhcc.edu | [763-424-0820](tel:763-424-0820) |
Deborah Pope, Assistant to the President | deborah.pope@nhcc.edu | [763-424-0812](tel:763-424-0812) | [763-493-0577](tel:763-493-0577) - fax | Find us on [Facebook](#)

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To whom it may concern:

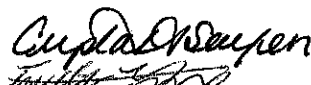


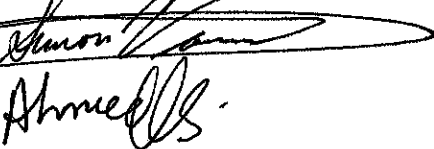

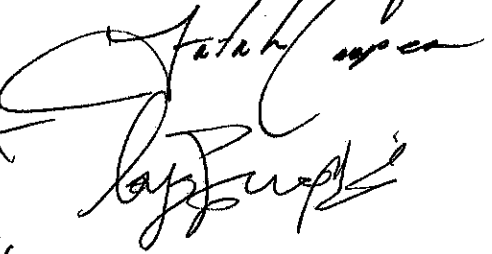
In my capacity at the college I spend my days getting to know the student body as well as advocating for students on various issues. The issue of transportation is a common theme. As a commuter campus we all have to get to North Hennepin Community College some way. I have driven and received rides during my tenure at the college. I have also given a heck of a lot of rides too. Having light rail access or increased access to public transit is something that students feel is very important to the college and the community. The impact on the community is easy to see. A larger educational footprint is the building block of a successful community. With the incredible growth in Brooklyn Park coupled with increasing demand for education, this rail project would be a natural step in improving our community. In addition, for some students, public transit allows them to attend college. Period. Not all students can be successful with certain telecommuting educational options. Being able to attend class and be face to face with their professor is crucial to the success of their education. I would also offer that some statistics show a college will have better completion and retention rates with students that spend more time on campus. The final idea I would introduce is the opportunity cost of less transit options. It takes a ton of time to ride the bus, transfer and actually get where you need to be. By having light rail and other expanded transportation options, we increase the opportunity capital of the students using these services. This means more time to work, raise a family or just study. I'm glad that this project continues to be considered and hope we can move from planning to implementation soon. The students, our future, depend on it.

Sincerely,



Richard Barnier
President
NHCC Student Senate

The undersigned students have read and support this position in addition to the general support my conversations with students all year have had.




Idil Hassan
Sarah Punnett
Hamid Mokhtarovich


From: Tarsha Davis <TDavis@nhcc.edu>
Date: May 20, 2014 at 12:04:33 PM CDT
To: Michael Birchard <MBirchard@nhcc.edu>
Subject: RE: Comments

Hi,

I think having the light rail stop by NHCC would be great for college students. I currently take two buses to get to school which can be an inconvenience on days when it is snowing and or raining. Having light rail stop at North Hennepin Community College would help in enrollment because being a college student you are looking for something close to home and or easy to commute too.

May 19, 2014

To whom it may concern,

A light rail is important to North Hennepin Community College because as of today, the students of NHCC that ride public transportation have to either: wait an hour for a bus to pick them up from the front of campus or walk about 5 blocks to the transit station located on Brooklyn Blvd. and there aren't any sidewalks. I personally don't take public transportation, but I see students struggling in the winter and during bad weather to get to campus. I know some students that have dropped out of school because it's difficult to get to NHCC on public transportation.

There are students that want to be successful students, but it's difficult because a need is not being met. I know other students that attend MCTC only because it's convenient due to public transportation. Enrollment would possibly be higher at NHCC if consistent public transportation was available.

Thanks,

Audua Pugh

From: [Deborah Pope](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Lisa Larson](#)
Subject: Letter of Support
Date: Friday, May 23, 2014 7:40:23 AM
Attachments: [NHCC EIS.docx](#)

Please see the attached letter of support on the Bottineau Transitway project from Interim President Lisa Larson.

Deborah Pope
Executive Assistant to the President
North Hennepin Community College
7411 85th Avenue North
Brooklyn Park, MN 55455
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Office of the President

May 22, 2014

Brent Rusco
Bottineau Transitway Study Manager
Hennepin County
701 4th Avenue S, Suite 400
Minneapolis, MN 55415

Dear Mr. Rusco:

Thank you for the opportunity to comment on the Bottineau Transitway Draft Environmental Impact Statement. Transportation is an essential aspect of student success at North Hennepin Community College. On behalf of the College, I support the Bottineau Transitway Project, specifically the option B-C-D1 option.

North Hennepin Community College is located along the proposed line for the Bottineau Transitway project. This project will provide advantages to our current and future students.

- One of the options to the Bottineau Transitway project provides a convenient drop off and pick up very close to NHCC. Many of our students depend on a public transportation system. Current systems are limited in their service and it can result in an additional two-three hours to a student's daily travel to and from the college. We believe this project will provide improved options, travel time and access.
- The project provides the opportunity for students and staff to take this as a transportation option rather than their own vehicle. Reliable transportation is a challenge for many NHCC students. This opportunity will help students with a consistent transportation option. Additionally, our students and staff are interested in having an alternative to driving individually as well as driving through rush hour traffic.
- The project provides access to employment opportunities for our students. Students would have options to work or have internships in downtown Minneapolis and know they have the transportation to get to and from work.
- The project provides Minneapolis residents access to North Hennepin Community College. Minneapolis residents can consider NHCC to pursue their educational or training needs.

North Hennepin Community College is excited with this new transportation opportunity. It will provide so many wonderful benefits. Please let me know how we can continue to advance this important need in our community.

Sincerely,

A handwritten signature in cursive script that reads "Lisa Larson".

Lisa Larson, Ed.D
Interim President

Equity Commitments for SWLRT Community Compact

I. TRANSIT IMPROVEMENTS

Plan and develop multi-modal transit connections to the Penn Ave and Van White Southwest Light Rail stations

1. **A connection from Penn Ave BRT or enhanced bus service to the Penn Ave SWLRT Station**

a) **Direct Service:** The **Met Council** will commit to run high frequency bus connections with extended weekday and weekend service hours along Penn Ave. N. to the SW Penn Ave. station stop.

b) **Full analysis of bus connections and new routing to maximize access and connectivity of SW LRT:** The **Southwest Project Office** will conduct a transit service plan that will analyze the existing bus systems and reconfigure to support the transit rider needs and uses in the SWLRT area.

A national model of community engagement for this process is the Trusted Advocate Program at **District Councils Collaborative of St. Paul and Minneapolis (DCC)** see <http://dcc-stpaul-mpls.org/content/transit-more-ride-trusted-advocate-project> This was a direct partnership between Metro Transit and DCC to execute the community engagement.

c) **Community Partnerships/Contracts for future transit service planning:** The Met Council commits to award community-based community engagement contracts to local community organizations to participate in two areas.

- i. **Coordinated transit service planning** with the Met Council for the SWLRT, Penn Avenue BRT, Bottineau LRT, Fremont/Girard Avenue and West Broadway Avenue corridors.
- ii. **Coordinated land use planning** with city, county and Met Council for SWLRT, Penn Avenue BRT, Bottineau LRT, Fremont/Girard Avenue and West Broadway Avenue corridors.

- a. **A focus should be on sensible density principles**

2. Prioritize bicycle and pedestrian access

- a) Incorporate bicycle and pedestrian planning into the coordinated transit service and land use planning efforts (Item 1. 1. C)
 - a. Incorporate Complete Street policy principles and practices when making transit investments.
- b) Support innovative opportunities to connect transit investments to health outcomes.

3. Create favorable conditions for future transit connections to the SWLRT, including a Northside circulator, other proposed BRT lines, streetcars, and regional rail.

a) Adoption of Regional Street Car Policy: The **Met Council** will recognize the cities of **Minneapolis** and **St. Paul** Street Car analysis and commits to adopting a regional street car policy, though it can't yet commit to providing funding for the street car network.

b) Adoption of Nicolet/Central Street Car project into the TPP: The **Met Council** commits to providing a Locally Preferred Alternatives recommendation for the Nicolet/Central Street Car project and will work to have this line adopted into the TPP by the end of 2014, subject to the approval of the TAB.

c) 21st Street Station: The **Met Council** commits to including a 21st Street station along the SWLRT corridor as a critical connection point for buses from Franklin Avenue serving south Minneapolis - in particular the Phillips Community and Whittier neighborhood.

Community members want a commitment to east-west bus connectivity to access the SW line to enhance connections to the population base of south Minneapolis. We recognize that having this station would eliminate a northern tunnel option along the *Kenilworth Trail*.

d) North Minneapolis Bus Circulator concept: The **Met Council** commits to study and make recommendations on the viability of operating a new bus circulator route for the Northside of Minneapolis. The circulator would provide access to origins and destinations within the neighborhoods of North Minneapolis as well as connecting them to the regional transit system and all of the economic, social, and environmental opportunities the region affords.

Background: Most residents in North Minneapolis would be within a 10-minute walk of the circulator and the access it could provide both within the neighborhoods and into the rest of the region. **Jamil Ford** of the architectural firm **Mobilize Design & Architecture** and **Jim Erkel** of the **Minnesota Center for Environmental Advocacy (MCEA)** are teaming up to release a report

exploring the circulator concept. They initially worked up the idea as an add-on or mitigation for Bottineau particularly after the alignment selected as the locally preferred alternative will move around, not through, the neighborhoods. However, the circulator and its route could be easily adapted to improve the equity performance of Southwest or take into account any other transit investment such as streetcars or arterial BRT. In transportation terms, the circulator would act in urban neighborhoods like park-and-rides lots work in suburban areas to artificially concentrate ridership/densities.

Mobilize Design & Architecture and MCEA argue for measures that would create a triple bottom line for the neighborhoods. First, they point to specific equipment -- completely electric buses that are sized to fit the residential and mixed-use forms of the neighborhoods. Next, they argue that Metro Transit should maintain the buses in the neighborhoods and hire drivers and maintenance staff from the neighborhoods. Third, leverage this transit investment by creating a partnership between the **city and/or county** and **Xcel Energy** for the use of distributed photovoltaic arrays on homes and in community gardens which should also be installed by people hired and trained out of the neighborhoods.

Invest in North Side transit infrastructure and amenities

4. Heated bus shelters

- a) **Met Council** commitment to add ___ [number] of heated bus shelters (full (C-style) standard Metro Transit shelter) along routes **5, 7 9, 14, 19, 22, and 30**

- b) **Met Council** commitment to add ___ [number] of security cameras and emergency call boxes at strategic locations along routes **5, 7 9, 14, 19, 22, and 30**

- c) **Met Council** commitment to adopt snow removal management practices at shelters in north Minneapolis with higher ridership

5. Lower bus fares

- a) **Met Council** commits to **at least a 25 cent drop in regular route fares** in urbanized portions of the region

- b) **Longer transfer times: Met Council** commits to extending the time period allowed for transferring from one vehicle to another after initial payment by one hour – from 2 ½ hours to **3 ½ hours** (this has been a consistent request among transit riders).

6. Lower wait times

a) **Service Frequency: Met Council** agrees to study the feasibility of higher frequency service with extended hours and higher frequency service on weekends. A model for defining what this could look like would be how higher frequency is defined in the Central Corridor service plan.

II. REGIONAL DEVELOPMENT

Prioritize Van White Station development

1. **City and County collaboration are needed to maximize the development potential already planned for by the community**

a) **Van White Station Prioritization:** The **City of Minneapolis** commits to prioritizing funding development at the Van White station along the SWLRT and commits to working closely with the **Bryn Mawr** and **Harrison neighborhood associations** to achieve the vision of the **Bassett Creek Valley (BCV) Master Plan** for a mixed-use, mixed-income development including affordable rental and homeownership options .

b) **No Land Transfer at Van White Station:** The **City of Minneapolis** commits to not transfer the land surrounding the SW Van White station area (**Linden Yard West and East**) for the use of commuter train storage.

c) **No Train Storage at Van White Station:** As a core commitment to Environmental Justice principles and racial equity outcomes, **MnDOT** agrees not to pursue a diesel train storage yard at the SW Van White station area (**Linden Yards East**).

d) **Removal of city Impound Lot:** The **City of Minneapolis** commits to dismantling, clean up and reclamation of the city impound lot to residential and park/recreation standards consistent with prior commitments of city comprehensive planning documents and the 4 stages of redevelopment in the BCV Master Plan.

e) **Develop community agreed upon design guidelines for Van White station development.**

f) **Invest in energy efficient development.**

2. Maintain and Expand affordable housing base (modified title)

a) **Housing Choices:** The **City of Minneapolis, Hennepin County** and the **Met Council** commit to working with local neighborhood associations, private and community nonprofit housing developers such as Urban Homeworks and the City of Lakes Housing Trust to fund the maintenance and preservation of a rich balance of housing choices affordable for current and future residents and workers within and near the transitway corridors. Affordability definitions should be calibrated to median income levels for the city of Minneapolis (lower percentages than regional median income levels to better reflect on-the-ground conditions)

b) The **City of Minneapolis** commits to a strategy of preventing involuntary displacement of low-wealth communities from transitway corridors.

3. Promote and engage with Glenwood Ave. Business District to catalyze growth through more of North Minneapolis

a) The **City of Minneapolis** commits to working with local neighborhood associations and business owners to coordinate station area planning and land use planning that anticipates multiple transitway investments. The **Glenwood Ave. Business District** and **Van White Memorial Blvd.** should serve as demonstration projects for this purpose.

b) The **City of Minneapolis, Hennepin County** and the **Met Council** agree to coordinate efforts with local neighborhood associations and nonprofit community development organizations to plan for new business development along northside commercial corridors, achieve TOD density goals, create entrepreneurial incubator programs and maximize local job/workforce programs.

III. REGIONAL EQUITY/HUMAN CAPITAL DEVELOPMENT (change of title) BUSINESS/CAREER DEVELOPMENT

1. Develop a system that connects job seekers with employment and entrepreneurial opportunities along corridor (altered sub-title)

a) A system should be developed to ensure people of color have opportunities to secure employment with Anchor Institutions and businesses in key growth sectors of the regional economy.

Public officials and agencies need to recognize this leg of a broader rail system will connect segregated populations to employment centers (industrial parks, etc.) and training agencies throughout the system. Employers along the transit development should be engaged to understand their employee needs and this opportunity, both now and moving forward. Their projections along with job descriptions can be used to design a community based recruitment and training program for these jobs. Similar to construction, this program would create a pool of available workers to fill future employer needs.

Public agencies should use their leverage to bring employers to the table and to ensure those employers are hiring people of color. All anchor institutions along the transit line that receive public benefits or simply benefit from the transit development should have hiring goals for people of color as they hire new workers in the future.

Community based training organizations should be utilized in the effort to design such a program to recruit, identify, and if necessary train community workers to meet the needs of Anchor employers based on the similar successful effort of the Employment Assistance Firm being implemented as a part of the development of the Minnesota Multi-use Sports Facility (i.e. the Vikings Stadium.)

b) Hennepin County and DEED commit to create framework to operationalize this program with Northside employment outreach and training groups such as Summit Academy OIC and the Urban League to design and fund a program such as the Employment Assistance Firm model (EAFs) to intentionally and successfully connect unemployed and underemployed Northside residents to jobs along the SW Corridor.

Program design based on best practices:

- i. Assessment of employers' employee needs –current and projected.
- ii. A trusted intermediary to bridge employee connections to employers. (Hopefully, EAF under another name)
- iii. A means of recruitment
- iv. Training aligned with identified employer needs.

- v. Identifying regional development/employment opportunities in expanding industries.
- vi. Organize the proposed North Minneapolis Workforce Center's program and tenancy to be the anchor for this effort.

Possible partners: the county can look to their work with the **Northside Community Response Team (NCRT)** and **DEED** can work with its **North Minneapolis Workforce Center** Community Advisory Committee (CAC) & the other Community-Based Organizations that performed outreach. Another stakeholder partner that should be approached is the **Northside Funders Collaborative**. This program should also employ lessons learned from the successes and failures of the Central Corridor efforts on anchor institutions.

The partners should engage local and regional businesses committed to job training and local-source hiring in a coordinated effort with Penn Ave Community Works and other targeted development in North Minneapolis.

2. Exceed the proposed 32% minority/6% female construction hiring goal (amended sub-title)

a) The Met Council agrees to increase Equitable Hiring Goals to 40% people of color and 10% women (above the required 32% people of color and 6% women).

With the increased interest in creating employment opportunities for people of color, particularly those in North Minneapolis, and the availability of the premier construction employment training program in Hennepin County in North Minneapolis, the required hiring goals can and should be increased.

When compared to other areas in the region, North Minneapolis has a higher percentage of people of color and higher rates of poverty. Increased opportunities for employment have a significant opportunity to improve the economy of the neighborhoods.

The Met Council has set a precedent for increasing hiring goals when the development is in communities of color and high areas of poverty. On CCLRT construction, the Met Council set a

hiring goal nearly 70% higher than the required goal. In this instance, the Met Council should set a goal equal to the percentage of people of color living in Minneapolis. This number is lower than the percentage of people of color in North Minneapolis and will still be lower than the percentage of people of color living in the city by the time construction begins, let alone when it ends.

b) The Met Council should contract with a Community Based Recruitment and Training Organization.

Similar to the Employment Assistance Firm being utilized on the construction of the Multi-purpose Sports Facility in Downtown Minneapolis, the Met Council should contract with a community-based recruitment and training organization to organize this effort.

The overall purpose of this organization is to ensure that there is a pool of trained and skilled people of color and women available to work on this construction project. The organization will recruit both skilled workers and those needing training. For those needing training, the organization will provide the necessary training.

The organization needs to have strong community ties to be able to recruit people into the program. Training organizations must have experience working with communities of color and women. The organizations must also have relationships with organized labor to ensure that the workers and trainees have access to union employers.

This system is already underway on the new football stadium and should be used as a model.

c) There should be targeted zip code employment goals set for communities of color and areas high in poverty.

On the construction of CCLRT, the Met Council identified zip codes with high percentages of people of color and high rates of poverty. Employers tracked the number of workers in these zip codes and publicly reported these numbers on a monthly basis.

Not only should this happen on this construction project, but there should be targets for the number of employees from these zip codes.

On previous construction projects, local government agencies have stated that federal regulations prohibit them from having local hiring goals when US Department of Transportation dollars are involved. There are ways around this, particularly with the involvement with the US Department of Housing and Urban Development.

HUD administers the Section 3 program, which is designed to create employment opportunities for low-income individuals living near HUD financed development. When HUD contributes to housing development along a transit line, Section 3 requirements could potentially be applied.

This would be of particular interest given the strong desire for benefits in North Minneapolis. The USDOT and HUD should be contacted in connection with this project to explore this opportunity.

d) Explore opportunities to unbundle contracts for construction and professional projects to ensure that small, minority, and women owned businesses are included and able to prosper.

Funding should be provided to offer technical assistance and support to these businesses as needed to ensure their success. The services that the Metropolitan Economic Development Association, (MEDA) provided to CCLRT could serve as a model for this assistance.

From: [Joan Vanhala](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Russ Adams](#)
Subject: AMS comments to the Bottineau DEIS
Date: Thursday, May 29, 2014 12:56:11 PM
Attachments: [AMS Bottineau DEIS comments May 29 2014.pdf](#)

Bottineau Project Staff,

Please accept the attached Alliance for Metropolitan Stability comments to the Bottineau Draft Environmental Impact Statement.

Joan Vanhala, Coalition Organizer
Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
612-332-4471; <http://www.metrostability.org/>

I learned this... that if one advances confidently in the direction of his dreams, and endeavors to live the life which he has imagined, he will meet with a success unexpected in common hours.

Henry David Thoreau

TO: Hennepin County
Housing, Community Works & Transit
ATTN: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

May 29, 2014

From: Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
Contact: Joan Vanhala, Coalition Organizer
612-332-4471; joan@metrostability.org

Public Comment for the Bottineau Light Rail Transit Draft Environmental Impact Statement

The Alliance for Metropolitan Stability (AMS) is a coalition of grassroots organizations that advances racial, economic and environmental justice in growth and development patterns in the Twin Cities region. Our 31 member groups represent communities of color, low-income communities, housing advocates, faith-based organizations, research and policy organizations, economic developers and environmental, transit and land-use policy advocates. See http://www.metrostability.org/about_us/member_list.php

Environmental Justice:

Bottineau LRT corridor is 52% people of color and 14% are transit dependent. Bottineau Corridor connects 2 significant environmental justice communities to our regional transitway system – Brooklyn Park and North Minneapolis. It is important that the transit investment, the corresponding land use and economic development has community benefits for the low income communities and communities of color in the corridor.

AMS is a member of the Corridors of Opportunity Community Engagement Team and through this work is supporting 16 environmental justice groups through a re-granting program to actively engage their community members in the planning of the Bottineau LRT project (Blue Line Extension). These groups are:

1. African Career Education Resource Inc.
2. African Economic Development Solutions
3. African Immigrant Services
4. Asian Media Access
5. Asian Economic Development Association
6. Center for Asian Pacific Islanders
7. Centro Trabajadores Unidos en La Lucha
8. Cleveland Neighborhood Organization
9. Harrison Neighborhood Association
10. Heritage Park Neighborhood Association
11. La Asamblea de Derechos Civiles
12. Laos Assistance
13. Masjid An-Nur
14. MICAHA (Metropolitan Interfaith Council on Affordable Housing)
15. Northside Residents Redevelopment Council

16. West Broadway Business and Area Coalition

The groups have formed the Blue Line Coalition to secure community benefits for environmental justice communities in the Bottineau Corridor. AMS continues to provide technical and organizing support to this effort. These groups provide project planners with a relationship base that should be utilized in all project planning community engagement moving forward.

AMS recommends a corridor wide community compact similar to the Red Line Community Compact in Baltimore. The community compact process should model best practices in community engagement and be a partnership between Metro Transit, Hennepin County, the cities, and the environmental justice communities within the Bottineau LRT corridor.

The environmental justice communities' resources have not been adequately documented in the draft environmental impact statement. Just along HWY 55 there are schools, libraries, public housing, and churches. To truly understand the impacts, the corridor environmental justice community resources need to be documented and included in the planning process. This includes businesses, schools, churches, libraries, community centers, social service agencies and non profits.

A very important environmental justice community resource has no mention in the draft environmental impact statement. Located directly adjacent to the Van White Station, Summit Academy OIC is the only community-based vocational training and job placement program in North Minneapolis. They serve up to 600 students who attend from throughout the region. They have a goal to enroll 1000 students by 2016. They have been an active participant through HIRE MN (<http://hiremn.org/>) to ensure that MN Department of Transportation reaches its 32% hiring goals in Hennepin County for people of color and women. They should be engaged as a partner for:

- a. Hiring construction workers for the Bottineau LRT project
- b. Physical impacts to their site at the Van White Station during construction, station location, infrastructure investments for Summit OIC students access to the Bottineau LRT and the regional system.

Community Engagement:

Regionally Hennepin County Bottineau project staff has modeled some of the best community engagement of environmental justice groups for Alternatives Analysis. We look forward to continued authentic engagement.

As the Community Advisory Committee is re-formed during the transition from Hennepin County to Metro Transit/Metropolitan Council, the Corridors of Opportunity Community Engagement Steering Committee (<http://engagetc.org/steering-committee/>) recommends that the Blue Line Extension Community Advisory Committee:

- a) Be a community driven body with staff support.
- b) Be a resource and check point for community engagement by reviewing and approving a corridor project community engagement plans.
- c) Identify issues and assign problem solving teams that include community members and project staff.
- d) Elect a representative member on the transitway corridor policy advisory committee/management committee.
- e) Be formed early in the scoping phase of the transitway corridor planning process.

- f) Membership will be selected by communities they represent.
- g) Elect a chairperson who represents a grassroots community.
- h) Have the ability to set their own agenda, pass motions, and make recommendations to the corridor policy advisory committee/management committee.
- i) Will be combined with Business Advisory Committees ensuring coordinated issues and efforts.
- j) CE Steering committee will support project staff with connections to underrepresented groups i.e.: Faith communities; Cultural communities; Place based groups; Communities of color ; Small and Ethnic businesses; Community Engagement Steering Committee members; Disability community; New immigrant communities; Low-income communities; Students at high schools, community colleges
- k) Orientation will include a focus on environmental justice, equitable development, and cultural awareness.
- l) Construction Communication Committees set up at least one month in advance of construction, with representatives appointed by community groups.

AMS also recommends that Blue Line Extension project planners contract directly with community groups for future community engagement. A national model of community engagement is the Trusted Advocate Program at District Councils Collaborative of St. Paul and Minneapolis (DCC) see <http://dcc-stpaul-mpls.org/content/transit-more-ride-trusted-advocate-project> This was a direct partnership between Metro Transit and DCC to execute the community engagement.

Project coordination/community cohesion:

North Minneapolis has a regionally unique intersection of Metro Transit transitway projects that are in process: Southwest LRT, Bottineau LRT, Penn Avenue BRT, West Broadway Transit Study. These projects impact these neighborhoods: Harrison, Heritage Park, Near North, Willard Hay, Hawthorne, and Jordan. Because of the overlapping corridors and planning areas, AMS is recommending coordinated planning across these transit projects by Metro Transit, Hennepin County, and the City of Minneapolis for:

- a) Harrison neighborhood because they are bordered by 3 of these transit projects: Bottineau Light Rail Transit, Southwest Light Rail Transit, Penn Avenue Bus Rapid Transit. The planning areas of these projects combined cover every block in the Harrison neighborhood. Harrison Neighborhood Association should be a major partner in coordinating the planning. See attached map.
- b) Transit Service Plan/Transit Study planning with Metro Transit
- c) Land Use planning with city of Minneapolis and Hennepin County.
- d) Economic development planning with city of Minneapolis, Hennepin County, Metropolitan Council Transit Oriented Development office.
- e) Incorporate Complete Streets policies and practices into the land use planning.
- f) Infrastructure investments in these neighborhoods that ensure safe connections to all planned transit projects for neighborhood residents - pedestrians, bicyclists, and bus riders with a specific focus on the Highway 55/Olson Memorial Highway.
- g) Efficient and effective transit connections to neighborhood businesses and transit – recommends an accurate inventory of North Minneapolis businesses.

Olson Memorial Highway/HWY 55 is currently not pedestrian friendly or safe. Annual pedestrian fatalities result from people trying run across this divided highway. HWY 55 currently is a barrier within this environmental justice community. The Bottineau LRT project has the potential to exacerbate this barrier or to provide the opportunity to reconstruct this corridor to be safe and welcoming for

pedestrians and bikes with traffic calming strategies. Special attention should be given to redesigning HWY 55 with safe and livable crossing connections for pedestrians and bicycles.

Transit service planning

North Minneapolis Bus Circulator concept: Alliance recommends the Met Council commits to study and make recommendations on the viability of operating a new bus circulator route through the center of North Minneapolis for future connections to the Bottineau LRT, Southwest LRT, Penn Avenue BRT, and the West Broadway transit study

AMS recommendations on heated bus shelters, transfer Stations and other improvements:

- a) Metro Transit commits to add at least 24 heated bus shelters (full C-style standard Metro Transit shelter) along routes 5, 7 9, 14, 19, 22, and 30 by 2015.
- b) Metro Transit commits to add security cameras and emergency call boxes at strategic locations along routes 5, 7 9, 14, 19, 22, and 30.
- c) Metro Transit commits to adopt snow removal management practices at shelters in north Minneapolis with higher ridership
- d) Metro Transit commitment to work with northside community-based partner groups to study and identify sites for constructing at least two north Minneapolis Transfer Stations for bus and rail transit riders.

Economic Development

Throughout the Bottineau Corridor there are environmental justice small businesses. Every effort should be made to maximize the benefit and minimize the impacts of the project on these entrepreneurs.

For North Minneapolis, the Bottineau LRT project provides a once in a life time opportunity to increase the wealth in this low income community. The City of Minneapolis, Hennepin County and the Met Council should agree to coordinate efforts with local neighborhood associations and nonprofit community development organizations to plan for new business development along northside commercial corridors, achieve TOD density goals, create entrepreneurial incubator programs and maximize local job/workforce programs.

2 1/5 miles of Glenwood Avenue (city of Minneapolis border to downtown Minneapolis) is within a station planning area (Penn Station, Van White, and Target Field). Land use planning should promote and engage with Glenwood Ave. "West Market Business District" to catalyze growth through more of North Minneapolis

- a) Hennepin County and the city of Minneapolis should commit to working with local neighborhood associations and business owners to coordinate station area planning and land use planning that anticipates multiple transitway investments.

Affordable Housing

Displacement is currently a real issue in the Bottineau LRT Corridor. North Minneapolis is barely recovering from the foreclosure crisis and the Northwest suburbs face inevitable displacement of privately owned affordable housing in the station areas. AMS recommends:

- a) Housing Choices: Cities in the corridor, Hennepin County and the Met Council commit to working with local neighborhood associations, private and community nonprofit housing

developers to fund the maintenance and preservation of a rich balance of housing choices that are affordable for current and future residents and workers. Each city should establish goals to develop mixed-income communities. Affordability definitions should be calibrated to median income levels for the corridor (lower percentages than regional median income levels to better reflect on-the-ground conditions).

- b) The cities/Hennepin County and Metropolitan Council commit to a strategy of preventing involuntary displacement of low-wealth communities from transitway corridors.

Jobs

AMS recommends that Metro Transit/Hennepin County develop a system that connects job seekers with employment and entrepreneurial opportunities throughout the Bottineau corridor. A system should be developed to ensure people of color have opportunities to secure employment with the Bottineau project, Anchor Institutions and businesses in key growth sectors of the regional economy.

- a) Hennepin County and DEED commit to create framework to operationalize this program with corridor wide employment outreach and training groups such as Summit Academy OIC and the Urban League to design and fund a program such as the Employment Assistance Firm model (EAFs) to intentionally and successfully connect unemployed and underemployed Northside residents to jobs along the Bottineau Corridor.
- b) Bottineau LRT project contracts should exceed the state required 32% minority/6% female construction hiring goal by increasing the hiring goal to 40%
- c) There should be targeted zip code employment goals set for communities of color and areas high in poverty.
- d) Explore opportunities to unbundle contracts for construction and professional projects to ensure that small, minority, and women owned businesses are included and able to prosper.

Northwest Suburbs

Brooklyn Park will have 5 stations on the Bottineau LRT line. The city of Brooklyn Park is 50% people of color. Through the Community Engagement Team the Alliance is working with 6 environmental justice community groups in the Northwest suburbs. They will continue to be active partners in the development of the Bottineau Transitway project and corridor:

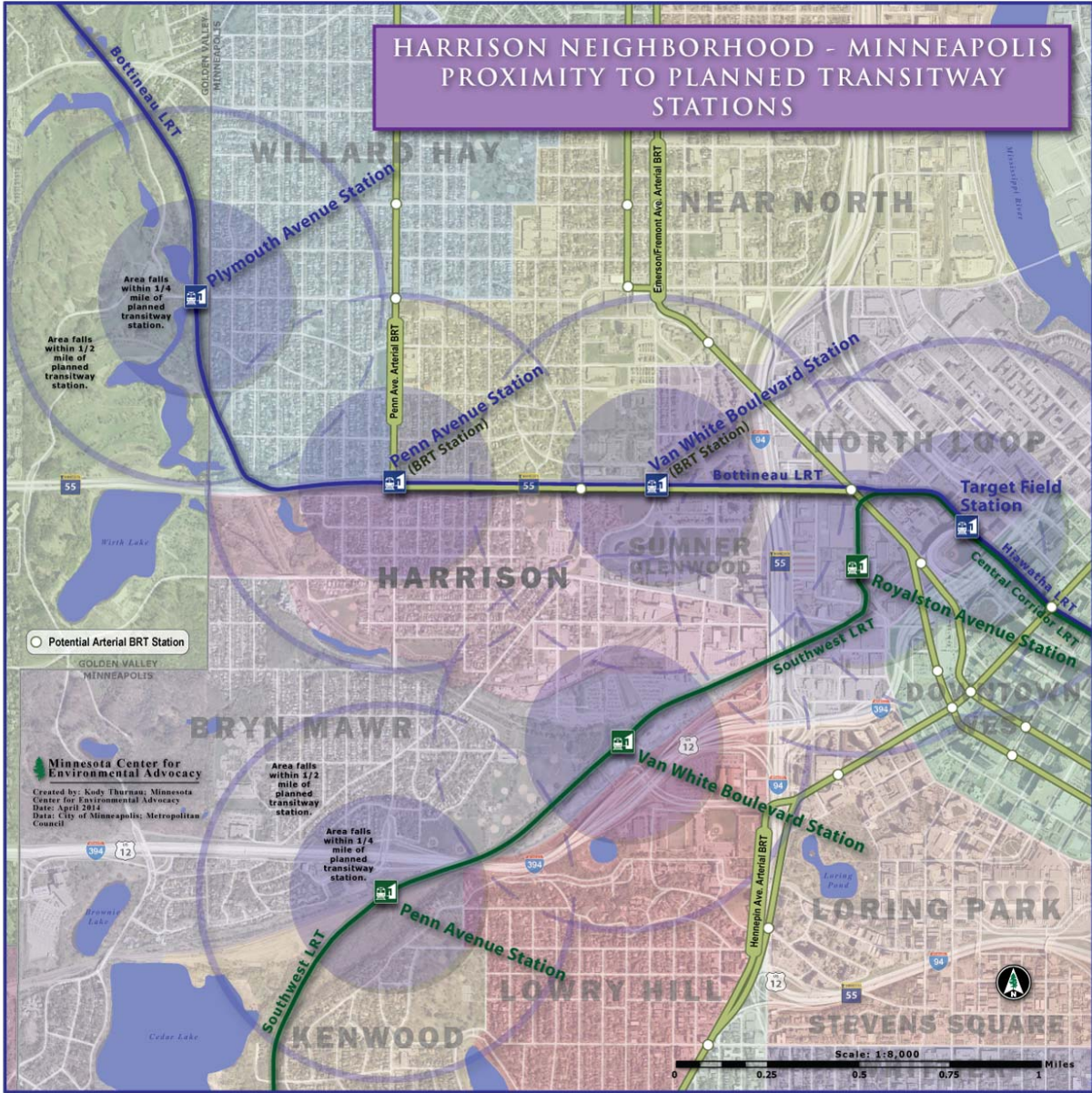
- a) ACER has partnered with North Hennepin Community College and the Neighborhood Development Center to provide entrepreneur training for Northwest suburban residents. Opportunities to locate entrepreneurs in the station areas should be included in the station area planning.
- b) ACER is actively meeting with Target Corporation whose Northwest Campus is in Brooklyn Park. One component that is being implemented now is that Target Corporation is working with North Hennepin Community College to design curriculum to prepare Northwest communities for careers at Target.
- c) Healthy living and health equity is an important factor in designing the station areas to design the station areas for pedestrian, bicycle, and bus rider access.
- d) The built environment in the Northwest suburbs has been designed with a priority on the automobile. The station area planning process should be focused on the opportunity to redesign the land use that is pedestrian and bike friendly using Complete Streets policies and practices.

- e) Access to Operation and Maintenance Facility jobs should prioritize Northwest suburban residents
- f) The transit service plan for the Northwest suburbs should utilize the expertise of the Community Engagement grantees to effectively engage bus riders and transit dependent populations using the Trusted Advocate model from Central Corridor LRT.

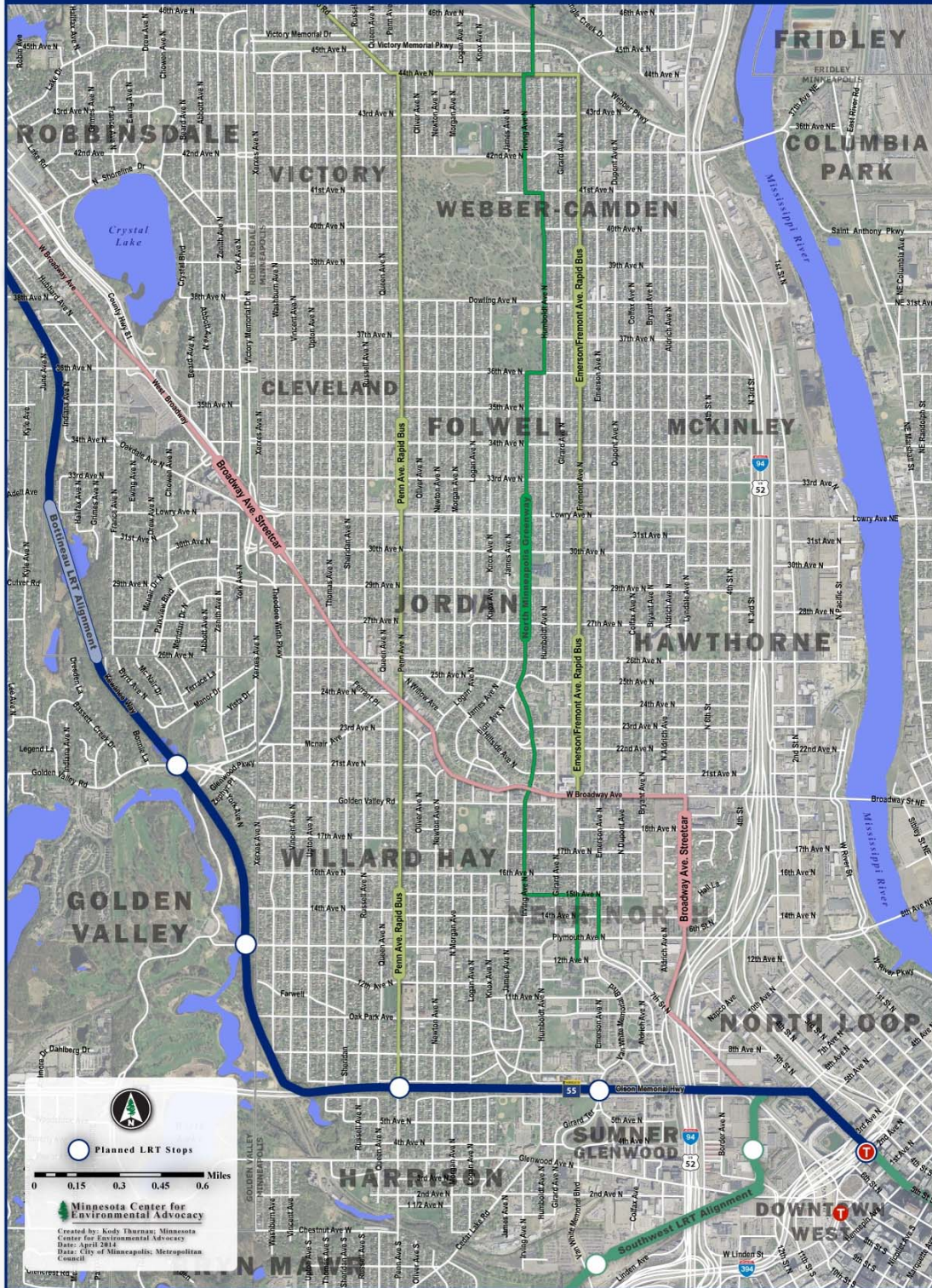
Attached maps:

Harrison neighborhood - Minneapolis: proximity to planned transitway stations

North Minneapolis neighborhoods: LRT, Streetcar, Rapid Bus and greenway



North Minneapolis Neighborhoods LRT, Streetcar, Rapid Bus, and Greenway



From: [Ange Hwang](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Re: MIDNIGHT Bottineau DEIS comments due May 29th
Date: Thursday, May 29, 2014 7:13:39 PM
Attachments: [140529TransitComments.doc](#)
[140529Comments.doc](#)

=====

Ange Hwang, Executive Director

Asian Media Access

Minneapolis Office/Mailing & Delivery Address: 2418 Plymouth Ave N., Mpls., MN 55411

St. Paul Office: 550 Rice Street, St. Paul, MN 55103

612-376-7715 (Phone)

612-376-7730 (Fax)

angehwang@amamedia.org

www.amamedia.org

=====

Celebrating 21 Years of Connecting the Disconnected!!!

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On May 29, 2014, at 1:07 PM, Joan Vanhala wrote:

Hi All,

Just a friendly reminder that comments to the Bottineau Draft Environmental Impact Statement are due

today Thursday May 29th by MIDNIGHT

For more information see the Bottineau Transitway website:

<http://bottineautransitway.org/>

1. Send written comments by email to bottineau@co.hennepin.mn.us
2. Send written comments by mail to:
Hennepin County
Housing, Community Works & Transit
Attn: Bottineau Transitway

701 Fourth Avenue S, Suite 400
Minneapolis, MN 55415

Please include a return mailing address and/or email address with all comments so that we may communicate with you about comments received and next steps.

See full Bottineau Draft Environmental Impact Statement
here http://bottineautransitway.org/2012_deis_documents.htm

Feel free to contact me with any questions – I will be in the office tomorrow working on our comments.

Joan

Joan Vanhala, Coalition Organizer
Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
612-332-4471; <http://www.metrostability.org/>

I learned this... that if one advances confidently in the direction of his dreams, and endeavors to live the life which he has imagined, he will meet with a success unexpected in common hours.
Henry David Thoreau

<Bottineau DEIS North Minneapolis Excerpts 2014.docx><Bottineau DEIS Northwest suburbs Excerpts 2014.docx>



Sharing Voices • Connecting Dreams

TO: Hennepin County
May 29, 2014
Housing, Community Works & Transit
ATTN: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: Asian Media Access
2418 Plymouth Ave. N.,
Minneapolis, MN 55411
Contact: Ange Hwang, angehwang@amamedia.org

Public Comment for the Bottineau Light Rail Transit Draft Environmental Impact Statement

Asian Media Access supports Alliance for Metropolitan Stability (AMS)'s position on following comments:

Environmental Justice:

Bottineau LRT corridor is 52% people of color and 14% are transit dependent. Bottineau Corridor connects 2 significant environmental justice communities to our regional transitway system – Brooklyn Park and North Minneapolis. It is Important that the transit investment, the corresponding land use and economic development has community benefits for the low income communities and communities of color in the corridor.

AMS recommends a corridor wide community compact similar to the Red Line Community Compact in Baltimore. The community compact process should model best practices in community engagement and be a partnership between Metro Transit, Hennepin County, the cities, and the environmental justice communities within the Bottineau LRT corridor. The environmental justice communities' resources have not been adequately documented in the draft environmental impact statement. Just along HWY 55 there are schools, libraries, public housing, and churches. To truly understand the impacts, the corridor environmental justice community resources need to be documented and included in the planning process. This includes businesses, schools, churches, libraries, community centers, social service agencies and non-profits.

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Asian Media Access



A very important environmental justice community resource has no mention in the draft environmental impact statement – minorities community-based agencies in North Minneapolis. Since 2013, Asian Media Access has partnered with Pathway Learning Center, and the Native American Zintkala Luta to build an Educational Complex in North Minneapolis, to expand the after school and community-based vocational training and job placement programs around Plymouth/Penn Corridor area. We anticipate to bring in 200 students in the area that need a better connection through Plymouth Ave to connect Bottineau LRT station to Penn Bus stops, additionally, more rest spots or open public places beyond single family housing is needed to increase walk-ability in the area.

Community Engagement:

Regionally Hennepin County Bottineau project staff has modeled some of the best community engagement of environmental justice groups for Alternatives Analysis. We look forward to continued authentic engagement. AMA supports AMS's recommendations that Blue Line Extension project planners contract directly with community groups for future community engagement. A national model of community engagement is the Trusted Advocate Program at District Councils Collaborative of St. Paul and Minneapolis (DCC) see <http://dcc-stpaul-mpls.org/content/transit-more-ride-trusted-advocate-project> This was a direct partnership between Metro Transit and DCC to execute the community engagement.

Project coordination/community cohesion:

North Minneapolis has a regionally unique intersection of Metro Transit transitway projects that are in process: Southwest LRT, Bottineau LRT, Penn Avenue BRT, West Broadway Transit Study. These projects impact these neighborhoods: Harrison, Heritage Park, Near North, Willard Hay, Hawthorne, and Jordan. Because of the overlapping corridors and planning areas, AMA supports AMS's recommendations with coordinated planning across these transit projects by Metro Transit, Hennepin County, and the City of Minneapolis. Olson Memorial Highway/HWY 55 is currently not pedestrian friendly or safe. Annual pedestrian fatalities result from people trying run across this divided highway. HWY 55 currently is a barrier within this environmental justice community. The Bottineau LRT project has the potential to exacerbate this barrier or to provide the opportunity to reconstruct this corridor to be safe and welcoming for pedestrians and

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bikes with traffic calming strategies. Special attention should be given to redesigning HWY 55 with safe and livable crossing connections for pedestrians and bicycles.

Economic Development

Throughout the Bottineau Corridor there are environmental justice small businesses. Every effort should be made to maximize the benefit and minimize the impacts of the project on these entrepreneurs. For North Minneapolis, the Bottineau LRT project provides a once in a life time opportunity to increase the wealth in this low income community. The City of Minneapolis, Hennepin County and the Met Council should agree to coordinate efforts with local neighborhood associations and nonprofit community development organizations to plan for new business development along northside commercial corridors, achieve TOD density goals, create entrepreneurial incubator programs and maximize local job/workforce programs.

2 and 1/5 miles of Plymouth Avenue and Penn Ave Corridor should have been better developed. Asian Media Access supports the Twin Cities Regional Center Collaborative's Recommendations to support cluster business and block-by-block neighborhood-centered development. Land use planning and zoning reviews should be conducted and engage with Plymouth Ave and Penn Ave Corridor neighbors and business owners, to catalyze growth. Asian Media Access and our partner - Twin Cities Regional Center Collaborative all commit to working with local neighborhood associations and business owners to coordinate station area planning and land use planning that anticipates multiple transitway investments that will benefit Plymouth Avenue and Penn Ave Corridor, as we defined it – *the Nile River of the North*.

Sincerely,

Ange Hwang
Executive Director

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Minneapolis, MN 55411

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amamedia@amamedia.org

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Twin Cities Regional Center
c/o Asian Media Access
2418 Plymouth Avenue North
Minneapolis, MN 55411
Tel: (612) 376-7715
Email: info@tcrc-mn.org

Twin Cities Regional Center

To: Bottineau Transit Planning Committee

May 29, 2014

Greetings from Twin Cities Regional Center Collaborative. We are a multi-cultural collaborative supporting economic development opportunities in North Minneapolis.

We like to focus our comments regarding the Report on **Page 4-17: Minneapolis**, particularly on the Corridor at Plymouth and Penn. Our Partners, Asian Media Access and Project Sweetie Pie, have been pioneers and continue to develop the presence of Plymouth Ave from downtown to the Theodore Wirth Parkway, where we refer to Plymouth Ave as ***the Nile River of the North*** for its ability in nurturing agriculture and civilization.

The Report continuously refers to ***Near North (as) primarily residential***. TCRC has concerns toward an all-residential zoning design, particularly in areas between Theodore Wirth Parkway and Penn Ave.. There is a total lack of functional business, community center, and other designations to create walk-ability for shopping/leisure/networking spots. With an all-residential zoning, there is no incentive to stop in North Minneapolis; many riders would just pass through. TCRC likes to **call for zoning reviews** with following residential neighborhood sensitive economic development principles to stimulate more business friendly development between 2 major public transportation lines, between Theodore Wirth Parkway and Penn Ave.

- Utilizing the Equitable Transit Oriented Placemaking model;
- Thinking Small (ex. small business, small block development), from the bottom up;
- Focusing on Evolving Over Time, instead of Revolution Over Night;
- Avoiding Gentrification Effect in the neighborhoods; it is important to preserve the characteristics of neighborhoods, along with economic development opportunities.

A. ECONOMIC DEVELOPMENT STRATEGY #1 – ONE BLOCK A TIME

A large city should be made up of one hundred Better Blocks that are all well connected (pedestrian, bike, car, and public transit), but have small spaces that locals can create their own dream business which helps support the community.

by *Better Block* co-founder Andrew Howard, <http://betterblock.org/>

Many principles of TCRC Collaborative are from ***Better Block - building neighborhood from within***, which we truly believe that is the only strategy to improve and grow the entrepreneurship in distressed neighborhoods. We call it *The Process of Natural Progression of Good Ideas*.

Traditionally, the Transit-Oriented Development means high density with mixed-use development. There would be a major developer, making the best plan that would attract the right people to come *from somewhere else* and make that plan happen. But if we choose to believe in the *Better Block's* philosophy, which is that every community already has everybody they need. They just need to activate the talented people who are already there, and collectively decide one block at a time, and that block can become better really quickly. So instead of the high-rise development, we call for the small-block development, with sustainable small business establishment, maybe just a coffee shop to start with.

Although the TCRC Collaborative is not against larger, high density development, which is not less important nor inappropriate, but should not be THE ONLY development. Often the resources all get channeled into that one development in the area, ignoring other small business needs. Therefore, we advocate for a more balanced approach, and propose alternative/localized developments that may better support the neighborhood needs, and create sustainable impacts.

TCRC calls to redefine the approach - instead of focusing only on big business developments, channel into the distressed neighborhoods with smaller entrepreneurship idea, so we can change the neighborhood one block at a time and sustain the neighborhood culture, so it can become a walk-able community, matching well with the overall Transit Development trend.

B. ECONOMIC DEVELOPMENT STRATEGY #2 – EQUITABLE TRANSIT ORIENTED PLACEMAKING

*Urban design, planning, and architecture are tools for creating a physical environment, but Placemaking is the process that creates the crucial, ephemeral quality — the sense of place — that ultimately animates any physical space and **transforms design into destination**.*

From Project for Public Spaces <http://www.pps.org/>

Placemaking is a powerful agenda for change that is beginning to take hold in cities throughout the world. It is not a new profession, discipline or field of study, but a growing global movement that brings out the best of community and professional expertise, and empowers communities to improve the neighborhoods in which they live.

Often the city/county/state have mapped out the Economic Development Plan for the region, by working with local chamber of commerce and corporations, seldom the Plan is generated from the neighborhood level, due to lack of economic data and capitals. It is hard for the neighborhoods in realizing it is the data and statistics that guide the design and resource allocations. It is also hard for Public Planners to realize that ACTUAL PLACE is more important than a historical zoning design.

TCRC calls for redefining the urban development model, instead of top-down (just data) or bottom up (just dreams), but supporting a balanced approach, channeling the data back to the distressed neighborhoods and build community capacity to better understand the data, community development process, and incorporating the knowledge into the DREAMS; to mount a holistic, integrated and highly effective movement that drives the mentality change in all levels to ensure the long term viability of such place-specific design in making for North Minneapolis.

C. ECONOMIC DEVELOPMENT STRATEGY #3 – CLUSTER FOCUS

“Cluster is defined as a geographic concentrations of interconnected companies, specialized suppliers, service providers, and associated institutions in a particular field that are present in a nation or region. Cluster development initiatives are an important new direction in economic policy, building on earlier efforts in macroeconomic stabilization, privatization, market opening, and reducing the costs of doing business.”

From the Harvard Business School

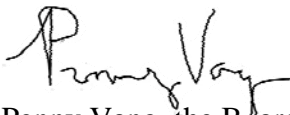
Often Cluster strategy is private market led, applying to well-established corporations and startup technology companies coming together *to increase the productivity*. The past 2 years, with Federal’s Regional Innovative Cluster grants, the idea has panned away from MATURE INDUSTRY-EMERGING TECHNOLOGY, to LOCAL-TRADE focus, such as Craft Arts Cluster in Vermont, Oregon’s Creative Services and Arts Clusters, etc.. Such local-trade approach has opened the door for many small- and medium-scale enterprises (SMEs), and they have been using such a cluster idea to further create a designation to generate more foot traffic. Besides creating a collective designation, such **Networking** offers an important route for individual SMEs to coordinate their events/marketing effort, and achieve optimal scale in the use of machinery and pool production capacities to meet large-scale orders. Such local-trade cluster strategy contributes greatly to employment generation, poverty reduction and wider distribution of wealth and opportunities represents a major window of opportunity for distressed neighborhoods.

Often larger corporations form the same Industry Cluster may form the Special Economic Zone and seek public support for infrastructure development. And the small businesses in the neighborhoods have never enjoyed such benefits because of their sizes. Individual SMEs experience difficulties in achieving economies of scale in the purchase power, finance and consulting services and are often unable to take advantage of market opportunities that require large production quantities, homogenous standards and regular supply.

TCRC calls to redefine the Industry Cluster model. Instead of developing a large area with newly created cluster businesses, support a conservation development along with an integrated site planning approach. Work with the neighborhoods to analyze its characters and trade potentials, and use these assets to create the Low Impact Economic Development opportunities with a group of SMEs closer together in order to create destination, share amenities and increase social interactions.

Twin Cities Regional Center Collaborative brings fresh and innovative new ideas into the North Minneapolis neighborhood, and has combined the characters of various successful models, and made them neighborhood-friendly to truly support the distressed communities. There is the need to reconsider how the zoning design hinder or promote further walk-ability and transit friendly development. This dynamic regeneration of existing innovation models is an essential element for sustainability in the low-income neighborhoods, particularly in north Minneapolis. However, such new thinking often falls outside of conventional process. It is important to include in the Bottineau Transit Design process these emerging trends and invest in a strategic effort, to better support such integrated dynamics approaches to create a win-win situation for all.

Sincerely,



Penny Vang, the Board Chair



Ange Hwang, Treasurer

Twin Cities Regional Center Collaborative

- Asian Media Access – Ange Hwang
- CJC Mpls - Atl LLC - Anthony Cox
- E.D.E.N. (Eating Delicious Eating Nutritious) – Catherine Fleming
- Iny Asian Dance Theater – Iny Xiong
- Hamline University – Rachel Endo
- Hawman Company – Penny Vang
- Pan Asian Arts Alliance – See Xiong
- Pathway Learning Center – Ethel Norwood
- Project Sweetie Pie – Michael Chaney
- Trifacta – Tyree Lawrence
- Zintkala Luta – Anita Gates

From: jennifer.racho@capiusa.org
To: [Bottineau Transitway/Hennepin](#)
Cc: [Sandy Ci Moua](#); "sandycimoua@gmail.com"
Subject: DEIS comments from CAPI
Date: Thursday, May 29, 2014 2:53:59 PM
Attachments: [DEIS CAPI Blue Line comments submitted 5.29.14.pdf](#)

Hello:

Attached are CAPI USA's comments regarding the DEIS. Thank you for the opportunity to provide feedback from the communities we work with. Please let us know if you have any questions.

Kind Regards,
Jennifer

Jennifer Racho
Workforce & Community Development Manager
CAPI USA | 612-767-3680
3702 E. Lake Street
Minneapolis, MN 55411
Fax: 612-724-6085

Guiding refugees and immigrants in the journey toward self-determination and social equality: www.capiusa.org



To guide refugees and immigrants in the journey toward self-determination and social equality

CAPI DEIS Comments

About CAPI:

Since 1982, CAPI USA has been a community-based direct-service organization and a direct implementer of anti-poverty programs to create jobs, housing, food, health education, youth and senior social services.

Through these direct services CAPI promotes economic independence and self-advocacy of 3,000 refugees and immigrants, and low-income families, annually.

Most of our CAPI participants reside in Brooklyn Park, Brooklyn Center and North Minneapolis within the areas of the Bottineau Light Rail transit construction and transit line. They will be affected by all light rail developments and therefore, CAPI is working to ensure that 1. Their voices are heard throughout this entire process and reflected within our CAPI DEIS comments and 2. As a Corridors of Opportunity grantee, we are working to educate and engage our participants, the public and other non-profit organizations.

As a Blue Line coalition member, in alignment our coalition partners which include ACER, NRRC, Harrison Neighborhood Association and more, we are also working to create a dialogue with all light rail-affiliated entities (Met Council, Hennepin County, contractors/consultants) to ensure that their processes and policies are changed to authentically and equitably serve the needs of CAPI participants and the public.

Our comments below are based partially on DEIS portions that cover North Minneapolis station planning and Brooklyn Park and Brooklyn Center. We shared parts of this with 30 of our participants during a program presentation and a transit line tour of the 4 proposed North Minneapolis stations.

These participants mainly live in North Minneapolis, speak Hmong, are low-income and are between age 40 and 70+.

We anticipate on-going engagement with other CAPI participants which includes the Somali, Vietnamese, Karen, African and African-American communities to solicit their feedback.

DEIS COMMENTS

North Minneapolis proposed stations:

- We prefer that all 4 station stops are implemented because we recognize that residents and participants live all along these 4 stations.
- However, if only 3 were possible, our surveyed CAPI participants prefer the Golden

Valley Road station (vs. the Plymouth Ave station) but only if bus lines are created, increased or kept to ensure that riders can seamlessly go from light rail to bus lines.

- For all the stations, there needs to be constant lighting, signs in Hmong and other languages, and an emergency call button to talk to multi-lingual transit staff, especially those who speak Hmong, 24 hours a day.
- There also needs to be ample parking spots for riders who prefer a park and ride option.
- We would like to see a parking lot for the Van White station because Olson Memorial Hwy and Penn intersection is a heavy traffic intersection with the need for this.
- We would like to see if this parcel of land could be developed into the park and ride spot. It is at the corner of Van White Blvd. and Olson Memorial Hwy:



Brooklyn Park and Brooklyn Center/ Overall Residents:

According to the Star Tribune, “dozens of Brooklyn Park homes could be razed for road expansion, possible light-rail route” as West Broadway is widened.

Article is here: <http://www.startribune.com/local/north/261027911.html>

We asked that all residents along the line are minimally impacted and if their property is destroyed or impacted in any way, they are equitably financially compensated and first and foremost, directly engaged and listened to with their comments being part of actively informing and shaping Bottineau Line pre-construction.

As we've seen, historically, the Rondo neighborhood and homeowners, most of who were African-

American, were destroyed- their community displaced and land bought for far below the actual value during the hwy 94 construction of the 1960s. (Source: <http://libguides.mnhs.org/rondo>).

We've seen, recently, the tensions between Frogtown, Midway and Rondo residents and business owners with Green Line and Met Council and county affiliates which turned in a civil rights lawsuit and rallies.



We must ensure that the Bottineau Line pre and post and actual construction and engagement process is a testament to lessons gained from these two examples.

Employment:

We ask that all Light rail pre, post and actual construction jobs, including consultant and contractor positions maintain a quota to hire transit line residents within a 3 mile radius as well as people of color, those with English as a second language and immigrants/refugees.

We also recommend that the hiring process and employment opportunities are shared with the public and nonprofit/community-based organizations as an actual part of transit outreach and engagement. We are particularly concerned that immigrants and refugees may not hear of such opportunities without targeted outreach.

Comments on existing transit:

To improve upon existing light rail transit lines and stations and apply that towards the Bottineau Line, we recommend the following:

- Target Field station: clearer signs on where to go to board the train. There were multiple signs but they were about getting to Target Field (not the train), to the skyway or parking lots.

- Intercom announcements of stops: volume needs to be louder to be heard over the sounds of conversation and transit noise. The announcement also needs to be repeated more than 2x.
- Train doors need to remain open longer to accommodate those with children or the elderly or disabled.
- There needs to be multi-lingual signs to meet the needs of our diverse riders and languages.

Thank you for the opportunity to comment. We hope that our comments and feedback are taken into consideration and that this is only some of the initial steps to have on-going engagement with all light rail affiliates, our CAPI participants and the public.

We can be reached at:

CAPI

Sandy'Ci Moua, Community Development Coordinator

3702 East Lake St.

Minneapolis, MN 55406

612-721-0122 office main

Sandyci.moua@capiusa.org

From: [Staci Horwitz](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Brent C Rusco](#)
Subject: Bottineau DEIS Comments
Date: Thursday, May 29, 2014 6:49:37 PM
Attachments: [Bottineau DEIS CommentForm 2014 - Indirect Effects.pdf](#)
[Bottineau DEIS CommentForm 2014 - Land Use & Community Facilities.pdf](#)

To Whom It May Concern:

Attached please find comments on the Bottineau Transitway DEIS. Thank you.

Staci

Staci S. Horwitz
Program Director



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Minneapolis MN 55405
(612) 594-7148
www.clclt.org

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Staci Horwitz Organization: City of Lakes Community Land Trust
Address: 1930 Glenwood Avenue, Minneapolis, MN 55405
Email: staci@clclt.org

6.0 Indirect Effects & Cumulative Impact. The DEIS does not appear to address directly the potential negative economic and social impacts that could arise from any one of the transit scenarios evaluated. Of primary concern is the lack of evaluation relating to the longer-term impact on low-income households as development occurs along the transit corridor. There is brief mention that property taxes, rents and market values may rise but no comments about mitigation efforts needed to ensure residents - particularly minority and low-income households - are not displaced by being priced out of a developing market. Additionally, there is no evaluation of the economic and social impact on households and communities (e.g. increase in housing costs and/or livability costs associated with new transit or need to relocate further out from City core to attain affordable housing) should significant displacement result from transit-oriented development. Is it not reasonable to expect that an evaluation of the impact of this transit investment include analysis through this lens or identify economic, social and environmental thresholds that a community and/or low-income household (less than 80% of area median income) can sustain without the proposed transit investment becoming a negative influence?

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Staci Horwitz Organization: City of Lakes Community Land Trust
Address: 1930 Glenwood Avenue, Minneapolis, MN 55405
Email: staci@clclt.org

4.1 Land Use Compatibility: DEIS comments the current low-density residential zoning along TH55 segment of the LPA is likely not to change. No potential change in the current zoning has the potential to limit the degree of residential and commercial development along this corridor - that with competent planning and neighborhood engagement - could assist the economic development and recovery of North Minneapolis. An analysis of the economic and neighborhood impact of zoning-related restrictions on land use would be helpful in understanding where policy changes could be beneficial and leveraged to maximize this transit investment. Higher density, mixed-used developments have been identified repeatedly as an element needed to support economic growth in North Minneapolis.

4.2 Community Facilities/Community Character Cohesion: TH55 already impacts the overall community character of North Minneapolis by creating an indirect separation of the Harrison Neighborhood from the rest of North Minneapolis. Implementation of the Bottineau LRT may create further segregation of this community with the elimination of the many "illegal" crossing points. Ensuring there is adequate areas for crossing this segment of the LPA is going to be essential for ensuring ready residential access to amenities and services north of TH55 for Harrison and Bryn Mawr residents. How will the number of crossing areas - separate from station stops - be determined along TH55?

From: [MacLaughlin, Dan](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: The Bottineau Transitway Draft Environmental Impact Statement (Draft EIS)
Date: Thursday, May 29, 2014 3:48:53 PM
Attachments: [Bottineau LRT Draft EIS Letter.pdf](#)

Please find attached a letter from the Downtown Minneapolis Transportation Management Organization in support of the development and launch of the Bottineau LRT Line. We have also sent a hard copy via post. Thank you!

Dan MacLaughlin
Executive Director
Downtown Minneapolis TMO
Commuter Connection
612.370.3987 x206



Downtown Minneapolis Transportation Management Organization
220 South Sixth Street, Suite 230
Minneapolis, MN 55402
(612) 370 - 3987

May 23, 2014

Hennepin County - Housing, Community Works & Transit
Attn: Bottineau Transitway
701 Fourth Avenue S, Suite 400
Minneapolis, MN 55415

RE: The Bottineau Transitway Draft Environmental Impact Statement (Draft EIS)

To Whom This May Concern,

The Downtown Minneapolis Transportation Management Organization (TMO) was formed 23 years ago to address the concern that downtown street capacity had reached its limit and that future growth required moving more commuters into mass transit. The TMO operates as a private-public partnership between the downtown business community and the City of Minneapolis. Our mission is to advocate for and promote a sustainable transit and transportation system that supports a vital and growing downtown Minneapolis.

Bottineau LRT will be an important component in sustaining the role of downtown Minneapolis as the premier employment and activity center of the metro area. In addition to strengthening travel links to northwest Hennepin County, Bottineau LRT will be an integral part of the regional transit network, with downtown Minneapolis serving as the largest transit hub of the region.

The importance of the Bottineau LRT and a strong downtown transit hub cannot be underestimated. As the region grows in population, downtown business and civic leaders need to develop transportation and land use strategies which make downtown easily accessible to people throughout the region, and maximize development potential to grow our economy and employment base. Bottineau LRT will contribute to a more vibrant downtown, with less traffic congestion, cleaner air, more land for development and improved bicycle and pedestrian infrastructure. Downtown businesses and their workers, residents, and visitors will all benefit from the Bottineau LRT line.

The Downtown Minneapolis TMO supports the development and launch of the Bottineau Light Rail Transit Line.

Respectfully,

Lee Davis
Chair, Downtown Minneapolis Transportation Management Organization

CC
Hennepin County Regional Rail Authority
Mayor Betsy Hodges
Minneapolis City Council Members
Counties Transit Improvement Board (CTIB)

From: [Willis, Kennedy](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Pearce, Shauen](#); [Bergren, Claire](#); [Willis, Kennedy](#)
Subject: Bottineau DEIS Comments (see attachment for full comment)
Date: Thursday, May 29, 2014 7:12:10 PM
Attachments: [HNA Bottineau DEIS comments May 29 2014.pdf](#)

May 29, 2014

To: Hennepin County
Housing, Community Works & Transit

ATTN: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: Harrison Neighborhood Association
503 Irving Avenue North Ste 100
Minneapolis, MN 55405
Contact: Kennedy Willis, Claire Bergren, and/or Shauen Pearce
(612) 374-4849; shauen@hnampls.org, kennedy@hnampls.org, Claire@hnampls.org

Public Comment for the Bottineau Light Rail Transit Draft Environmental Impact Statement

The Harrison Neighborhood Association is the officially recognized Citizen Participation Organization representing the Harrison neighborhood. The neighborhood meets the definition of an Environmental Justice (EJ) Community, which calls for the redress of past and ongoing environmental injustices in particular communities disproportionately affected by such injustices. The Harrison community has a median income being \$38,000 compared to the region's \$65,000 median income and is a racially diverse consisting of 40% African Americans; 29% white; 17% southeast Asian, namely Lao and Hmong; and 9% Latino (2010 U.S. Census). According to 2010 Minneapolis Community Planning and Economic Development, based upon from the 2010 U.S. Census of Population and Housing, Harrison's unemployment rate was 14.2% compared to 5.4% for Minneapolis as a whole. Furthermore, the community was disproportionately impacted by the housing crisis leading to many foreclosures and loss of long-time residents.

As an Environmental Justice (EJ) Community and neighborhood carrying a disproportionate weight of development burdens including school bus and semi-truck storage facilities and industrial facilities (some of which have been abandoned and/or found to be sources of dangerous pollutants), the Harrison Neighborhood Association requests that the Harrison neighborhood and surrounding EJ communities be seen in their totality and that future and ongoing plans for transit, such as the Blue Line/Bottineau LRT, be comprehensive and integrated as opposed to segmented between multiple government and private entities and federally, state, and city-funded transit projects. It is also important that with gains (as in the form of light-rail stops) there are not even more burdens added to our community (as in the form of maintaining the impound lot barrier between our community and neighboring downtown or the development of a commuter rail layover facility).

The borders of Harrison, a destination, serve as a nexus of regional growth and Blue Line LRT development is viewed as an essential opportunity to move the community toward having a more balanced share of the benefits and burdens of development and away from isolation by highways and interstates with poor access and transit service, especially with stops along Olson Highway at Penn Avenue and Van White Boulevard (see appended maps). Paired with the Green Line/SW LRT stops, the station areas will invigorate Harrison with connective access and potential for development. Thus, Harrison largely supports the Blue Line development, especially if two stops will be developed along Olson Memorial Highway at Penn Avenue and Van White Boulevard.

We continue to support the Southwest LRT development and expect to be served by and make use of 2-3 station areas from that line. In December 2012, we submitted a SW LRT DEIS public comment and expect to continue and/or increase our engagement of the line's planning and development (see

appended maps). The proposed Van White Station Stop for the SW LRT is surrounded by roughly 30 acres of developable land owned by the City of Minneapolis with a portion already committed to a private developer. The Central Corridor Line, SW LRT, and Blue Line are currently designed to meet at the Interchange just on the edge of the Harrison neighborhood, and there is nearly 20 acres of land to redevelop in Heritage Park, bordering Harrison, along the proposed Blue Line/Bottineau LRT that is owned by Minneapolis Public Housing (see appended maps). The potential for development and growth in Harrison is highly anticipated, necessary and supported, especially with LRT and coordinated bus developments.

Opportunities do not come without large challenges. Nearly a century of urban policies and land use decisions have contributed to the environmental deterioration, social marginalization and economic decline of the area in and around the Harrison neighborhood. The history of local decisions has included overt and covert policies that resulted in racial segregation, anti-Semitism, and discrimination directed at ethnic minorities, immigrants, and refugees. The history of discrimination has been well documented and was the basis of the Hollman vs. Cisneros Consent Decree, which started as a class action lawsuit brought forward by public housing.

In light of Harrison's interest in and support of Blue Line development, residents are still concerned with any plans that do not consider and take seriously:

1. The neighborhood's status as an Environmental Justice Community,
2. A full and immediate Environmental Justice Scoping of all potential commuter train storage maintenance and/or layover facility locations, including other regional sites. Thus, immediate action is requested to mitigate harm already created by local government's persistent efforts to site the facility in an area contradicting the community, City of Minneapolis, and Metropolitan Council approved area plans.
3. An end to the segmentation of the diesel commuter train storage/maintenance/layover yard siting decision. The uncertainty caused by the specter of such a facility has already harmed the marketability of the future development of the area, an area in which Ryan Companies was given 5-year exclusive development rights to by the City of Minneapolis in 2008. There are deep concerns regarding segmentation of the site because the potential to further exacerbate and contribute to adverse impacts for EJ communities in the form of pollution, reduction/delay/denial of benefits associated with Transit Oriented Development, which would divert needed community capacity from other projects and finally undermine the democratic process and voice of EJ communities,
4. The other ongoing community and public works projects such as the Penn Avenue Community Works project, the North Minneapolis Greenway project, the Penn Avenue BRT project, other transit projects, and the Great Streets initiative that targets revitalization along the Glenwood Corridor, which is fully saturated by the proposed Blue Line/Bottineau LRT station areas (see appended maps),
5. Importance of transit ridership and access among students, teachers, and staff at Harvest Preparatory School, PICA Head Start, Summit Academy OIC, etc.
6. The full inclusion and consideration of the businesses, churches, nonprofits and other community amenities such as Harvest Preparatory School, PICA Head Start, Summit Academy OIC, etc. Any continued omission of these community resources would be troubling and contributing to past failures to understand the resources and needs of EJ communities,
7. Pedestrian's safety crossing Olson to access the Blue Line LRT,
8. Safe access to stations including, but not limited to, lighting and clear and frequent points of crossing for pedestrians, BRT and bus riders (see appended maps) ,
9. Frequent and rapid connection between the Blue Line and the SW LRT along major roads such as Penn Avenue (see appended maps),
10. Station area development that facilitates health equity and wealth development of the community,
11. The equity commitments that Harrison has contributed to and that have been circulated in relation to the Green Line extension/SW LRT, especially where the commitment requests apply to Blue Line planning and development

Attached maps:

Harrison neighborhood - Minneapolis: proximity to planned transitway stations
North Minneapolis neighborhoods: LRT, Streetcar, Rapid Bus and greenway

To: Hennepin County

May 29, 2014

Housing, Community Works & Transit
ATTN: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: Harrison Neighborhood Association
503 Irving Avenue North Ste 100
Minneapolis, MN 55405

Contact: Kennedy Willis, Claire Bergren, and/or Shauen Pearce
(612) 374-4849; shauen@hnampls.org, kennedy@hnampls.org, Claire@hnampls.org

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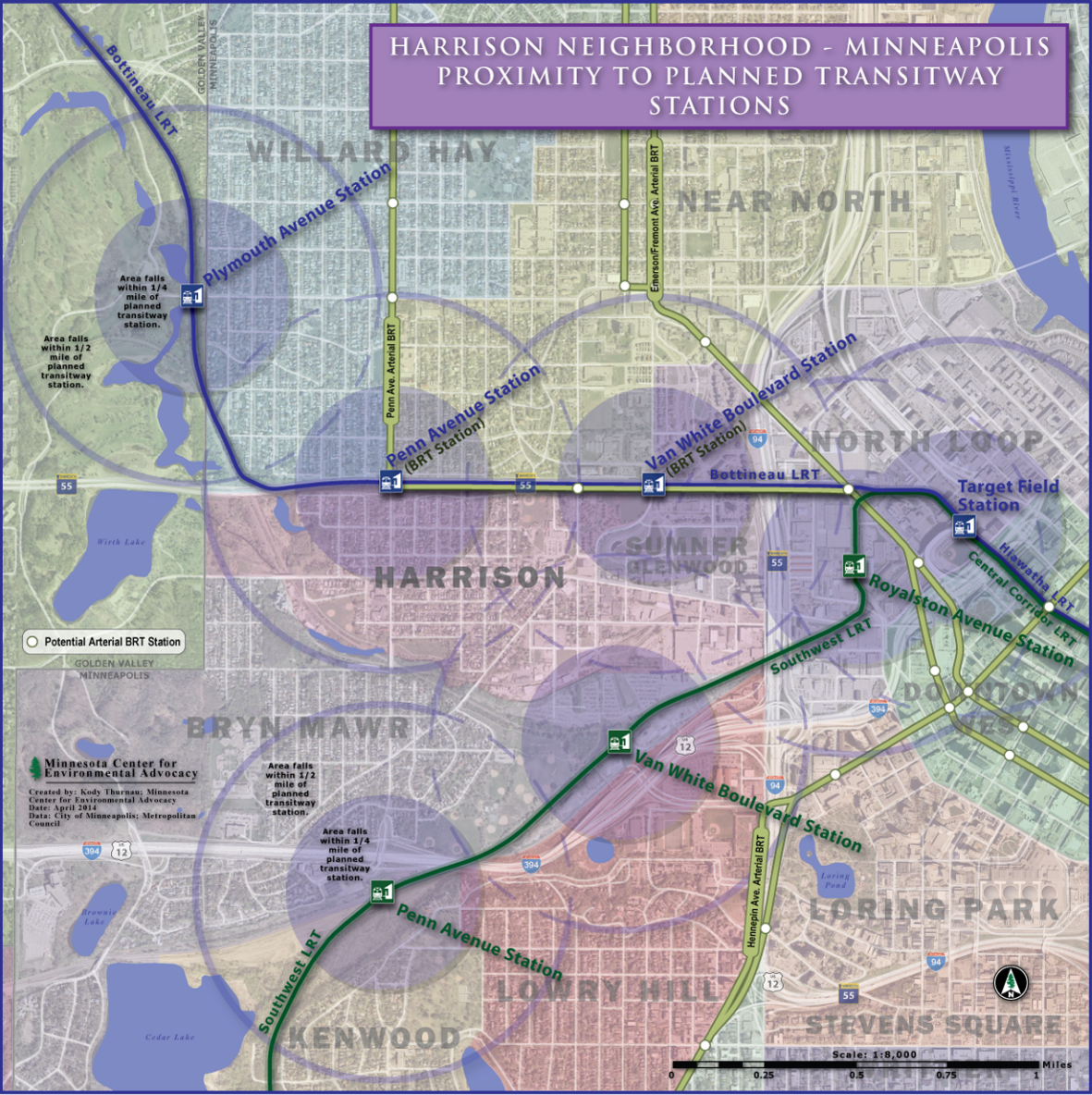
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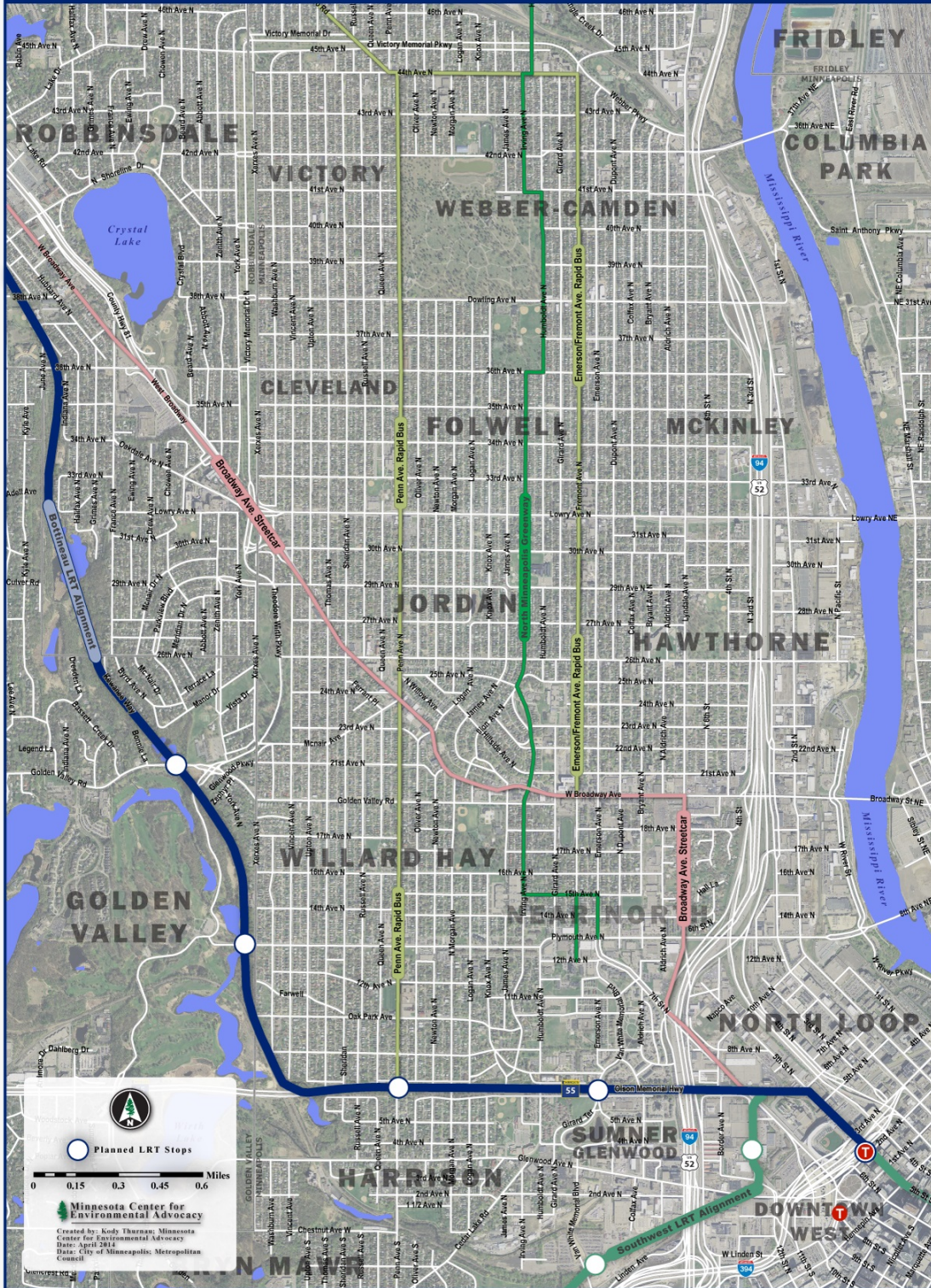
Attached maps:

Harrison neighborhood - Minneapolis: proximity to planned transitway stations
North Minneapolis neighborhoods: LRT, Streetcar, Rapid Bus and greenway

HARRISON NEIGHBORHOOD - MINNEAPOLIS PROXIMITY TO PLANNED TRANSITWAY STATIONS



North Minneapolis Neighborhoods LRT, Streetcar, Rapid Bus, and Greenway



From: hpnampis@gmail.com on behalf of [Terra Cole, Executive Director](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau DEIS statement from Heritage Park Neighborhood Association
Date: Thursday, May 29, 2014 1:03:07 PM
Attachments: [Heritage Park DEIS CommentForm.pdf](#)

Please accept the following comments from the Heritage Park Neighborhood Association.

Terra Cole
Executive Director
Heritage Park Neighborhood Association (HPNA)
1000 Olson Memorial Highway
Minneapolis, MN 55411
[\(612\) 767-1061](tel:6127671061) direct
www.hpnampis.org

HPNA, "working to educate and empower the residents of Sumner-Glenwood and the Heritage Park community by creating a welcoming, self-sustaining unified community environment that values and embraces diversity."

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

Name: Terra Cole, Executive Director Organization: Heritage Park Neighborhood Association
Address: 1000 Olson Memorial Highway Minneapolis, MN 55411
Email: hpnamp@gmail.com

The Heritage Park/Sumner-Glenwood Neighborhood is a highly diverse/mixed income gateway community linking the northside of Minneapolis to the North Loop neighborhood and the rest of downtown. Comprised of approximately 667 housing units where 86% of existing housing units are occupied by renters and approximately 14 acres of vacant land on the southside of Olson and another 7 acres (aprox.) of vacant lots on the northside of Olson Highway, the Heritage Park/Sumner-Glenwood Neighborhood stands to gain tremendously from the Bottineau Transitway. However, given the sheer amount of vacant land held in the hands of local government and the neighborhoods proximity to downtown and in particular the Van White transit station- which is slated to be built in the middle of the neighborhood, it is important that great care is given to ensure the economic, racial and age cohesion of the neighborhood. Due diligence must be served as to not leave current residents at a disadvantage or return to the days prior to the Holman Decree by creating a concentrated area of race and poverty.

These are the issues that we are most concerned with as it relates to the creation of the Van White Stationary Stop and the Bottineau Transitway:

- The Bifurcation of the neighborhood separating the neighborhood into two districts: the "White and affluent" southside 55405 "good zip code" with its businesses, high income housing and lion's share of neighborhood amenities and the "Colored" northside 55411 "bad zip code" with 90% rental, low income housing, no economic amenities and continued perception of being the "new projects."
- The need to provide safe, viable pathways for pedestrians, bikers and those who are visually and physically disabled by creating sustainable pathways to existing & future amenities, on the southside of Olson Highway.
- The lack of a poignant plan (with allocated funding) for the creation of economic development opportunities on both sides of the stationary stop with in the 1 mile walking shed. for the majority of residents who live on the north side of Olson that will occur because of economic development related to the transit station.
- The historical and continued isolation the neighborhood and its residents experience because area parks, trails and pedestrian pathways are not connected to downtown, the Kenwood/Walker Art Center and the proposed North Minneapolis Greenway.

- Gentrification; in that those with “money” will be white and those “without” and “on assistance” will be of color. With over 80% of current residents hailing from Somali, African American, Ethiopian, Asian, Hispanic, descent, it is imperative that a transit/stationary stop plan takes into consideration an even split in housing unit density on both sides of the stationary stop that provides pathways for ownership to current residents as well as new.

Attach First
Class Postage
Here

Hennepin County Housing, Community Works, and Transit
Attn: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

From: [Aasim Shabazz](#)
To: [Bottineau Transitway/Hennepin](#)
Cc: [Arlene Elamin](#); [Makram El-Amin](#); [Kamillah El-Amin](#)
Subject: Bottineau DEIS Comments
Date: Friday, May 30, 2014 12:01:30 AM
Attachments: [Microsoft Word - AMS Bottineau DEIS comments May 29 2014.docx.pdf](#)

Regards,

Aasim Shabazz

President

Masjid An-Nur

Gallup's Strengths: strategic | restorative | responsibility | arranger | relator

o: 612-305-8779 m: 612-840-1310

aasim@masjidannur.org

"Masjid An-Nur, a multi-ethnic Islamic community in the Twin Cities area, devoted to the Worship of One G'd, providing Islamic education, developing future leaders, expanding our interfaith and multicultural relationships, and transcending misinformation and stereotypes."

This communication is intended only for the recipient(s) named above; may be confidential and/or legally privileged; and, must be treated as such in accordance with state and federal laws. If you are not the intended recipient, you are hereby notified that any use of this communication, or any of its contents, is prohibited. If you have received this communication in error, please return it to the sender and delete the message from your computer system.

TO: Hennepin County
Housing, Community Works & Transit
ATTN: Bottineau Transitway
701 Fourth Avenue South, Suite 400
Minneapolis, MN 55415

May 29, 2014

From: Masjid An-Nur
1729 Lyndale Avenue North
Minneapolis, MN 55411
Contact: Aasim Shabazz, Blue Coalition Co-Chair
612-521-1784 Aasim@masjidannur.org

Public Comment for the Bottineau Light Rail Transit Draft Environmental Impact Statement

Masjid An-Nur is a Blue-Line coalition of member of organizations that advances racial, economic and environmental justice in growth and development patterns in the Twin Cities region. 21 groups have participated and contributed toward the forming of the Blue Line Coalition. Groups represent and are connected to communities throughout the corridor (combination of place based groups, culturally-based groups, faith-based, organizing and social services organizations).

Almost all are frontline community organizations having impact in on households everyday throughout the region.

Environmental Justice:

Bottineau LRT corridor is 52% people of color and 14% are transit dependent. Bottineau Corridor connects 2 significant environmental justice communities to our regional transitway system – Brooklyn Park and North Minneapolis. It is important that the transit investment, the corresponding land use and economic development has community benefits for the low income communities and communities of color in the corridor.

MAN is a member of the Corridors of Opportunity Community Engagement Team and through this work collaborating with 16 other environmental justice groups to actively engage community members in the planning of the Bottineau LRT project (Blue Line Extension). These groups are:

1. African Career Education Resource Inc.
2. African Economic Development Solutions
3. African Immigrant Services
4. Asian Media Access
5. Asian Economic Development Association
6. Center for Asian Pacific Islanders
7. Centro Trabajadores Unidos en La Lucha
8. Cleveland Neighborhood Organization
9. Harrison Neighborhood Association
10. Heritage Park Neighborhood Association
11. La Asamblea de Derechos Civiles
12. Laos Assistance
13. Masjid An-Nur

14. MICAH (Metropolitan Interfaith Council on Affordable Housing)
15. Northside Residents Redevelopment Council
16. West Broadway Business and Area Coalition

The groups have formed the Blue Line Coalition to secure community benefits for environmental justice communities in the Bottineau Corridor. Our Mission is to build community-based power to advance local and regional equity and community health by securing community benefits, changing policies and systems to support the creation of wealth and well-being of historic communities of color, immigrant/refugees, migrants, people living with disabilities and low-income communities along the Blue Line Corridor.

MAN recommends a corridor wide community compact similar to the Red Line Community Compact in Baltimore. The community compact process should model best practices in community engagement and be a partnership between Metro Transit, Hennepin County, the cities, and the environmental justice communities within the Bottineau LRT corridor.

The environmental justice communities' resources have not been adequately documented in the draft environmental impact statement. Just along HWY 55 there are schools, libraries, public housing, and churches. To truly understand the impacts, the corridor environmental justice community resources need to be documented and included in the planning process. This includes businesses, schools, churches, libraries, community centers, social service agencies and non profits.

A very important environmental justice community resource has no mention in the draft environmental impact statement. Located directly adjacent to the Van White Station, Summit Academy OIC is the only community-based vocational training and job placement program in North Minneapolis. They serve up to 600 students who attend from throughout the region. They have a goal to enroll 1000 students by 2016. They have been an active participant through HIRE MN (<http://hiremn.org/>) to ensure that MN Department of Transportation reaches its 32% hiring goals in Hennepin County for people of color and women. They should be engaged as a partner for:

- a. Hiring construction workers for the Bottineau LRT project
- b. Physical impacts to their site at the Van White Station during construction, station location, infrastructure investments for Summit OIC students access to the Bottineau LRT and the regional system.

Community Engagement:

Regionally Hennepin County Bottineau project staff has modeled some of the best community engagement of environmental justice groups for Alternatives Analysis. We look forward to continued authentic engagement.

As the Community Advisory Committee is re-formed during the transition from Hennepin County to Metro Transit/Metropolitan Council, the Corridors of Opportunity Community Engagement Steering Committee (<http://engagetc.org/steering-committee/>) recommends that the Blue Line Extension Community Advisory Committee:

- a) Be a community driven body with staff support.
- b) Be a resource and check point for community engagement by reviewing and approving a corridor project community engagement plans.

- c) Identify issues and assign problem solving teams that include community members and project staff.
- d) Elect a representative member on the transitway corridor policy advisory committee/management committee.
- e) Be formed early in the scoping phase of the transitway corridor planning process.
- f) Membership will be selected by communities they represent.
- g) Elect a chairperson who represents a grassroots community.
- h) Have the ability to set their own agenda, pass motions, and make recommendations to the corridor policy advisory committee/management committee.
- i) Will be combined with Business Advisory Committees ensuring coordinated issues and efforts.
- j) CE Steering committee will support project staff with connections to underrepresented groups i.e.: Faith communities; Cultural communities; Place based groups; Communities of color ; Small and Ethnic businesses; Community Engagement Steering Committee members; Disability community; New immigrant communities; Low-income communities; Students at high schools, community colleges
- k) Orientation will include a focus on environmental justice, equitable development, and cultural awareness.
- l) Construction Communication Committees set up at least one month in advance of construction, with representatives appointed by community groups.

MAN also recommends that Blue Line Extension project planners contract directly with community groups for future community engagement. A national model of community engagement is the Trusted Advocate Program at District Councils Collaborative of St. Paul and Minneapolis (DCC) see <http://dccstpaul-mpls.org/content/transit-more-ride-trusted-advocate-project> This was a direct partnership between Metro Transit and DCC to execute the community engagement.

Project coordination/community cohesion:

North Minneapolis has a regionally unique intersection of Metro Transit transitway projects that are in process: Southwest LRT, Bottineau LRT, Penn Avenue BRT, West Broadway Transit Study. These projects impact these neighborhoods: Harrison, Heritage Park, Near North, Willard Hay, Hawthorne, and Jordan. Because of the overlapping corridors and planning areas, MAN is recommending coordinated planning across these transit projects by Metro Transit, Hennepin County, and the City of Minneapolis for:

- a) Harrison neighborhood because they are bordered by 3 of these transit projects: Bottineau Light Rail Transit, Southwest Light Rail Transit, Penn Avenue Bus Rapid Transit. The planning areas of these projects combined cover every block in the Harrison neighborhood. Harrison Neighborhood Association should be a major partner in coordinating the planning. See attached map.
- b) Transit Service Plan/Transit Study planning with Metro Transit
- c) Land Use planning with city of Minneapolis and Hennepin County.
- d) Economic development planning with city of Minneapolis, Hennepin County, Metropolitan Council Transit Oriented Development office.
- e) Incorporate Complete Streets policies and practices into the land use planning.
- f) Infrastructure investments in these neighborhoods that ensure safe connections to all planned transit projects for neighborhood residents - pedestrians, bicyclists, and bus riders with a specific focus on the Highway 55/Olson Memorial Highway.
- g) Efficient and effective transit connections to neighborhood businesses and transit – recommends an accurate inventory of North Minneapolis businesses.

Olson Memorial Highway/HWY 55 is currently not pedestrian friendly or safe. Annual pedestrian fatalities result from people trying run across this divided highway. HWY 55 currently is a barrier within this environmental justice community. The Bottineau LRT project has the potential to exacerbate this barrier or to provide the opportunity to reconstruct this corridor to be safe and welcoming for pedestrians and bikes with traffic calming strategies. Special attention should be given to redesigning HWY 55 with safe and livable crossing connections for pedestrians and bicycles.

Transit service planning

North Minneapolis Bus Circulator concept: Masjid An-Nur recommends the Met Council commits to study and make recommendations on the viability of operating a new bus circulator route through the center of North Minneapolis for future connections to the Bottineau LRT, Southwest LRT, Penn Avenue BRT, and the West Broadway transit study

MAN recommendations on heated bus shelters, transfer Stations and other improvements:

- a) Metro Transit commits to add at least 24 heated bus shelters (full C-style standard Metro Transit shelter) along routes 5, 7 9, 14, 19, 22, and 30 by 2015.
- b) Metro Transit commits to add security cameras and emergency call boxes at strategic locations along routes 5, 7 9, 14, 19, 22, and 30.
- c) Metro Transit commits to adopt snow removal management practices at shelters in north Minneapolis with higher ridership
- d) Metro Transit commitment to work with Northside community-based partner groups to study and identify sites for constructing at least two north Minneapolis Transfer Stations for bus and rail transit riders.

Economic Development

Throughout the Bottineau Corridor there are environmental justice small businesses. Every effort should be made to maximize the benefit and minimize the impacts of the project on these entrepreneurs.

For North Minneapolis, the Bottineau LRT project provides a once in a life time opportunity to increase the wealth in this low income community. The City of Minneapolis, Hennepin County and the Met Council should agree to coordinate efforts with local neighborhood associations and nonprofit community development organizations to plan for new business development along Northside commercial corridors, achieve TOD density goals, create entrepreneurial incubator programs and maximize local job/workforce programs.

2 1/5 miles of Glenwood Avenue (city of Minneapolis border to downtown Minneapolis) is within a station planning area (Penn Station, Van White, and Target Field). Land use planning should promote and engage with Glenwood Ave. "West Market Business District" to catalyze growth through more of North Minneapolis

- a) Hennepin County and the city of Minneapolis should commit to working with local neighborhood associations and business owners to coordinate station area planning and land use planning that anticipates multiple transitway investments.

Affordable Housing

Displacement is currently a real issue in the Bottineau LRT Corridor. North Minneapolis is barely recovering from the foreclosure crisis and the Northwest suburbs face inevitable displacement of privately owned affordable housing in the station areas. MAN recommends:

- a) Housing Choices: Cities in the corridor, Hennepin County and the Met Council commit to working with local neighborhood associations, private and community nonprofit housing developers to fund the maintenance and preservation of a rich balance of housing choices that are affordable for current and future residents and workers. Each city should establish goals to develop mixed-income communities. Affordability definitions should be calibrated to median income levels for the corridor (lower percentages than regional median income levels to better reflect on-the-ground conditions).
- b) The cities/Hennepin County and Metropolitan Council commit to a strategy of preventing involuntary displacement of low-wealth communities from transitway corridors.

Jobs

MAN recommends that Metro Transit/Hennepin County develop a system that connects job seekers with employment and entrepreneurial opportunities throughout the Bottineau corridor. A system should be developed to ensure people of color have opportunities to secure employment with the Bottineau project, Anchor Institutions and businesses in key growth sectors of the regional economy.

- a) Hennepin County and DEED commit to create framework to operationalize this program with corridor wide employment outreach and training groups such as Summit Academy OIC and the Urban League to design and fund a program such as the Employment Assistance Firm model (EAFs) to intentionally and successfully connect unemployed and underemployed Northside residents to jobs along the Bottineau Corridor.
- b) Bottineau LRT project contracts should exceed the state required 32% minority/6% female construction hiring goal by increasing the hiring goal to 40%
- c) There should be targeted zip code employment goals set for communities of color and areas high in poverty.
- d) Explore opportunities to unbundle contracts for construction and professional projects to ensure that small, minority, and women owned businesses are included and able to prosper.

Northwest Suburbs

Brooklyn Park will have 5 stations on the Bottineau LRT line. The city of Brooklyn Park is 50% people of color. Through the Community Engagement Team the Masjid An-Nur is working with 6 environmental justice community groups in the Northwest suburbs. They will continue to be active partners in the development of the Bottineau Transitway project and corridor:

- a) ACER has partnered with North Hennepin Community College and the Neighborhood Development Center to provide entrepreneur training for Northwest suburban residents. Opportunities to locate entrepreneurs in the station areas should be included in the station area planning.
- b) ACER is actively meeting with Target Corporation whose Northwest Campus is in Brooklyn Park. One component that is being implemented now is that Target Corporation is working with North Hennepin Community College to design curriculum to prepare Northwest communities for careers at Target.

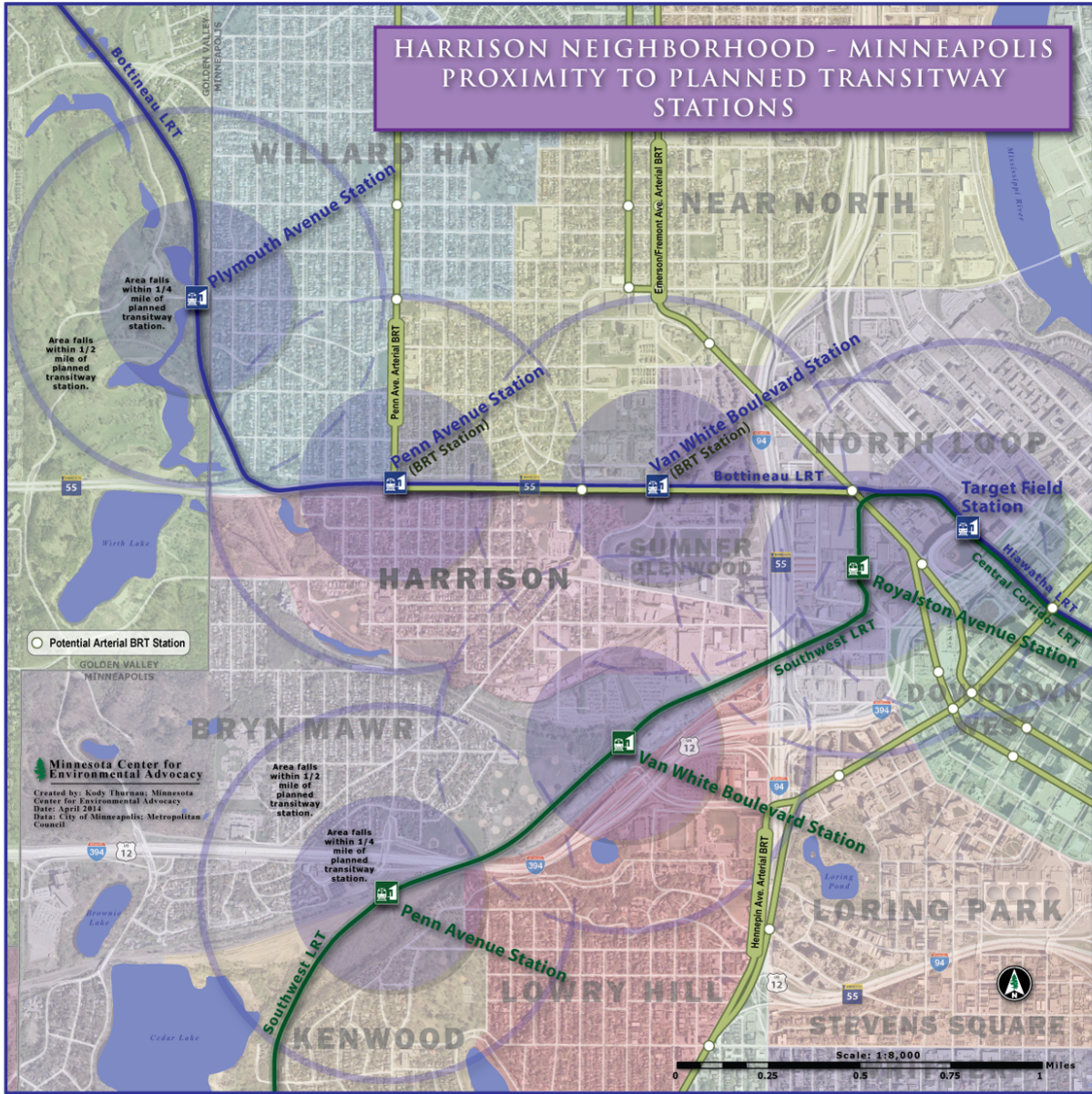
- c) Healthy living and health equity is an important factor in designing the station areas to design the station areas for pedestrian, bicycle, and bus rider access.
- d) The built environment in the Northwest suburbs has been designed with a priority on the automobile. The station area planning process should be focused on the opportunity to redesign the land use that is pedestrian and bike friendly using Complete Streets policies and practices.
- e) Access to Operation and Maintenance Facility jobs should prioritize Northwest suburban residents
- f) The transit service plan for the Northwest suburbs should utilize the expertise of the Community Engagement grantees to effectively engage bus riders and transit dependent populations using the Trusted Advocate model from Central Corridor LRT.

Attached maps:

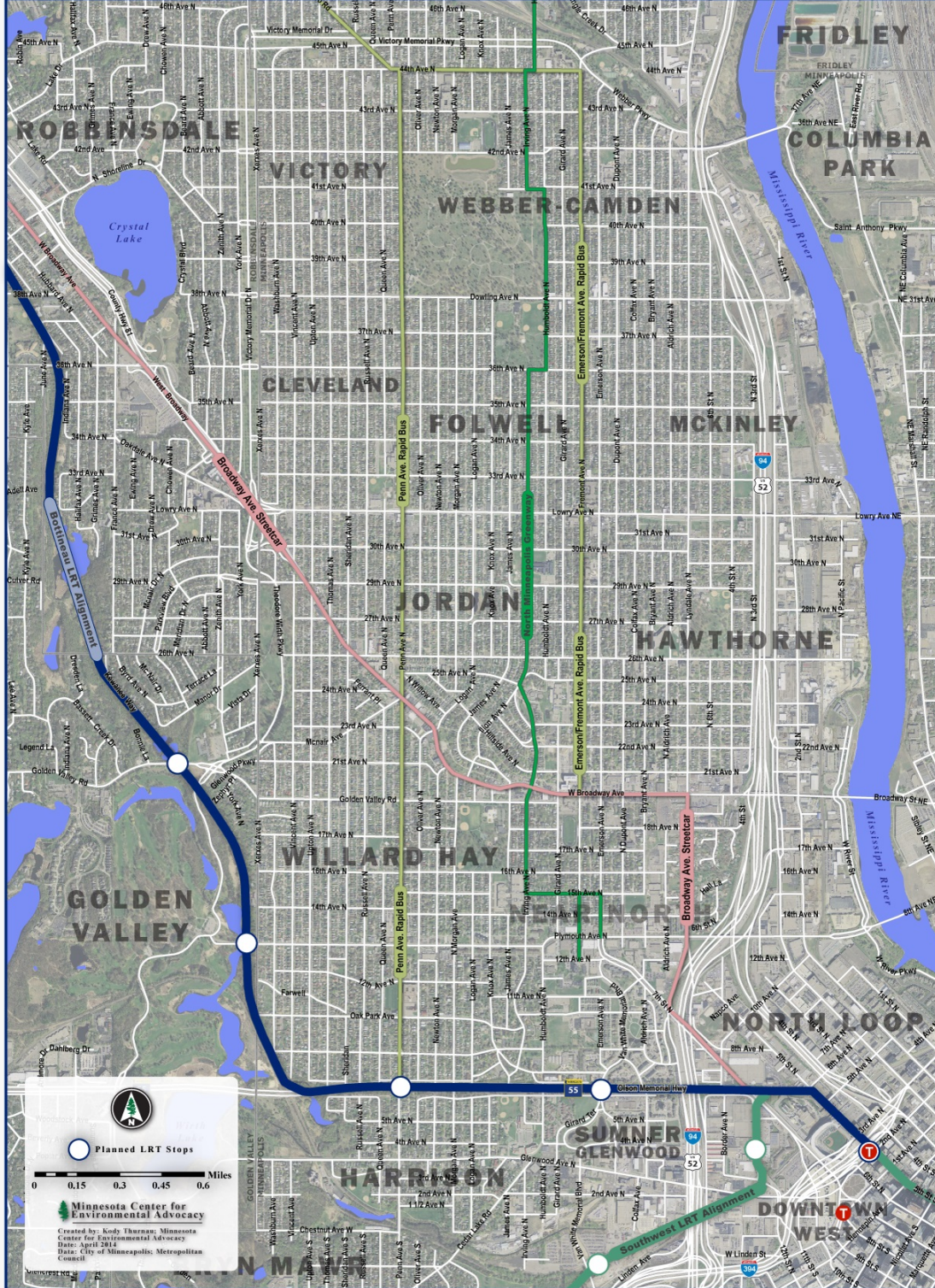
Harrison neighborhood - Minneapolis: proximity to planned transitway stations

North Minneapolis neighborhoods: LRT, Streetcar, Rapid Bus and greenway

Adapted with permission from AMS



North Minneapolis Neighborhoods LRT, Streetcar, Rapid Bus, and Greenway



From: ggarnett@saic.org
To: [Bottineau Transitway/Hennepin](#)
Subject: Comments on EIS Community Impact
Date: Thursday, May 29, 2014 1:26:43 PM

Regarding the proposed Bottineau alignment and development, Summit Academy OIC has the following comments:

We are amazed that a community institution on State Highway 55 (Olson Memorial Highway) owning a block of land on this Minneapolis alignment was completely omitted in any assessment of the impacts of this development. Our first comment without this assessment is that we are community-based adult training organization with an annual enrollment of over 600 low-income students. There is no assessment of impacts on our institution by construction.

Our second comment is that given that we are in the business of training low income minority and female construction workers, we hope and expect that the most aggressive legal goals for the workforce utilization of these groups will be applied, which currently are 32% for minorities and 6% for women on state funded projects.

George A. Garnett
Director, Strategic Development
Summit Academy OIC
935 Olson Memorial Highway
Minneapolis, MN 55405
ggarnett@saic.org
612 278-5283

From: [Erin Heelan](#)
To: [Bottineau Transitway/Hennepin](#)
Subject: Bottineau DEIS comments
Date: Thursday, May 29, 2014 8:49:33 PM
Attachments: [Bottineau DEIS North Minneapolis Excerpts 2014.docx](#)
[ATT00001.htm](#)
[Bottineau DEIS Northwest suburbs Excerpts 2014.docx](#)
[ATT00002.htm](#)

Greetings,

When considering the D1 alignment it is important to consider the potential consequences of NOT putting the line down the the existing main commercial corridor in North Minneapolis, West Broadway.

As development projects tend to follow large infrastructure investments such as rail we need to be aware that there is a possibility that the line could slow or stop the revitalization of the a West Broadway Corridor.

It would be beneficial to know how the Bottineau line will impact other commercial corridors and what steps need to be taken to mitigate or leverage funding to assure that all corridors will continue to be a priority for our local governments not just the ones with rail.

Thanks!
Erin Heelan
WBC Executive Director
612-310-3715

Sent from my iPhone

Begin forwarded message:

From: Joan Vanhala <joan@metrostability.org>
Date: May 29, 2014 at 1:07:13 PM CDT
To: Aasim Shabazz <Shab0010@umn.edu>, Abdullah Kiatamba <akiatamba@aisusa.org>, Aneesa Parks <aneesamparks@gmail.com>, Ange Hwang <angehwang@amamedia.org>, Anisah Clark <anisah.ed@askcsupply.com>, Aariah Fine <ariah@clevelandneighborhood.org>, Bobby Joe Champion <sen.bobby.champion@senate.mn>, Brian Payne <brian@ctul.net>, Candy Bakion <candybakion@hotmail.com>, Catherine Fleming <cefleming14@gmail.com>, Claire Bergren <claire@hnampls.org>, Dave Greene <greened@obligato.org>, David Kang <davidkang.hmd@gmail.com>, Deanna Cummings <info@juxtaposition.org>, Denise Butler <dbutler@acerinc.org>, Dorothy Robinson <drobinson@nrrc.org>, Erin Jerabek <erin@westbroadway.org>, Eugene Dix <eugene2xl@embarqmail.com>, Fred Olson <fholson@cohousing.org>, Gene Gelgelu <ggelgelu@aeds-mn.org>, George Garnett <ggarnett@saoic.org>, Gloria Castillo <gloria@asamblea-mn.org>, Grover Jones <grover@neon-mn.org>, Ishmael Israel <iisrael@nrrc.org>, James Everett <success_ful1_2000@yahoo.com>, Jamil Ford <jamilford@gmail.com>, Jay Clark <clark037@umn.edu>, Jim Erkel <jerkel@mncenter.org>, John

Jamison <johnjam@theurbanfly.com>, Joo-Hee Pomplun <joohee@aeda-mn.org>, Kennedy Willis <kennedy@hnampls.org>, Kenya McKnight <kenyamcknight@gmail.com>, Larry Hiscock <Lhiscock@nexuscp.org>, LaShella Sims <lasims3@gmail.com>, Michael Chaney <mvchane@netscape.net>, Natalie Johnson Lee <nataliejohnsonlee@gmail.com>, Pablo Tapia <ptmendoza@hotmail.com>, Phyllis Hill <phill@isaiahmn.org>, Raymond Dehn <raymonddehn@gmail.com>, "Rev. Paul Slack" <pastorpauls@comcast.net>, Roxanne Smith <rsmith@sjtw.net>, Sandy Ci Moua <sandyci.moua@capiusa.org>, Sean Broom <SEAN.BROOM@mail.house.gov>, Seyon Nyanwleh <hajsk4@gmail.com>, Staci Horwitz <staci.horwitz@gmail.com>, Sunny Chanthanouvang <sunny@laocenter.org>, Susan Blood <susanb@nwvhsc.org>, Terra Cole <hpnamppls@gmail.com>, Terra Mayfield <tmayfield@nrrc.org>, Va-Megn Thoj <va-megn@aeda-mn.org>, Vicki Moore <vicki_moore@yahoo.com>, Wynfred Russell <wnrussell@hotmail.com>, Yommala Voravong <yommala@laocenter.org>

Subject: MIDNIGHT Bottineau DEIS comments due May 29th

Hi All,

Just a friendly reminder that comments to the Bottineau Draft Environmental Impact Statement are due

today Thursday May 29th by MIDNIGHT

For more information see the Bottineau Transitway website:

<http://bottineautransitway.org/>

1. Send written comments by email to bottineau@co.hennepin.mn.us
2. Send written comments by mail to:

Hennepin County
Housing, Community Works & Transit
Attn: Bottineau Transitway
701 Fourth Avenue S, Suite 400
Minneapolis, MN 55415

Please include a return mailing address and/or email address with all comments so that we may communicate with you about comments received and next steps.

See full Bottineau Draft Environmental Impact Statement here

http://bottineautransitway.org/2012_deis_documents.htm

Feel free to contact me with any questions – I will be in the office tomorrow working on our comments.

Joan

Joan Vanhala, Coalition Organizer
Alliance for Metropolitan Stability
2525 E. Franklin Avenue
Minneapolis, MN 55406
612-332-4471; <http://www.metrostability.org/>

I learned this... that if one advances confidently in the direction of his dreams, and endeavors to live the life which he has imagined, he will meet with a success unexpected in common hours.

Henry David Thoreau

Bottineau DEIS North Minneapolis Excerpts
April 21, 2014

Overall Bottineau LRT project benefits and impacts:

Executive Summary http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/9-Executive%20Summary.pdf

Chapter 1 – Purpose and Need: http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/10-Chapter%201-Purpose%20and%20Need.pdf

page 1-10:

1.3 Project Purpose

The purpose statement below specifically defines the fundamental reasons why the Bottineau Transitway project is being proposed.

The purpose of the Bottineau Transitway is to provide transit service which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

1.4 Project Need

This section outlines the foundation for the statement of the project purpose defined in Section 1.3. More specifically, this section identifies the problems or “needs” that the Bottineau Transitway project is intended to address and the underlying causes of the defined “needs.”

The Bottineau Transitway project is needed 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.

Five factors contribute to the need for the Bottineau Transitway project:

- Growing travel demand resulting from continuing growth in population and employment
- Increasing traffic congestion and limited fiscal resources
- People who depend on transit
- Limited transit service to suburban destinations (reverse commute opportunities) and time-efficient transit options
- Regional objectives for growth stated in the Regional Development Framework

Chapter 2: Alternatives: http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/11-Chapter%202-Alternatives.pdf

Page 2-11; **2.4 Alternatives Advanced for Further Study in Draft EIS**

Page 2-13; **Table 2.4-1. Stations by Alignment**

Alignment D1:

- Golden Valley Road or Plymouth Ave/Theodore Wirth Regional Park3
- Penn Avenue
- Van White Boulevard
- Target Field Station2

Page 2-18: **Traction Power Substations**

Typically, TPSS sites are spaced less than one mile apart. A distance greater than one mile reduces the ability to safely deliver and return power from a traveling train.

Page 2-19: **Potential locations for the TPSS sites are shown in Figure 2.4-4.**

Page 2-21: **Table 2.4-2. Alternative Descriptions**

Alternative B-C-D1

Northern terminus Brooklyn Park

Length 13.3 miles

Capital cost (\$2017, in millions) \$997

Operating cost (\$2013 in millions) \$32.5

Ridership (total) 27,000

Bottineau Stations:

10 Stations

- Oak Grove Parkway
- 93rd Avenue
- 85th Avenue
- Brooklyn Blvd
- 63rd Avenue
- Bass Lake Road
- Robbinsdale
- Golden Valley Rd or Plymouth Avenue/Theodore Wirth Regional Park
- Penn Avenue
- Van White Blvd

Station Constructed by Others Where Bottineau LRT Alignment Would Connect with Regional Rail System:

Target Field Station

Page 2-23: Alternative B-C-D1 includes up to 10 new stations, as illustrated in Figure 2.4-7 and summarized in Table 2.4-2. With the D1 alignment, it is assumed that either the Golden Valley Road or Plymouth Avenue/Theodore Wirth Regional Park station option would be chosen due to the proximity of these stations and their similarity in transit markets served.

Page 2-30; 2.6 **Environmentally Preferred Alternative**

As summarized in Chapter 11 Evaluation of Alternatives, Alternative B-C-D1 meets the purpose and need of the Bottineau Transitway project and is environmentally preferred alternative because it will cause the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources

Chapter 3 **Transportation Analysis** http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/12-Chapter%203-Transportation%20Analysis.pdf

Page 3-1: This chapter identifies and evaluates effects to six parts of the transportation system: transit, freight rail, general motor vehicle traffic, pedestrians and bicycles, parking, and aviation.

- Transit is analyzed for the Bottineau Transitway.
- Freight rail is analyzed within the affected Burlington Northern Santa Fe (BNSF) and Canadian Pacific Railway (CP) rights-of-way.
- General motor vehicle traffic is analyzed at all intersections along the transitway alignments that are signalized, would be anticipated to be signalized, or unsignalized and anticipated to be controlled by gate arms.
- Pedestrians and bicycles are analyzed within ½ mile of the transitway alignments.
- Parking is analyzed within anticipated construction limits.
- Aviation impacts are analyzed for the areas where the preliminary construction limits are within the Crystal Airport Runway Protection Zone and Safety Zone A.

Page 3-6: **Table 3.1-1. Summary of Existing Transit Service and Changes Under Alternatives**

(JV notes: this table refers to changes in service for Route 5-only for non LPA routes; Route 7; Route 14; Route 19; Route 22; Route 32)

Page 3-14: **Figure 3.1-4. 2030 Forecast Daily Station Use for Build Alternatives**

JV notes: Approximate daily boardings + alightings D1alignment: Golden Valley Road – 1000; Penn Avenue – 3000; Van White Boulevard – 1000

Page 3-15: **3.1.4.3 Construction Phase Impacts**

Existing routes in the Bottineau Corridor are shown in Figure 3.1-1. Construction of any of the Build alternatives could result in intermittent impacts to bus operations on any of these routes within the construction area. These may include temporary stop relocations or closures, route detours, or suspensions of service on segments of routes operating on streets where LRT is being constructed. As project planning and engineering advances, transit routes will be reevaluated and transitway construction will be planned to minimize disruption to transit service.

Page 3-15: **3.2 Freight Rail Conditions**

HCRRA has discussed with BNSF representatives the acquisition of the eastern 50 feet of BNSF's right-of way for LRT purposes and preserving the western 50 feet for the freight track and access road. Additional coordination will take place as the project advances into further stages of project development.

Page 3-16: **3.2.3 Affected Environment**

Within the study area, the BNSF operates on one freight rail track generally located in the center of a 100-foot right-of-way that the railroad owns and maintains. Within this area, there are several locations where the BNSF right-of-way is less than 100 feet. BNSF operates one freight train per day on this track. During peak operations in previous years, up to five trains per day operated in the corridor. Future freight operations could increase or decrease based on the future needs of BNSF.

Page 3-18: **3.2.4.1 Operating Phase (Long-Term) Impacts**

The Build alternatives include constructing the proposed LRT guideway in the eastern half of the BNSF right-of-way (see discussion under Section 3.2). The project would divide the existing 100-foot right-of-way to accommodate both the BNSF and LRT tracks. This would require that the BNSF track be relocated approximately 25 feet to the west, allowing BNSF to operate within the western 50 feet of the right-of-way while, providing 25 feet of horizontal clearance from the rail track centerline at most locations. The LRT tracks would operate in the eastern 50 feet of the existing right-of-way. Proposed project construction would include a 12-foot wide access road generally located between the relocated BNSF track and the LRT guideway. See Figure 3.2-2 for a typical section diagram.

Pages 3-21, 3-22: **Table 3.2-3. Potential Bridge Modifications**

Golden Valley Road:

Existing slope paving and portions of the embankment would be removed and new retaining walls would be constructed within the west portal to accommodate the relocated freight rail track. The west abutment was designed to accommodate a future track within the west portal of the bridge. Existing piers would require modifications to provide adequate crash wall protection based on current MnDOT and AREMA standards. No change to BNSF operations or maintenance requirements.

Theodore Wirth Parkway:

Existing slope paving and portions of the embankment would be removed and new retaining walls would be constructed within the west portal in order to accommodate the relocated freight rail track. Within the east portal, removal of the existing slope paving and portions of the embankment along with construction of a new retaining wall would occur in order to accommodate the LRT guideway. The west abutment was designed to accommodate a future track within the west portal of the bridge. Existing piers would require modifications in order to provide adequate crash wall protection based on current MnDOT and AREMA standards. No change to BNSF operations or maintenance requirements.

Plymouth Avenue:

Existing slope paving and portions of the embankment would be removed and new retaining walls would be constructed within the portal east of the existing track in order to accommodate the LRT guideway. Existing piers would require

modifications in order to provide adequate crash wall protection based on current MnDOT and AREMA standards. No change to BNSF operations or maintenance requirements.

TH 55:

The north half of the TH 55 Bridge would be reconstructed in order to accommodate the transition of the LRT guideway out of the BNSF right-of-way into the median of TH 55. These bridge reconstruction impacts are not associated with the relocation of the freight rail track. No change to BNSF operations or maintenance requirements.

3.4 Pedestrians and Bicycles

Page 3-36

3.4.4 Environmental Consequences

3.4.4.1 Operating Phase (Long-Term) Impacts

Alignment D1 (part of the Preferred Alternative)

East of the BNSF/TH 55 transition, LRT would operate in the median of TH 55. Non-signalized pedestrian crossings of TH 55 at the intersections with Sheridan, Russell, and Queen Avenues would be closed. Alternate crossings are available within 1/8 mile for each location.

Page 3-37

Alignment D Common Section (part of the Preferred Alternative)

Pedestrian crossings will be limited to signalized intersections on TH 55, which are the same intersections where marked pedestrian crossings are currently provided. Four unmarked pedestrian crossings, where a sidewalk is provided in the median but signage is not provided, are proposed to be closed. These unmarked crossings include: Oliver, Newton, Logan, and James Avenues. Additionally, one existing marked pedestrian crossing of TH 55 is proposed to be closed at West Lyndale Avenue due to the number of lanes that would need to be crossed and the resulting number of vehicle conflicts and poor signal operations. Due to the urban street grid, each closing would result in a diversion of less than 1/10 mile to the next nearest crossing.

Page 3-42 (map) **Figure 3.4-4. Alignment D1 and D Common Section: Impacts to Pedestrian and Bicycle Facilities**

Page 3-44: **3.4.5 Avoidance, Minimization, and/or Mitigation Measures**

Current planning for the Bottineau Transitway supports the enhancement of pedestrian facilities. These enhancements are intended to act both as an improvement and as a natural separation to protect pedestrians, bicyclists, and transit vehicles. All pedestrian crossings would be designed in accordance with current American Disabilities Act (ADA) design requirements and standards to ensure access and mobility for all users, and station areas would be designed according to best practices for bicycle and pedestrian safety.

Measures would be taken to discourage pedestrians from illegally crossing the tracks and to enhance safety at permitted crossing locations, such as providing pedestrian signals and well-marked crosswalks.

If trail impacts cannot be avoided, potential reconstruction options and design guidelines would be discussed with the agencies that have jurisdiction over the facility. If trail facilities have restrictive covenants due to funds used for construction, these requirements would also be addressed. Potential indirect impacts to trail facilities, including safety concerns and visual impacts, would also be identified.

In the short-term, mitigation for potential disruptions to bicycle and pedestrian facilities during construction would include appropriate access provisions in MOT plans, and best management practices (BMPs) to manage debris.

If crosswalks are temporarily closed, pedestrians would be directed to use alternate crossings nearby. Every effort would be made not to close adjacent crosswalks at the same time to allow for continued pedestrian movement across streets. All sidewalks and crosswalks would be required to meet minimum standards for accessibility and be free of slipping and tripping hazards. Temporary sidewalk closures would be discouraged but, if required, would be conducted in such a way

as to minimize impacts. Depending on how construction activities would impact sidewalk areas, special facilities (such as handrails, fences, barriers, ramps, walkways, and bridges) may be required to maintain bicyclist and pedestrian safety. During final design, it is expected that a plan would be developed to manage the closure of pedestrian crossings and other restrictions on non-motorized transportation facilities and crossings throughout the construction process. For proposed closures on TH 55, MnDOT's policy regarding Temporary Pedestrian Access Routes will be followed.

Chapter 4.0 Community and Social Analysis

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/13-Chapter%204-Community%20and%20Social%20Analysis.pdf

4.1 Land Use Plan Compatibility

Page 4-5: *Alignment D1 (part of the Preferred Alternative)*

Alignment D1 begins near 34th Avenue in Robbinsdale and continues south into the city of Golden Valley crossing the municipal boundary at 26th Avenue.

As shown in Exhibit 4-7 and Exhibit 4-9, existing land uses east and west of Alignment D1 in Robbinsdale and Golden Valley are primarily low-density residential and park uses, with limited areas of institutional use. As depicted in Exhibit 4-10, the *City of Golden Valley Comprehensive Plan 2008-2018* indicates these land uses are planned to remain. The existing and planned future land uses near the Golden Valley Road and Plymouth Avenue/Theodore Wirth Regional Park station options are also low-density residential and park uses.

Alignment D1 continues along the BNSF railroad corridor southeast through eastern areas of Golden Valley, with Theodore Wirth Regional Park to the west and low-density residential land uses to the east. Alignment D1 enters Minneapolis north of TH 55 then travels east to CSAH 2 (Penn Avenue) where it joins the Alignment D Common Section. As shown in Exhibit 4-11, the primary land uses are park and low density residential uses with no plans for changes in the future. Along TH 55, existing and future planned land uses are primarily low-density residential uses.

Page 4-8: 4.1.5 Operating Phase (Long Term) Impacts

Build Alternatives

Overall, the Bottineau Transitway Build alternatives would be compatible with the local land use planning policies of Maple Grove, Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis. Although Golden Valley's comprehensive plan does not specifically mention the Bottineau Transitway Project, LRT would be compatible with the transit goal and objective of the city's comprehensive plan. The Build alternatives would also be compatible with regional land use planning policies.

4.2 Community Facilities/Community Character and Cohesion

(JV notes this section includes maps)

Page 4-15/16: Golden Valley

Golden Valley does not have any officially designated neighborhoods within its boundaries. Alignment D1 travels through the city parallel to the BNSF railroad corridor from 34th Avenue to TH 55. The area adjacent to Alignment D1 consists of parkland to the west and residential neighborhoods to the east. The BNSF railroad corridor (Alignment D1) and parkland separate the residential neighborhoods from one another. Some residential areas to the east have limited vehicle access to the parks. Theodore Wirth Parkway, part of the Grand Rounds Scenic Byway, provides an important connection to Golden Valley Road and connects parkland to nearby neighborhoods. Refer to Figure 4.2-5 for primary physical features in Golden Valley.

Page 4-17: Minneapolis

Within Minneapolis, Alignment D1, Alignment D2, and the Alignment D Common Section pass through five officially designated neighborhoods: Jordan, Willard-Hay, Harrison, Near-North, and Sumner-Glenwood. These residential

neighborhoods, illustrated in Figure 4.2-6, generally have an urban character with a grid street pattern and residential housing in a variety of densities along the alignments.

The neighborhoods bordering the portion of Alignment D2 where it parallels West Broadway Avenue are Jordan and Willard-Hay. These neighborhoods are primarily residential with commercial uses along West Broadway Avenue. Victory Memorial Parkway runs north-south along the western Minneapolis border, crossing under the proposed Alignment D2 on the western border of Minneapolis.

.....
Alignment D1 enters Minneapolis also in the Willard-Hay neighborhood. Theodore Wirth Regional Park is a major community feature west of the alignment. In some instances (near Plymouth Avenue), the park is also east of Alignment D1.

The neighborhoods adjacent to Alignment D1 along TH 55 and the Alignment D Common Section are Harrison to the south, Near-North to the north, and Sumner-Glenwood just west of I-94.

The Harrison neighborhood, located south of TH 55, is primarily residential. TH 55 is a wide arterial street with neighborhood connections provided by north-south street crossings with traffic signals at TH 55 intersections. The wide median with trees and green space within the right-of-way serve as a buffer between the highway and the adjacent neighborhoods.

Near-North is primarily residential. Major landmarks include the historic Sumner Library and the recently redeveloped Heritage Park, a mixed use residential development that includes public housing. International Market Square, a redeveloped factory containing commercial businesses, is also a major landmark in the neighborhood. Near-North is bordered on the east by I-94, which physically separates the neighborhood from downtown Minneapolis.

The Alignment D Common Section continues into downtown in the North Loop neighborhood, which has a mixed use urban character.

Page 4-27 ■ Golden Valley

No direct or indirect impacts are anticipated for the community facilities along Alignment D1 in Golden Valley, which are identified in Table 4.2-12. An evaluation of noise, access, and changes in visual character determined that the transitway would not disrupt the function of these community facilities.

Park resources along Alignment D1 in Golden Valley are listed in Table 4.2-13. Figure 4.2-5 shows the location of Mary Hills Nature Area, Glenview Terrace Park, and Theodore Wirth Regional Park. Mary Hills Nature Area is located west of the BNSF railroad. A meandering trail system connects Mary Hills Nature Area with Sochacki Park to the north. The trail generally parallels the existing railroad corridor, with deciduous vegetation providing some visual screening. The recreational experiences of this park resource may be lessened due to the effects of increased transitway operations and change in setting.

Although Glenview Terrace Park is adjacent to Alignment D1, the active uses of the park are well buffered by a ravine and wooded area.

Theodore Wirth Regional Park is located generally between a line extending along France Avenue on the west (France Avenue is discontinuous and exists north and south of the park only), Xerxes Avenue on the east, I-394 to the south, and Golden Valley Road on the north. Some of the walking trails and crosscountry ski trails are near Alignment D1. Although deciduous trees provide some visual screening of the existing railroad corridor, their buffering effect would be reduced as a result of leaf loss during the winter months. Recreational experiences within the park may be somewhat diminished due to the effects of transitway operations and change in setting.

An evaluation of noise, access, changes in visual character, and location relative to Alignment D1 determined that Stockman Park, Rice Lake Nature Area, Valley View Park, and Sweeney Lake Park would not be adversely affected by the transitway.

Page 4-28:

Direct/indirect effects can be summarized as follows:

- There are two potential station sites for Alignment D1: the Plymouth Avenue/Theodore Wirth Regional Park station option and the Golden Valley Road station option. No additional right-of-way is needed if the Plymouth Avenue/Theodore Wirth Regional Park station option is selected.
- To construct the transitway, permanent property acquisition is anticipated from Theodore Wirth Regional Park near where Alignment D1 crosses Plymouth Avenue. A small amount of right-of way (0.4 acre) is anticipated due to the slope at this location. The property is owned by the Minneapolis Park & Recreation Board (MPRB).
- To construct the Golden Valley Road station option, permanent acquisition of less than one half acre is expected from Theodore Wirth Regional Park. The property would be acquired from the MPRB.

Effect on community character:

Potential changes in the setting of Sochacki Park and Mary Hills Nature area and minor property acquisitions from Theodore Wirth Regional Park are not anticipated to change the community character of the area surrounding Alignment D1 in Golden Valley. Property acquisitions would occur near the park's eastern boundary and are not anticipated to impact park facilities or recreational use. Coordination with the MPRB regarding potential park impacts is ongoing. Construction of either proposed station is anticipated to improve access to Theodore Wirth Regional Park.

Effect on community cohesiveness:

The effects described would be confined to limited areas and are not anticipated to present a substantial physical or social barrier affecting community cohesion.

Page 4-28/29: ■ Minneapolis

Two community facilities, both of which are parks, were identified along Alignment D1 in Minneapolis and are listed in Table 4.2-14.

No direct or indirect impacts to Farwell Park are anticipated due to its distance from Alignment D1. A temporary easement from Theodore Wirth Regional Park would be required to construct the LRT guideway north of TH 55 where it transitions from the BNSF railroad corridor to TH 55. The property would be acquired from the MPRB. The location of Theodore Wirth Regional Park is depicted in Figure 4.2-6 and further discussion of park impacts is provided in Chapter 8 Draft Section 4(f) Evaluation.

Page 4-29: **Direct/indirect effects can be summarized as follows:**

- East of the BNSF railroad/TH 55 transition, three non-signalized pedestrian crossings of TH 55 would be closed (Sheridan Avenue, Russell Avenue, and Queen Avenue).
- Nearby low- and medium-density residential areas would experience the effects of general activity surrounding the Penn Avenue station.

Effect on community character:

The closure of three pedestrian crossings and the increased activity near the Penn Avenue station is not anticipated to change the community character of the area surrounding Alignment D1 in Minneapolis. Residences and community facilities near the station would benefit from improved transit access. The effects would be confined to limited areas and are not expected to affect the overall community character.

Effect on community cohesiveness:

The effects would be confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Page 4-34: **Alignment D Common Section (part of the Preferred Alternative)**

■ Minneapolis

Community facilities along the Alignment D Common Section in Minneapolis are listed in Table 4.2-19. Access closures at Oliver Avenue, Newton Avenue, Logan Avenue, and James Avenue are not expected to affect pedestrian traffic associated with community facilities as access closures would require a diversion of less than 0.1 mile. An evaluation of right-of-way requirements, noise, access, and changes in visual character determined that the transitway would not disrupt the function of community facilities along the Alignment D Common Section in Minneapolis.

Page 4-34: **Table 4.2-19. Community Facilities along the Alignment D Common Section in Minneapolis**
(*Jv notes this table lists all the organizations and facilities in this section of the LRT line*)

Page 4-34: No direct or indirect impacts to park resources are expected along the Alignment D Common Section in Minneapolis, which are listed in Table 4.2-20. Harrison Park, Lovell Square, Mary McLeod Bethune Park, and Sumner Field are more than 350 feet from the Alignment D Common Section while Barnes Place and Humboldt Triangle Park are comprised primarily of green space.

Page 4-35:

The Alignment D Common Section would run in the median of TH 55, which currently has high traffic volumes. Due to the buffer area between homes and TH 55, and the fact that TH 55 is an existing busy road, the transitway is not expected to substantially increase noise or traffic on TH 55. Refer to the Traffic Technical Report (Kimley-Horn and Associates, 2012) for details regarding TH 55 traffic volumes.

Direct/indirect effects can be summarized as follows:

- Four existing unmarked pedestrian crossings of the TH 55 median would be closed (Oliver Avenue, Newton Avenue, Logan Avenue, and James Avenue).
- One existing marked pedestrian crossing of TH 55 would be closed at West Lyndale Avenue.
- Medium-density residential areas near the Van White Boulevard station are expected to experience the effects of transitway operations and general activity.

Effect on community character:

Access closures along TH 55, transitway operations, and general activity associated with the proposed transit stations are not anticipated to change the overall community character of the Harrison, Sumner-Glenwood, and Near-North neighborhoods. Residences and nearby community facilities would benefit from improved transit access, and the changes would be relatively minor. Evaluation of pedestrian access closures along TH 55 would continue during project design and development. The Van White Boulevard station would improve transit access to future planned mixed use areas along Glenwood Avenue to the south, less than a half mile away from the transit station. The effects would be confined to limited areas and are not expected to affect the overall community character.

Effect on community cohesiveness:

Overall effects would be confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Traction Power Substations

The TPSS buildings are generally small enough to not be visually intrusive and are not anticipated to affect community character. Siting of TPSS facilities would take into account potential visual impacts and ability to screen with appropriate landscaping, especially in residential areas.

Page 4-37: **4.3 Displacement of Residents and Businesses**

The Bottineau Transitway Project would require the acquisition of land (partial and full) for the construction and operation of the transitway. Each alignment would require additional land beyond that already dedicated to

transportation purposes. This section summarizes land acquisition and residential, commercial, and farmland displacements associated with the proposed alignments and alternatives.

Page 4-38: Build Alternatives

The operating phase of the Bottineau Transitway Project would require the permanent acquisition of right-of-way from residential, commercial, industrial, park, and farm properties. Estimated full and partial acquisitions, based on project alignments, are provided in Table 4.3-1.

Page 4-39:

There are two potential station sites for Alignment D1: the Plymouth Avenue/Theodore Wirth Regional Park station option or the Golden Valley Road station option. No additional right-of-way is needed if the Plymouth Avenue/Theodore Wirth Regional Park station option is selected (a small amount of right-of-way is anticipated near Plymouth Avenue due to the slope at this location). If the Golden Valley Road station option is selected, two additional partial acquisitions totaling approximately 0.4 acre are expected.

Page 4-40: Traction Power Substations

Proposed TPSS would be located along the LRT line and spaced approximately ¾ mile to one mile apart, with most located near LRT stations. TPSS would be located on limited access sites that would be approximately 4,000 square feet (less than 0.1 acre) in size and able to accommodate a single-story building that is about 40 feet by 20 feet. Although most TPSS are expected to fit within the transportation right-of-way, there may be cases where these buildings may be sited outside of existing right-of-way.

Page 4-64: 4.5 Visual/Aesthetics

Information included in this section is based on the information provided in the Visual Quality Technical Report (SRF Consulting Group, 2012).

4.5.1 Introduction

This section assesses the existing physical character of the Bottineau Transitway study area including physical development, vegetation and other natural features, and visually sensitive landmarks and views. Potential impacts on the visual character of the areas adjacent to the alternatives are also evaluated. The Visual Quality Technical Report (SRF Consulting Group, 2012), which provides the basis for this assessment of visual quality, is incorporated into this Draft EIS by reference.

Page 4-68: Alignment D1 (part of the Preferred Alternative)

Along the edge of the Robbinsdale and Minneapolis city limits, Alignment D1 would run in the eastern 50 feet of the total 100-foot wide BNSF railroad corridor alongside the BNSF railroad tracks. This alignment is independent of other roads. From 36th Avenue southward, the transitway would be depressed in relation to the surroundings with wooded embankments on both sides. Adjacent land uses primarily include residential neighborhoods and public parkland.

While some of the residential areas are secluded from the rail corridor by wider vegetative buffers, others are in proximity or have less vegetative buffer such as along the eastern edge on Indiana Avenue, Kewanee Way, parts of Xerxes Avenue, and the area near the transition to TH 55. Along the western edge of the rail corridor, a linear natural area is comprised of a series of parks that are a natural retreat from the surrounding urban and suburban development including Sochacki Park, South Halifax Park, Rice Lake Park, Mary Hills Nature Area, Glenview Terrace/Valley View Park, and Theodore Wirth Regional Park and Golf Course. The Visual Quality Technical Report (SRF Consulting Group, 2012) includes a description of each park. Within Theodore Wirth Regional Park, Bassett Creek meanders through a patchwork of forested areas at the edge of the golf course as it heads south toward Bassett Lake and TH 55.

The BNSF railroad corridor is also a primary utility corridor. A power substation is located adjacent to the BNSF corridor near 34th Avenue. A high-voltage power line with metal lattice towers runs along the east side of the railroad corridor. The presence of the railroad and utilities through this generally natural area indicates the natural area has been

previously disturbed. At TH 55, the transitway would turn east under the westbound TH 55 bridge over the BNSF railroad corridor to the center median of TH 55.

Higher quality visual features identified along Alignment D1 include:

- Theodore Wirth Regional Park and Golf Course
- Bassett Creek and Bassett Lake
- Theodore Wirth Parkway
- Sochacki Park, South Halifax Park, Rice Lake Park, and Mary Hills Nature Center
- Glenview Terrace/Valley View Park
- Plymouth Avenue Bridge over Bassett Creek and BNSF railroad corridor

Page 4-69: **Alignment D Common Section (part of the Preferred Alternative)**

The Alignment D Common Section runs along TH 55 towards downtown Minneapolis. As part of the *Minneapolis Near Northside Master Plan (2000)*, TH 55 was envisioned as a “gateway” corridor. This plan acknowledges that LRT would need to be accommodated in the right-of-way in the future. Since the plan’s adoption, a number of improvements have been implemented, including new boulevard and median tree plantings to complement the mature trees along the south frontage road.

Along TH 55, homes in the adjacent residential neighborhoods face inward to the local streets and do not face the highway directly. Some multi-family residential buildings ranging from two to six stories do have some units facing the highway. On the south side of TH 55, Harrison Park includes ball fields and a community center building. Additionally, several civic buildings and spaces have prominent locations.

East of I-94, industrial and civic buildings line the route, and there is little greenery. The intersection of TH 55, 6th Avenue, and 7th Street is a skewed configuration and a challenging area to navigate visually. 7th Street branches off as a multi-lane road to access downtown Minneapolis. Approaching the Target Field Station, 6th Avenue realigns to the street grid of downtown becoming 5th Street. The roadway narrows where it runs parallel to the existing Blue Line and Green Line (Central) LRTs. The taller buildings of downtown Minneapolis are visible in the near distance.

Higher quality visual features identified along the Alignment D Common Section include:

- Boulevard and median trees along TH 55 west of I-94
- Harrison Neighborhood gateway sculptures
- Floyd B. Olson memorial
- Zion Baptist Church
- Seed Academy and Wayman Church
- Sumner Library
- Metro Transit headquarters
- HERC site landscaping

4.5.6 Environmental Consequences

Page 4-72:

Plymouth Avenue Bridge over Bassett Creek and BNSF railroad – Minimal

Some modifications to the bridge would be necessary to make space for the transitway whether or not the Plymouth Avenue/Theodore Wirth Regional Park station option is constructed at this location. In either case, the overall visual quality of the bridge would be minimally affected since the primary aesthetic features including the pier arches, railing, and lighting on the deck would remain unchanged. In order to accommodate the new LRT tracks an area below the bridge would be altered from a paved slope to a clear opening with infill walls added to two of the existing arched piers for crash protection and to retain grade. This modification would only be visible from the pedestrian trail west of the

BNSF track and would be unnoticeable from Plymouth Avenue above. A transit station at this location would have a visual presence. Design modifications, such as an enclosed elevator, would be needed to provide transit patrons with access to the station.

■ Bassett Creek and Bassett Lake – Moderate

Bassett Creek and Bassett Lake would be moderately affected similarly to Theodore Wirth Regional Park since they are part of the park's natural scenery.

4.6 Business Impacts

Page 4-77: **4.6.3 Affected Environment**

Existing Economic Activity

The following section outlines the existing economic activities within the Bottineau Transitway. Existing uses are described for each alignment.

Page 4-78

Alignment D Common Section (part of the Preferred Alternative)

No businesses are located in the western portion of the Alignment D Common Section.

East of I-94, the Alignment D Common Section enters the downtown area of Minneapolis, characterized by commercial and industrial uses. The alignment transitions to the existing Blue Line LRT at the Target Field Station, which is currently transitioning from industrial uses to a signature mixed use development adjacent to the Minnesota Twins ballpark as indicated in The Future Land Use Plan map for the Downtown Sector from *The Minneapolis Plan*. The last station to be constructed as part of the Bottineau Transitway would be at Van White Boulevard. The terminal station at the transition to the Blue Line would be located at the Target Field Station, an intermodal transit station under construction and planned to open in 2014. The *North Loop Small Area Plan (2010)* guides redevelopment for the North Loop area and calls for mixed use developments organized to support transit.

Page 4-81: 4.6.5 Avoidance, Minimization, and/or Mitigation Measures

The alternatives development process sought to minimize impacts to the greatest degree possible while preserving project benefits.

Loss of commercial property would be mitigated by payment of fair market compensation and provision of relocation assistance in accordance with applicable laws and statutes, as noted in Section 4.3 Displacement of Residents and Businesses.

While not a specific mitigation measure, Hennepin County and the Metropolitan Council would support local communities' station area planning efforts to enhance the potential economic benefits of the Bottineau Transitway through community development.

Measures to avoid and/or minimize adverse impacts to businesses during project construction including maintenance of traffic, maintenance of access, business signage, and advance communication of construction activities would be provided.

4.7 Safety and Security

Page 4-84: *Design Elements*

Station areas would be designed according to best practices for safety. Stations would include public address systems, video monitoring, and emergency telephones. A public address system, with both speakers and signs, would convey information to people with disabilities in compliance with ADA requirements. Speakers and signs would be positioned to be clearly audible and visible. To deter vandalism, the speakers and signs would be out of public reach. Closed circuit television would record activity at ticket vending areas and platforms. Camera locations would be coordinated with the

locations of other equipment such as lighting, audio equipment, and signage. Cameras would be visible to the public but not readily accessible. Stations would incorporate an emergency telephone on or near the platform for use in emergency situations.

General illumination of stations areas as well as vehicular and pedestrian circulation lighting would be consistent with established guidelines. Emergency lighting would be provided in all public areas, including platforms. Pedestrian lighting would be located along walkways, crosswalks, ramps, stairs, and bicycle storage areas. Vehicular traffic areas within station boundaries, such as bus loading and unloading zones, would be illuminated. Lighting would also be provided for park-and-ride facilities.

Station platforms would be fenced on the side not used to access the transitway at median stations and where significant grade changes exist at side platforms. Fencing would also be installed at locations where informal (illegal) crossing of the existing freight rail track have been identified.

Safety and security within the Bottineau Transitway is the joint responsibility of the operator and local law enforcement authorities. Metro Transit has its own licensed police force to address public safety on and near the transit system. Transit police routinely patrol the bus routes and bus stop areas, as well as the Blue Line LRT. Transit police officers on the Blue Line system, which is similar to the Bottineau Transitway system, provide security at the LRT stations and in the rail cars.

Page 4-85: *Alignment D1 (part of the Preferred Alternative)*

Community concerns related to the safety of park and trail users were expressed during the Scoping process. There are several informal (illegal) crossings of the BNSF railroad corridor within parkland between 36th Avenue and Golden Valley Road. Pedestrians who cross at these unmarked locations are illegally trespassing on (private) BNSF property. During the Scoping process, it was learned that residents of the area east of the park cross the BNSF railroad corridor at these illegal crossing to access the trail and Sochacki Park. Fencing along informal crossings in Sochacki Park and Mary Hills Nature Area would increase safety of trail users.

St. Margaret Mary Catholic Church and Loveworks Academy are situated north of the Golden Valley Road station option. Loveworks Academy is a public charter school serving students in kindergarten through the eighth grade. Adherence to design guidelines and other measures would maintain a safe and secure transit environment for schoolchildren near the proposed Golden Valley Road station option.

Chapter 5.0 Physical and Environmental Analysis

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/14-Chapter%205-Physical%20and%20Environmental%20Analysis.pdf

Page 5-18 (map) **Figure 5.2-4. Alignments D1 and D2 Floodplain and Wetland Resources and Impacts (north end)**

Page 5-19 (map) **Figure 5.2-5. Alignments D1 and D2 Floodplain and Wetland Resources and Impacts (south end)**

Page 5- 21 & 5-22

5.2.5 Avoidance, Minimization, and/or Mitigation Measures

Potential on-site or project specific floodplain storage mitigation has been preliminarily evaluated for the project, which included low areas adjacent to existing floodplain that are not wetland. The Bassett Creek Watershed Management Commission (BCWMC) has identified that floodplain storage mitigation is required to be located within the same drainage channel (culvert to culvert) as the impact. Adjacent to Alignment D1, there are two areas within Theodore Wirth Regional Park that could meet the storage volume replacement requirement. Based on existing floodplain and wetland sources, both are located outside existing wetland and floodplain. One of these parcels is owned by the

Canadian Pacific (CP) Railroad (located within the park), as shown in Figure 5.2-6. The details of how these areas would be designed to meet replacement requirements would need to be coordinated with the Minneapolis Park & Recreation Board (park manager), the landowner (if different), and the approving agencies (city, DNR, Watershed Management Organization (WMO)). Review of the scope and location of flood storage mitigation in Theodore Wirth Regional Park would be conducted by the Metropolitan Council to determine consistency with the Council's Regional Parks Policy Plan and other relevant park planning documents.

Page 5-23 (map) **Figure 5.2-6. Alignment D1 Potential Floodplain Storage Mitigation Sites**

Page 5-29 **5.3.5 Avoidance, Minimization, and/or Mitigation Measures**

Wetland permits from the USACE (Section 404), Minnesota Pollution Control Agency (MPCA) (Section 401 certification), and DNR (Public Waters) would be required as a part of this project. Additionally, the designated local government unit (LGU) would need to make a Wetland Conservation Act wetland replacement plan determination for the project. Because this is a linear project, Build alternatives cross through several cities and four watershed management organization boundaries – Shingle Creek Watershed - Management Commission (WMC), West Mississippi WMC, Bassett Creek WMC, and Mississippi Watershed Management Organization (WMO). The LGU that experiences the most wetland impact within its jurisdiction would be considered the lead agency and make the WCA wetland replacement plan determination for this project. The LGU would be determined as the project advances into further stages of project development.

Wetland impacts have been avoided and minimized to the extent practical. Wetland impacts will be further studied and a wetland delineation will be completed as part of the 404 permitting process.

5.6 Noise

Page 5-39: **Noise Impact Criteria**

Noise Sensitive Land Use Categories

The FTA classifies noise-sensitive land uses into the following three categories:

- Category 1: Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included are recording studios and concert halls.
- Category 2: Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity is assumed to be of utmost importance.
- Category 3: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included, such as parks used for passive recreation like reading, conversation, meditation, etc. However, most parks used primarily for active recreation would not be considered noise sensitive.

Page 5-54: **Alignment D1 (part of the Preferred Alternative)**

For Alignment D1, the total number of impacts differs depending on which LRT station option is selected -- the Golden Valley Road station option or the Plymouth Avenue/Theodore Wirth Regional Park station option. This variation is due to changes in LRT speed depending on station location. Severe noise impact is predicted to occur at 40 residences and moderate noise impact is predicted to occur at up to 56 residences, South Halifax Park, and The Family Partnership School. The impacts in this section are largely due to receiver proximity to the track and crossovers. The residential noise impacts occur east of the alignment because the properties to the east are closer to the track and there are fewer residences to the west as the corridor is positioned along Walter Sochacki Park and Theodore Wirth Regional Park.

Page 5-54 & 5-55: **Alignment D Common Section (part of the Preferred Alternative)**

For the Alignment D Common Section moderate noise impact is predicted to occur at 18 residences. The predicted impacts in this section are due to proximity to the track and crossovers. There are few impacts in this section due to

higher existing noise levels in this area as the corridor nears downtown Minneapolis and the placement of the alignment in the median of TH 55, which is a six-lane roadway along most of the alignment. There is also no predicted use of the high-horn in this section.

Page 5-59: **Table 5.6-8. Potential Noise Mitigation Measures for Operational Impacts**

(JV notes this table outlines the types of noise mitigation measures)

Page 5-61 **Table 5.6-9. Potential Noise Mitigation Measures by Alignment**

(JV notes: this info is excerpts from chart)

D1 (part of the Preferred Alternative) - Potential mitigation could include three noise barriers on the east side of the alignment between 34th Avenue North and 31 ½ Avenue North, 27th Avenue North and Golden Valley Road, and North Oak Park Avenue and TH 55. Further potential mitigation includes additional noise barriers, sound insulation or modifications to the design, settings or use of audible warning devices.

D Common Section (part of the Preferred Alternative) - Potential mitigation could include sound insulation or relocating or modifying crossovers.

Page 5-77: **5.8 Biological Environment (Wildlife Habitat and Endangered Species)**

Page 5-90 (map) **Figure 5.8-4. Alignments D1, D2, and D Common Section Wildlife Habitat Impacts**

Page 5-92: **5.8.5 Avoidance, Minimization, and Mitigation**

There were no impacts identified to state or federal listed threatened, endangered, and special concern species as a result of the Build Alternatives (alignments, stations, OMF, park-and-rides, or TPSS sites). Therefore, no long-term mitigation measures are warranted.

Chapter 6.0 Indirect Effects and Cumulative Impacts

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/15-Chapter%206-Indirect%20Effect%20and%20Cumulative%20Impacts.pdf

Page 6-4: (map) **Figure 6.2-1 Primary Study Areas for Indirect and Cumulative Impacts**

Page 6-4: **6.4.3 Community Character, Services, and Facilities**

Indirect

As described elsewhere, a potential indirect effect of the project would be that new businesses and residential developments are attracted to locate in the station areas. This new development could in turn result in increased use of and demand for community services (parks for example) and facilities (recreation centers, for example) and changes in community character (a quiet area becomes busier). For locations where comprehensive plans call for mixed-use development, such changes in character would be consistent with planned growth and development.

Cumulative

Over time, continued development of transit and transportation facilities in the project area, combined with future actions and the direct and indirect effects of the Bottineau Transitway Project, would place increased demands on community services and facilities and would change community character. For locations where comprehensive plans call for mixed-use development, such changes in character would be consistent with planned growth and development.

Page 6-12: **6.4.8 Business Impacts**

Indirect

Adverse indirect impacts to businesses could result from displacement as a result of new development (see Section 6.4.4). Potential positive indirect impacts could include improved access to customers and employees as a result of the improved connectivity provided by the Bottineau Transitway.

Cumulative

Continued development of transit and transportation facilities in the project area over time, combined with future actions and the direct and indirect effects of the Bottineau Transitway Project, may cumulatively strengthen the business climate by providing improved transportation access to customers and employees. While individual businesses could be affected negatively, the overall (cumulative) result would be expected to be positive.

Mitigation

Development that occurs in response to the Bottineau Transitway and the reasonably foreseeable future actions would be expected to increase access to businesses in the area and expand the base of potential local consumers. No additional mitigation is required.

Page 6-12: **6.4.9 Safety and Security**

Indirect

It is possible that the increased development density and intensity anticipated around new transit stations would affect law enforcement and security providers. New planned concentrations of residential, commercial, and other uses would put more transit riders, pedestrians, and bicyclists in proximity with transit vehicles, tracks, crossings, and freight rail, potentially creating safety conflicts. This could in turn place greater demands on security providers and/or require changes in current patrol routes, schedules, and equipment needs.

Cumulative

The continued development of transit and transportation facilities in the project area over time, combined with future actions, natural population growth, and the direct and indirect effects of the Bottineau Transitway Project, may cumulatively add to the demands on law enforcement and security providers, potentially affecting staffing levels and budgets over the long-term.

Mitigation

Safety and security measures to address induced development and future actions would be planned for by the local municipalities, counties, and emergency service providers. Metro Transit will provide security at and around the stations, and transit rider, pedestrian, and bicycle safety features will be incorporated into design and maintained/enforced over time. No additional mitigation is required.

Page 6-13: **6.4.10 Environmental Justice**

Indirect

Potential indirect effects on environmental justice populations could result from increased development and redevelopment in the station areas. While not every station area is likely to see significant change in the short-term, those where demand for new development is stronger would be likely to experience increased property values and corresponding increases in rents and real estate taxes. While these impacts would be experienced by all populations within the study area, low-income persons may experience them to a greater extent and, particularly if they rent rather than own property, more likely as an adverse impact.

Cumulative

Development around station areas in combination with future actions could result in increased property values and corresponding increases in rents and real estate taxes. While these impacts could be experienced by all populations in the study area, low-income persons are more likely to experience them as adverse.

Mitigation

No mitigation is identified.

Page 6-17 thru 6-21: **Table 6.4-1. Summary of Indirect Effects and Cumulative Impacts**

(JV notes – this table outlines all Indirect Effects and Cumulative Impacts along with any mitigation proposed)

Chapter 7.0 Environmental Justice http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/16-Chapter%207-Environmental%20Justice.pdf

Page 7-2: **7.2.3 Identifying Minority and Low-Income Populations**

As defined in *FTA Circular 4703.1*, minority populations are any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by the proposed project. Minority includes persons who are American Indian and Alaska Native, Asian, Black, or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.

2010 Census data were used to map the percentage of minorities in each census block in the Bottineau Transitway study area. In addition, the presence of minority populations in the corridor were further recognized and documented through engagement work by the Corridors of Opportunity grantee organizations, extensive public engagement in the corridor as part of the NEPA process, interviews and outreach as part of the *Bottineau Transitway Health Impact Assessment (HIA)*, and data analysis, outreach, and research as part of Bottineau Station Area Pre-Planning. Please see Section 7.4.1 for more information on these efforts.

Page 7-3: **Table 7.3-1. Minority Population by State, Region, County, and Corridor**

Bottineau Transitway: Total population – 74,099; Non-Minority population 35, 266; Minority population – 38,833; Percent Minority – 52.4%

JV notes: I just excerpted the Bottineau Transitway statistics see table for complete comparisons

Page 7-3:

Environmental Justice 7.3 Populations in the Study Area

Minority populations were further analyzed to identify individual minority statistics. While census data identify African Americans, Asian Americans, and Latino populations shown in Figures 7.3-2 through 7.3-4, community engagement and Corridors of Opportunity grantee organizations have facilitated a more nuanced understanding of study area populations. A significant part of the African American population in the study area is comprised of new immigrants primarily from Somalia and Ethiopia, and Hmong and Lao are distinct Asian American communities in the corridor. Further discussion of minority populations, Corridors of Opportunity, and community engagement is in Section 7.4.

Page 7-4: **Table 7.3-2. Low-Income Population by State, Region, County, and Bottineau Transitway**

Bottineau Transitway: Total population – 98,951; Population living above poverty line – 80,966; Population living below the poverty line 17,985; Percent in Poverty – 18.1%

JV notes: I just excerpted the Bottineau Transitway statistics – see table for full comparisons; also maps of minority populations and low income on pages 7-5 thru 7-9

Page 7-10

7.4 Public Engagement

7.4.1 Project Engagement Efforts

Engagement efforts throughout the Bottineau Transitway Draft EIS process built upon local knowledge of the project and processes as well as outreach efforts carried out through the Alternatives Analysis phase of project development. Station area pre-planning and *Bottineau Transitway HIA* outreach efforts coincided with outreach on the Draft EIS and provided additional opportunities for residents and businesses in the corridor to learn more about the project. Committee meetings, interviews, focus groups, and data gathered as part of station area pre-planning and the *HIA*

provided additional information to the HCRRA, Metropolitan Council, and FTA regarding low-income and minority populations in the study area.

JV notes: detailed community engagement efforts on pages 7-10 thru 7-12

Page 7-13: **7.4.2 Corridors of Opportunity Grantee Organization Community Engagement Efforts**

The Corridors of Opportunity Initiative awards grants to place-based organizations that work with underrepresented communities to educate and organize communities around transit corridor decisionmaking, planning, and implementation opportunities important to them.

Ten Corridors of Opportunity grantee organizations have engaged minority and low-income populations in the Bottineau Transitway. Organizing work is carried out independently from the Metropolitan Council, HCRRA, and FTA, but has enabled effective dissemination of project information, and enhanced agencies' understanding of the communities in the corridor. These organizations and their engagement efforts related to the Bottineau Transitway are described in the following sections.

JV notes: Each Corridors of Opportunity grantee organization has a description on pages 7-13 thru 7-15

Page 7-21: **7.5 Environmental Justice Impacts Analysis**

7.5.1 Operating Phase (Long-Term) Impacts

A multi-step process was used to identify the potential for disproportionately high and adverse effects on Environmental Justice populations.

First, impact categories were selected including land use, traffic, parking, community character and facilities (including parks), right-of-way and relocations, visual quality, safety and security, noise, vibration, air quality, traction power substations (TPSS), and operations and maintenance facilities (OMFs). These categories were selected because the impacts in these categories tend to be localized and have the potential for high or disproportionate impact to environmental justice populations. Other categories evaluated in this Draft EIS were not considered because they either presented no impacts, or their effects would be experienced by all populations living in the study area, regardless of race, ethnicity, or socioeconomic status.

Each Bottineau Transitway alternative was then evaluated in each category, as shown in Table 7.5-1. The evaluation is based on the results documented in Chapter 3 Transportation Analysis,¹² Chapter 4 Community and Social Analysis,¹³ and Chapter 5 Physical and Environmental Analysis.¹⁴ Categories with potential effects were then carried forward to another level of analysis to determine whether those effects were high or disproportionate to environmental justice populations.

Page 7-22 thru 7-23: **Table 7.5-1. Operating Phase: Potential Impacts by Alternative**

JV notes – in my excerpts I am only including the impacts of the Locally Preferred Alignment – see table and following narratives for more complete info

Impact Categories	Potential Effects by B-C-D1 (preferred alternative)	Analyze for potential high & adverse effects to EJ populations
Land Use	No	No
Vehicular Traffic	No	No
Pedestrian and Bicycle Facilities	No	Yes
Parking	No	Yes
Community Facilities/Community Character and Cohesion	No	Yes
Displacement of Residents and Businesses	Yes	Yes
Visual/Aesthetics	Yes	Yes

Safety and Security	No	No
Noise	Yes	Yes
Vibration	Yes	Yes
Air Quality	No	No
TPSS (Traction Power Substations)	No	No
OMF (Operations Maintenance Facility)	No	No

Page 7-29: **Table 7.5-5. Construction Phase: Potential Impacts by Alternative**

JV notes – in my excerpts I am only including the impacts of the Locally Preferred Alignment – see table and following narratives for more complete info

Impact Categories	Potential Effects by B-C-D1 (preferred alternative)	Analyze for potential high & adverse effects to EJ populations
Land Use	No	No
Vehicular Traffic	Yes	Yes
Pedestrian and Bicycle Facilities	Yes	Yes
Parking	No	Yes
Community Facilities/Community Character and Cohesion	No	Yes
Displacement of Residents and Businesses	N/A	No
Visual/Aesthetics	No	No
Safety and Security	No	No
Noise	Yes	Yes
Vibration	Yes	Yes
Air Quality	No	No
TPSS (Traction Power Substations)	No	No
OMF (Operations Maintenance Facility)	No	No

Page 7-33: **7.5.3 Offsetting Project Benefits**

7.5.3.1 Increased Transit Service

Community members have identified providing affordable, accessible, and equitable transportation to low-income and minority residents so that they can have access to financial opportunities (jobs), educational opportunities, health services, and healthy food sources as one of the benefits of the Bottineau Transitway Project.²⁶ The *Bottineau Transitway HIA* also identified that reliable, accessible public transportation could decrease reliance on automobiles, reducing household transportation costs and making the combined costs of housing and transportation more affordable in this corridor.

The Bottineau Transitway would provide significant increase in safe, reliable, and efficient transportation options for minority and low-income populations located along all proposed alignments. Table 7.5-7 summarizes the daily hours of user benefits that would accrue to new and existing (as accounted for in the Enhanced Bus/TSM alternative) transit riders as a result of each alternative. User benefits reflect travel time savings compared to the Enhanced Bus/TSM alternative, including factors such as walk access, service frequency, travel speed, and connections at transfer points. See the Transportation Technical Report (Kimley-Horn and Associates & SRF Consulting Group, 2012) Section 3.0 for additional information.

Page 7-34

7.5.3.2 Operational Phase Economic Benefits

Each of the Bottineau Transitway alternatives is anticipated to create jobs and additional earnings as a result of Operations and Maintenance (O&M) expenditures. Although these O&M expenses would originate from local sources, they represent spending that would not take place except for the implementation of this service. The expansion of transit service associated with the alternatives creates an expansion of economic activity in the counties of the Minneapolis-St. Paul-Bloomington Metropolitan Statistical Area (MSA), thus generating recurring net economic impacts (long-term). Other potential sources of federal funding for maintenance exist as grants and could be applied to preventative maintenance in later years. If future federal funds are received and applied to maintenance activities, they could generate additional net economic effects to the local and state economies through increased employment and earnings. Community members also identified economic development, increased business investments, and revitalization in north Minneapolis and Brooklyn Park as a potential benefit of the Bottineau Transitway project.

7.6 Environmental Justice Analysis Conclusions

Page 7-36 7.6.3 Alternative B-C-D1 (Preferred Alternative)

This alternative does not impose disproportionately high and adverse human health or environmental effects on EJ populations.

8.0 Draft Section 4(f) Evaluation [http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/17-Chapter%208-Draft%20Section%204\(f\)%20Evaluation.pdf](http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/17-Chapter%208-Draft%20Section%204(f)%20Evaluation.pdf)

Page 8- 1: 8.1.1 Types of Section 4(f) Properties

The Bottineau Transitway, as described in Chapter 2, may receive federal funding; therefore, compliance with Section 4(f) of the US Department of Transportation Act of 1996, 49 USC 303(c) is required. Section 4(f) requires consideration of:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly-owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public

Page 8-8 (map) Figure 8.3-1. Park and Recreational Properties adjacent to the Bottineau Transitway

Page 8-19 thru 8-28: **Section 4(f) Evaluation**

The Bottineau Transitway would require the use of less than one acre from the 759-acre Theodore Wirth Regional Park. The potential areas of use near Golden Valley Road and Plymouth Avenue are shown in Figure 8.4-2. The MPRB has indicated that the woodland on the west edge of the rail corridor proximate to the proposed Golden Valley station option includes high quality old growth oaks and that impacts in this area are of high concern. The areas of potential direct use along the eastern edge of the park are considered valuable for their quietude and opportunity for nature appreciation, whereas other park edges do not share this characteristic. Loss of land in this area could diminish the setting, and thereby the park user experience, in this area of the park. A bicycle path and walking path are located along the north side of Theodore Wirth Parkway near Alignment D1 at Golden Valley Road. There is also a walking path near the west side of Alignment D1 at Plymouth Avenue. Although the Bottineau Transitway would not preclude the use of these paths, it is anticipated that users of the walking path west of Alignment D1 at Plymouth Avenue would experience changes that would include the sights and sounds of the Bottineau Transitway.

There are two potential station locations within Theodore Wirth Regional Park: the Plymouth Avenue/Theodore Wirth Regional Park station option or the Golden Valley Road station option under consideration with the Preferred Alternative (B-C-D1) as well as Alternative A-C-D1. Further discussion regarding station locations is provided in Chapter 2. Construction of a station at either location along Alternative A-C-D1 or Alternative B-C-D1 would require direct use of park property. Permanent and temporary easements would be required near the Plymouth Avenue bridge, whether or

not a station is constructed at that location, although the amount of easement required is less if the station is not in this location. Temporary easements are discussed in Section 8.6.

Right-of-way would be needed from Theodore Wirth Regional Park in the area of Golden Valley Road, whether or not a station is constructed in this location. Between Golden Valley Road and Theodore Wirth Parkway, the BNSF track is very close to the railroad right-of-way limits on the west, necessitating grading within park property and outside of the BNSF right-of-way. Alignment D1 cannot be moved farther away from the park at this location due to the need to align LRT and BNSF tracks with portals at the existing Golden Valley Road and Theodore Wirth Parkway bridges. The Parkway bridge has been identified as historic and the assumptions regarding potential use of Theodore Wirth Parkway are predicated on its remaining in place. Refer to Figure 8.4-4 and Figure 8.4-5 for potential use areas.

Page 8-20: Theodore Wirth Regional Park is owned and operated by the MPRB. Hennepin County has undertaken coordination efforts with the MPRB as well as the Cities of Minneapolis and Golden Valley to minimize impacts to Theodore Wirth Regional Park. Coordination efforts with the MPRB will continue through the preliminary engineering phase to avoid, minimize, and/or mitigate park impacts as the D1 alignment is included in the Preferred Alternative for the project.

Pages 8-21 thru 8-25: Theodore Wirth Park maps re: Bottineau Transitway

Page 8-26:

Measures to Minimize Harm

...Alignment D1 was positioned to avoid bridges, high voltage power lines, and adjacent properties. For example, at Golden Valley Road, the transitway and freight rail alignments shift westward to avoid impacts to the Theodore Wirth Parkway bridge, a historic structure, that passes over the existing freight rail corridor. As previously noted, the BNSF track would be closer to the railroad right-of-way limits between Golden Valley Road and Theodore Wirth Parkway than at other locations adjacent to the park property. This would necessitate grading within park property and outside of the BNSF right-of-way. As depicted in Figure 8.4-7, a retaining wall may be constructed in lieu of grading...

Page 8-27: Along the D1 alignment adjacent to the park, the transitway and freight rail alignments were shifted within the existing BNSF right-of-way to minimize wetland, floodplain, and park impacts. Cross sections were minimized to the greatest extent possible to keep the transitway within the existing rail right-of-way as much as possible. Additional measures to reduce the use of park property will be explored during preliminary engineering.

Page 8-33: **Grand Rounds Historic District – Theodore Wirth Segment 8.4.2.2 (Alignment D1 – part of the Preferred Alternative)**

Section 4(f) Evaluation

Alternative A-C-D1 and Alternative B-C-D1 would require the conversion of less than one acre from the 759-acre Theodore Wirth Regional Park, a contributing element of the district, to a transportation use. It has been concluded that there is a potential for Section 4(f) use with either the Golden Valley Road or Plymouth Avenue/Theodore Wirth Regional Park station options under these alternatives; however, this cannot be definitely determined until further engineering work is completed.

The design of the Golden Valley Road/Plymouth Avenue station, the guideway (including the LRT tracks, poles, and catenary) and the TH 55 bridge extension could have a potential effect on the Grand Rounds Historic District and its setting. Further, station area redevelopment activities, including transit-related parking, may also have a potential effect on the district and its setting. These effects may include visual effects (including those from lighting), noise, and transit-related traffic effects. Due to the proximity of the Plymouth Avenue station option to key elements of the Grand Rounds Historic District, avoidance of potential impacts may be more feasible with the Golden Valley Road station option.

Page 8-34:

Measures to Minimize Harm

Measures to minimize harm to the Grand Rounds Historic District – Theodore Wirth Segment include:

- Minimization of lighting and visual impacts through station design. Refer to Section 4.5 for a detailed discussion about the visual/aesthetic characteristics of the study area.
- Minimization of potential effects to the historic district by integrating historic properties into station area planning
- Minimization of potential effects through the adoption of measures to avoid, reduce, or mitigate noise. Refer to Section 5.6 for a detailed discussion about noise.

Chapter 9.0 Consultation and Coordination

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/18-Chapter%209-Consultation%20and%20Coordination.pdf

Page 9-1: **9.1 Public Outreach Approach**

Page 9-4: **9.2 Summary of Public Outreach Activities**

Page 9-9: **9.3 Agency Coordination**

Appendix:**Technical Report Environmental Justice**

http://bottineautransitway.org/library/draft_EIS_march_2014/technical_reports/Environmental%20Justice%20Tech%20Report_December%202012.pdf

JV notes this section has more detailed demographics ie city by city.

Bottineau DEIS Northwest Suburbs Excerpts
April 24, 2014

Overall Bottineau LRT project benefits and impacts:

Executive Summary http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/9-Executive%20Summary.pdf

Chapter 1 – Purpose and Need: http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/10-Chapter%201-Purpose%20and%20Need.pdf

page 1-10:

1.3 Project Purpose

The purpose statement below specifically defines the fundamental reasons why the Bottineau Transitway project is being proposed.

The purpose of the Bottineau Transitway is to provide transit service which will satisfy the long-term regional mobility and accessibility needs for businesses and the traveling public.

1.4 Project Need

This section outlines the foundation for the statement of the project purpose defined in Section 1.3. More specifically, this section identifies the problems or “needs” that the Bottineau Transitway project is intended to address and the underlying causes of the defined “needs.”

The Bottineau Transitway project is needed 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.

Five factors contribute to the need for the Bottineau Transitway project:

- Growing travel demand resulting from continuing growth in population and employment
- Increasing traffic congestion and limited fiscal resources
- People who depend on transit
- Limited transit service to suburban destinations (reverse commute opportunities) and time-efficient transit options
- Regional objectives for growth stated in the Regional Development Framework

Chapter 2: Alternatives: http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/11-Chapter%202-Alternatives.pdf

Page 2-11; **2.4 Alternatives Advanced for Further Study in Draft EIS**

Page 2-13; **Table 2.4-1. Stations by Alignment**

- Oak Grove Parkway
- 93rd Avenue
 - Park-and-ride: 11.2 acres - footnote: Proposed station where park-and-ride would be provided. The existing 565 vehicle park and ride facility on 6.5 acres at the 63rd Avenue site would be expanded through modification of the existing structure (additional parking deck level) to accommodate up to approximately 725 vehicles on the 6.5 acre site.
- 85th Avenue
- Brooklyn Boulevard
- 63rd Avenue
 - Park-and-ride: 6.5 acres (existing 565 vehicle facility is located on the 6.5 acre site)
- Bass Lake Road
- Robbinsdale1
 - Park-and-ride: acres TBD

Page 2-16: (map) **Figure 2.4-2. Alignments A, B, and C: Park-and-Ride Locations**

Page 2-14: **Operations and Maintenance Facility**

Within Alignment B, two OMF site options were identified adjacent to West Broadway at 93rd Avenue and 101st Avenue. The 93rd Avenue OMF site was originally identified in the AA and was carried forward from the AA due to the availability of suitable undeveloped property adjacent to the guideway. The 101st Avenue OMF site was selected due to the availability of suitable undeveloped property that is owned by the City of Brooklyn Park. In addition, the 101st Avenue site was identified to reduce potential noise and visual impacts adjacent to the residential neighborhood located at West Broadway and 93rd Avenue. Only one of these sites will be chosen for the OMF.

The OMF site would be occupied by a storage and maintenance building that is approximately 128,000 square-feet, surface parking for employees and visitors, trackwork, and open space. The facility would include areas to store, service, and maintain up to 36 LRVs, vehicle washing and cleaning equipment, and office space to accommodate staff that would report for work at this facility. The facility would be equipped to perform daily cleaning and repair activities on the LRVs as they enter and leave revenue service. To ensure operational safety and reliability, scheduled service and maintenance inspections would be performed in this facility.

Page 2-17: (map) **Figure 2.4-3. Potential OMF Sites**

Page 2-18: **Traction Power Substations**

TPSS sites are necessary to convert existing electrical current to an appropriate type (AC to DC) and level to power LRT vehicles through an overhead catenary system. They do not generate electricity. TPSS sites would be approximately 4,000 square feet (SF) in size and able to accommodate a single-story building that is approximately 40 feet by 20 feet. Access to the building must also be accommodated.

Typically, TPSS sites are spaced less than one mile apart. A distance greater than one mile reduces the ability to safely deliver and return power from a traveling train.

Page 2-19: **Potential locations for the TPSS sites are shown in Figure 2.4-4.**

Page 2-21: **Table 2.4-2. Alternative Descriptions**

Alternative B-C-D1

Northern terminus Brooklyn Park

Length 13.3 miles

Capital cost (\$2017, in millions) \$997

Operating cost (\$2013 in millions) \$32.5

Ridership (total) 27,000

Bottineau Stations:

10 Stations

- Oak Grove Parkway
- 93rd Avenue
- 85th Avenue
- Brooklyn Blvd
- 63rd Avenue
- Bass Lake Road
- Robbinsdale
- Golden Valley Rd or Plymouth Avenue/Theodore Wirth Regional Park
- Penn Avenue
- Van White Blvd

Station Constructed by Others Where Bottineau LRT Alignment Would Connect with Regional Rail System:
Target Field Station

Page 2-30; 2.6 **Environmentally Preferred Alternative**

As summarized in Chapter 11 Evaluation of Alternatives, Alternative B-C-D1 meets the purpose and need of the Bottineau Transitway project and is environmentally preferred alternative because it will cause the least damage to the biological and physical environment and that best protects, preserves, and enhances historic, cultural, and natural resources

Chapter 3 **Transportation Analysis** http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/12-Chapter%203-Transportation%20Analysis.pdf

Page 3-1: This chapter identifies and evaluates effects to six parts of the transportation system: transit, freight rail, general motor vehicle traffic, pedestrians and bicycles, parking, and aviation.

- Transit is analyzed for the Bottineau Transitway.
- Freight rail is analyzed within the affected Burlington Northern Santa Fe (BNSF) and Canadian Pacific Railway (CP) rights-of-way.
- General motor vehicle traffic is analyzed at all intersections along the transitway alignments that are signalized, would be anticipated to be signalized, or unsignalized and anticipated to be controlled by gate arms.
- Pedestrians and bicycles are analyzed within ½ mile of the transitway alignments.
- Parking is analyzed within anticipated construction limits.
- Aviation impacts are analyzed for the areas where the preliminary construction limits are within the Crystal Airport Runway Protection Zone and Safety Zone A.

Page 3-6: **Table 3.1-1. Summary of Existing Transit Service and Changes Under Alternatives**

(JV notes – excerpts are for the preferred alternative only see table for more details)

Changes in suburban service:

Suburban Local Routes:

Route 705 – Extend route to Target North Campus via Route 724 alignment

Route 716 - Route modified to include stops at Bass Lake Road stations, Frequencies increased to 30 min

Route 721 - Increase midday frequencies; Route 722 - Increase midday frequencies to 30 min. for full route alignment

Route 723 - route terminates at Brooklyn Center/Starlite Transit Station

Limited Stop and Express Routes:

Route 758 - Replace Route 758N trips with Route 7 service, Route 758D to Robbinsdale

Route 760 - Route modified to terminate at 63rd Avenue/Brooklyn Boulevard Park-and-Ride. Local service replaced with new Route 759.

Route 764 - Converted to local route operating 60 min. frequencies between Robbinsdale and Starlite Transit Centers

Route 765 – route eliminated

Route 767 – route eliminated

Maple Grove Transit Routes:

Route 781 - Route 781 becomes local service that connects to LRT Stations

Route 785 - Add trips

Route 787 – route eliminated

Route 788 - Add trips on all service, connect to LRT stations where applicable

Page 3-8:

There are no changes proposed for the following routes under any alternative: 717, 755, 756, 761, 762, 763, 766, 780, and 783.

In addition to the routes listed in Table 3.1.1, four new routes would be developed in the study area.

Routes 729 and 759 would provide local service with 30 and 60 minute frequencies, respectively. Routes 731 and 732 are new services in the Enhanced Bus/TSM alternative designed to provide reverse commute and intra-corridor access along the Bottineau Transitway between downtown Minneapolis and Brooklyn Park (Route 731) and Maple Grove (Route 732), supplementing the existing express and limited stop service. Please see Transit Operations Plans Report (Connetics Transportation Group, 2012) for a full explanation of all proposed changes to the bus transit network associated with each alternative.

Page 3-14: **Figure 3.1-4. 2030 Forecast Daily Station Use for Build Alternatives**
(JV notes – see chart for details)

Page 3-15: **3.1.4.3 Construction Phase Impacts**

Existing routes in the Bottineau Corridor are shown in Figure 3.1-1. Construction of any of the Build alternatives could result in intermittent impacts to bus operations on any of these routes within the construction area. These may include temporary stop relocations or closures, route detours, or suspensions of service on segments of routes operating on streets where LRT is being constructed. As project planning and engineering advances, transit routes will be reevaluated and transitway construction will be planned to minimize disruption to transit service.

3.2.4 Environmental Consequences

Page 3-15: **3.2 Freight Rail Conditions**

HCRRA has discussed with BNSF representatives the acquisition of the eastern 50 feet of BNSF's right-of way for LRT purposes and preserving the western 50 feet for the freight track and access road. Additional coordination will take place as the project advances into further stages of project development.

Page 3-16: (map) **Figure 3.2-1. Freight Rail Study Area**

Page 3-16: **3.2.3 Affected Environment**

Within the study area, the BNSF operates on one freight rail track generally located in the center of a 100-foot right-of-way that the railroad owns and maintains. Within this area, there are several locations where the BNSF right-of-way is less than 100 feet. BNSF operates one freight train per day on this track. During peak operations in previous years, up to five trains per day operated in the corridor. Future freight operations could increase or decrease based on the future needs of BNSF.

Page 3-18: **3.2.4.1 Operating Phase (Long-Term) Impacts**

The Build alternatives include constructing the proposed LRT guideway in the eastern half of the BNSF right-of-way (see discussion under Section 3.2). The project would divide the existing 100-foot right-of-way to accommodate both the BNSF and LRT tracks. This would require that the BNSF track be relocated approximately 25 feet to the west, allowing BNSF to operate within the western 50 feet of the right-of-way while, providing 25 feet of horizontal clearance from the rail track centerline at most locations. The LRT tracks would operate in the eastern 50 feet of the existing right-of-way. Proposed project construction would include a 12-foot wide access road generally located between the relocated BNSF track and the LRT guideway. See Figure 3.2-2 for a typical section diagram.

The Build alternatives include modifications to active warning devices and signals for at-grade crossings in order to accommodate the relocated BNSF and new LRT tracks. This would include relocation of existing active warning devices, such as gate arms, to accommodate the relocated BNSF track and LRT track, and installation of new active warning devices, such as gate arms, at locations where they are not currently provided. The project would include fencing at LRT stations to provide additional separation between pedestrians using the LRT station platform and the freight rail operations. Replacement of existing fence located on the BNSF right-of-way line affected by construction would also be provided.

Page 3-29: Table 3.3-4. Alignment A 2030 PM Peak Traffic Operations

Alignment B (part of the Preferred Alternative)

Alignment B includes CSAH 103, which is currently in the planning stages for a roadway reconstruction project from north of CSAH 30 to south of Candlewood Drive. The proposed roadway improvement project is a Hennepin County project, separate from the Bottineau Transitway Project, and includes expanding the roadway from a two-lane undivided to a four-lane divided section with a median wide enough to accommodate a future transportation purpose. Construction activities for the CSAH 103 roadway improvements are scheduled for late 2015.

The intersections in Alignment B affected by the proposed action would be expected to operate acceptably during the PM peak hour Build alternative. The results of this analysis are shown in Table 3.3-5.

Seven public intersections would be converted from full access to right-in/right-out in Alignment B. Five new traffic signals would also be added, with a potential for two additional traffic signals with the 101st Avenue OMF Alternative. Two traffic signals would be removed and the intersections would be converted to right-in/right-out. In addition, Alignment B would include two at-grade crossings on Jolly Lane and Lakeland Avenue. Similar to Alignment A, one signalized crossing with gates would be included at 71st Avenue.

3.4 Pedestrians and Bicycles

Page 3-36

3.4.4 Environmental Consequences

3.4.4.1 Operating Phase (Long-Term) Impacts

Alignment B (part of the Preferred Alternative)

Alignment B would result in closing four crossings of West Broadway Avenue in the city of Brooklyn Park: 92nd Avenue, Maplebrook Parkway, 84th Avenue, and 76th Avenue. Alternate crossings are available in each location within 1/8 mile.

The OMF option at 101st Avenue could potentially require realignment of a small portion of the unpaved trail associated with the Three Rivers Park District Rush Creek Regional Trail.

The proposed project and planned improvements by other agencies would result in considerable enhancement of the non-motorized transportation environment within Alignment B. New or improved sidewalk crossings of the BNSF/LRT alignment would be included in final design of the transitway at 73rd Avenue. The existing off-street trails on both sides of West Broadway Avenue north of 93rd Avenue would be crossed by the proposed LRT alignment in vicinity of 94th Avenue. Any direct impacts to the trails would be reconstructed. South of 93rd Avenue, a continuous bicycle/pedestrian facility between 93rd Avenue and Candlewood Drive is included in the design plans for the CSAH 103 reconstruction project, which has been programmed independent of Bottineau Transitway and will be completed by Hennepin County. Reconstruction of the sidewalks south of Candlewood Drive would be completed by the Bottineau Transitway Project, providing for continuous facilities along both sides of West Broadway Avenue for the entire alignment.

Alignment C (part of the Preferred Alternative)

The project would not result in permanent closure of any existing bicycle or pedestrian crossings of the BNSF railroad corridor. The transitway would pass over a local trail on a continuous structure also used for TH 100. The project's construction limits would come within 10 feet of the existing trail in Lee Park but would not alter the trail itself. As a result, no impacts to pedestrian or bicycle access or facilities are expected.

The project would improve existing pedestrian crossings and facilitate connections to station platforms. New or improved sidewalk crossings of the BNSF/LRT corridor would be included in final design of the transitway at nine locations: 71st Avenue, 63rd Avenue, Bass Lake Road, Corvallis Avenue (replacing existing sidewalk on south side of roadway), West Broadway Avenue, 45th ½ Avenue (sidewalk on south side of roadway), 42nd Avenue (with connection to

LRT station parallel to BNSF track), 41st Avenue/Noble Avenue (with connection to LRT station parallel to BNSF track), and 39th ½ Avenue (new sidewalk on north side of roadway).

Page 3-42 (map) **Figure 3.4-4. Alignment D1 and D Common Section: Impacts to Pedestrian and Bicycle Facilities**

Page 3-44: **3.4.5 Avoidance, Minimization, and/or Mitigation Measures**

Current planning for the Bottineau Transitway supports the enhancement of pedestrian facilities. These enhancements are intended to act both as an improvement and as a natural separation to protect pedestrians, bicyclists, and transit vehicles. All pedestrian crossings would be designed in accordance with current American Disabilities Act (ADA) design requirements and standards to ensure access and mobility for all users, and station areas would be designed according to best practices for bicycle and pedestrian safety.

Measures would be taken to discourage pedestrians from illegally crossing the tracks and to enhance safety at permitted crossing locations, such as providing pedestrian signals and well-marked crosswalks.

If trail impacts cannot be avoided, potential reconstruction options and design guidelines would be discussed with the agencies that have jurisdiction over the facility. If trail facilities have restrictive covenants due to funds used for construction, these requirements would also be addressed. Potential indirect impacts to trail facilities, including safety concerns and visual impacts, would also be identified.

In the short-term, mitigation for potential disruptions to bicycle and pedestrian facilities during construction would include appropriate access provisions in MOT plans, and best management practices (BMPs) to manage debris.

If crosswalks are temporarily closed, pedestrians would be directed to use alternate crossings nearby. Every effort would be made not to close adjacent crosswalks at the same time to allow for continued pedestrian movement across streets. All sidewalks and crosswalks would be required to meet minimum standards for accessibility and be free of slipping and tripping hazards. Temporary sidewalk closures would be discouraged but, if required, would be conducted in such a way as to minimize impacts. Depending on how construction activities would impact sidewalk areas, special facilities (such as handrails, fences, barriers, ramps, walkways, and bridges) may be required to maintain bicyclist and pedestrian safety. During final design, it is expected that a plan would be developed to manage the closure of pedestrian crossings and other restrictions on non-motorized transportation facilities and crossings throughout the construction process. For proposed closures on TH 55, MnDOT's policy regarding Temporary Pedestrian Access Routes will be followed.

Chapter 4.0 Community and Social Analysis

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/13-Chapter%204-Community%20and%20Social%20Analysis.pdf

4.1 Land Use Plan Compatibility

Page 4-4

Alignment B (part of the Preferred Alternative)

Alignment B begins in Brooklyn Park just north of TH 610 and ends where Alignment C begins near 71st Avenue. Proposed stations would be located at Oak Grove Parkway, 93rd Avenue, 85th Avenue, and Brooklyn Boulevard, all along West Broadway Avenue.

Land uses at the north end of Alignment B are transitioning from agricultural use/open space to commercial use. The Brooklyn Park 2030 Land Use Plan figure in the *Brooklyn Park 2030 Comprehensive Plan* designates a portion of this area near the Oak Grove Parkway station for Signature Mixed Use (including the Target North Campus) with most of the area southwest of the 93rd Avenue station planned for expansion of business parks. The Signature Mixed Use designation indicates commercial development, which shapes a strong image for the City, including "high quality and landmark buildings or coordinated group of buildings with significant height and scale."

Between the proposed 93rd and 85th Avenue stations, land uses are primarily residential with plans to continue such use in the future.

At 85th Avenue, land uses include North Hennepin Community College and some limited commercial uses along 85th Avenue, with the predominant land use being residential. Residential uses extend south toward Brooklyn Boulevard. These uses are planned to remain. Hennepin County is planning a new library for the northeast quadrant of 85th and West Broadway Avenues. The proposed Brooklyn Boulevard station is located within a large suburban commercial node characterized by “big box” (e.g., Target) and other auto-oriented retail uses. As illustrated in Exhibit 4.4, this commercial center is expected to remain in the future.

Alignment C (part of the Preferred Alternative)

Alignment C begins in Brooklyn Park and largely follows CSAH 81 through Crystal and Robbinsdale. Stations would be located at 63rd Avenue, Bass Lake Road, and downtown Robbinsdale.

As depicted in Exhibit 4-3, existing land uses east and west of Alignment C in Brooklyn Park consist of primarily industrial and commercial uses with some residential uses. Exhibit 4-4 indicates that the majority of these land uses are planned to remain, with some uses transitioning to business park use.

Near the proposed 63rd Avenue station area, existing uses are a mix of commercial, industrial, and high density residential land uses with an existing Metro Transit park-and-ride structure on the west side of CSAH 81. Uses are planned to transition to high-density residential, institutional, and mixed use.

South of 63rd Avenue, Alignment C passes into the city of Crystal. As shown in Exhibit 4-5, land uses between 62nd Avenue and Bass Lake Road are predominantly low-density residential to the west and commercial and airport uses to the east. Currently, high-density residential, commercial, and some park uses are adjacent to the proposed Bass Lake Road station area. Exhibit 4-6 indicates these uses are planned to remain. South of Bass Lake Road, the existing uses are primarily commercial and industrial with some park uses. Again, these land use patterns are generally planned to remain in the future.

From Crystal, Alignment C enters the northwest corner of Robbinsdale at 47th Avenue approximately four blocks north of TH 100. As illustrated in Exhibit 4-7 and Exhibit 4-8, existing and planned future land uses east and west of Alignment C are primarily low-density residential, with some commercial, high-density residential, and park uses.

East of the proposed Robbinsdale (42nd Avenue) station lies “downtown” Robbinsdale, a large retail/office area centered on both West Broadway Avenue and CSAH 81. West of the Burlington Northern Santa Fe (BNSF) railroad corridor, residential uses predominate. As illustrated in Exhibit 4-8, the *Robbinsdale 2030 Comprehensive Plan* indicates increasing density in the downtown area including transition of some parcels to mixed use.

Page 4-8: 4.1.5 Operating Phase (Long Term) Impacts

Build Alternatives

Overall, the Bottineau Transitway Build alternatives would be compatible with the local land use planning policies of Maple Grove, Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis. Although Golden Valley’s comprehensive plan does not specifically mention the Bottineau Transitway Project, LRT would be compatible with the transit goal and objective of the city’s comprehensive plan. The Build alternatives would also be compatible with regional land use planning policies.

4.2 Community Facilities/Community Character and Cohesion

(Jv notes: this section includes maps of each city)

Page 4-11: **Brooklyn Park**

Brooklyn Park does not have any officially designated neighborhoods within its boundaries. In the northern portion of the city, the existing area near Alignment B north of TH 610 is currently undeveloped. Future development, including commercial uses, is planned for the area north of TH 610 along Alignment B near the Oak Grove Parkway station. TH 610 separates the future development area from the neighborhoods to the south. Refer to Figure 4.2-2 for primary physical features in Brooklyn Park.

Existing residential neighborhoods are located on either side of Alignment B (West Broadway Avenue) from 93rd Avenue to approximately 71st Avenue. Higher density town homes are present in the area of 85th Avenue. North Hennepin Community College and a future Hennepin County library are near the location of the 85th Avenue station. The existing neighborhoods have winding internal circulation streets and do not generally face Alignment B (West Broadway Avenue). Residential areas are also located along both sides of Alignment C (CSAH 81) from around 70th Avenue to the city boundary at 62nd Avenue.

Within Brooklyn Park, 93rd Avenue, 85th Avenue, and 63rd Avenue serve as important cross community connectors that link neighborhoods. Proposed station locations at 93rd Avenue and 85th Avenue are anticipated to support connectivity among neighborhoods. In contrast, I-94 presents a barrier to north south travel within the city. Brooklyn Park has a low-to medium-density suburban character with higher density town homes in the area of 85th Avenue. Neighborhoods east and west of Alignment B (West Broadway Avenue) and Alignment C (CSAH 81) are separate and cohesive in relation to themselves but not across these major roadways.

Page 4-12 (map) **Figure 4.2-2. Primary Physical and Community Features in Brooklyn Park**

Page 4-13: **Crystal**

The city of Crystal is comprised of 14 officially recognized neighborhoods. The six neighborhoods adjacent to Alignment C are Lions Park, Skyway, Becker, Twin Oaks, Welcome Park, and Cavanagh Oaks. The location of each neighborhood is illustrated in Figure 4.2-3. These neighborhoods are generally residential.

Within Crystal, Alignment C parallels Bottineau Boulevard then diverges to parallel the existing BNSF railroad south of Bass Lake Road. Along Alignment C (CSAH 81) the neighborhoods are separated by CSAH 81 and the BNSF railroad corridor. The neighborhoods are generally cohesive within themselves but not across the boulevard and the railroad. The Crystal Airport is a major feature embedded within a primarily residential neighborhood east of Alignment C and north of Bass Lake Road.

South of Bass Lake Road, Alignment C deviates from Bottineau Boulevard and shifts to the BNSF railroad corridor then continues along the freight line to the city boundary at 47th Avenue. Between Bass Lake Road and 47th Avenue, Alignment C passes through commercial and residential areas. In this area of Crystal, the Canadian Pacific (CP) railroad (east-west orientation) and BNSF railroad corridors (north-south orientation) present a barrier for movement between neighborhoods. Residential neighborhoods in Crystal have a suburban residential character with a grid street pattern.

Page 4-14/15: **Robbinsdale**

Robbinsdale does not have any officially recognized neighborhoods within its boundaries. Within the city, Alignment C parallels the BNSF railroad corridor. Downtown Robbinsdale is located east of Alignment C. Cross-community connections are provided by 42nd Avenue, 39½ Avenue, and 36th Avenue. Neighborhoods within the city are generally separated by TH 100, Bottineau Boulevard, and the BNSF railroad corridor. Residential neighborhoods are cohesive within themselves but are separated by major roadways and the railroad. Refer to Figure 4.2-4 for primary physical features in Robbinsdale.

Alignment D1 parallels the BNSF railroad from approximately 34th Avenue to 26th Avenue. Parkland and residential neighborhoods are located on both sides of Alignment D.

Residential neighborhoods in Robbinsdale have a suburban residential character with a grid street pattern. The grid street pattern is somewhat interrupted by several lakes within the city boundaries. The lakes also present natural barriers that influence access and connectivity within the city.

4.2.4 Environmental Consequences

4.2.4.1 Operating Phase (Long-Term) Impacts

Page 4-20 ■ Brooklyn Park

Community facilities along Alignment B in Brooklyn Park are listed in Table 4.2-4. The effect of transitway noise is expected to occur near Prince of Peace Lutheran Church. As worship activities are assumed to be indoors, no adverse impacts are anticipated.

Consideration of noise, access, and visual impacts determined that no other community facilities listed in Table 4.2-4 are expected to be directly or indirectly affected by the transitway. Although changes in access are anticipated, they would not adversely affect the resources described below.

- The access closure at 78th Avenue, which would be required to maintain pedestrian safety, is not expected to affect pedestrian access to Brooklyn Park Evangelical Free Church as pedestrians would be diverted ½-mile (5 minute walk) to cross at Candlewood Drive.
- North Hennepin Community College, Step by Step Montessori School, and the future Hennepin County Library are near the proposed 85th Avenue station. The access closure at 84th Avenue, which would be necessary to maintain pedestrian safety, would divert pedestrians ½-mile to cross at College Park Avenue and is not expected to impact community facilities near the 85th Avenue station. The college, businesses, residents, and future library patrons are expected to benefit from improved transit access provided by the 85th Avenue station. The Brooklyn Boulevard station would provide improved access to retail activity in the area near the proposed station.

Page 4-21: Park resources along Alignment B in Brooklyn Park are listed in Table 4.2-5.

Reconstruction of West Broadway Avenue between CSAH 30 (93rd Avenue) and Candlewood Drive would be completed by Hennepin County prior to construction of the Bottineau Transitway Project, a committed project (construction activities to begin late 2015) included under the No-Build alternative. Because the Bottineau Transitway would be built within the median of the reconstructed West Broadway Avenue, no changes in park or trail access are anticipated.

The direct effect of property acquisition (5.2 acres) from Three Rivers Park District is anticipated if an OMF is constructed at the 101st Avenue location. Construction of the OMF may affect the turf portion of Rush Creek Regional Trail. The location of the trail and a detailed discussion of trail impacts are provided in Chapter 8 Draft Section 4(f) Evaluation.

The Bottineau Transitway is not expected to affect any of the other parks identified in Table 4.2-5 due to their location in relation to Alignment B. Tessman Park consists primarily of green space, and the recreation facilities in College Park are set back from the proposed alignment. The character of the North Hennepin Community College ball fields and the adjacent trail would not change as a result of the Bottineau Transitway. An evaluation of noise, access, changes in visual character, and location relative to Alignment B determined that the transitway would not disrupt the function of Brooklyn Acres, Tessman Acres Park, or Park Lawn Park.

Page 4-22: **Direct/indirect effects can be summarized as follows:**

- An OMF may be constructed at 101st Avenue or 93rd Avenue and property acquisitions would be needed for either of the OMF options. Construction of an OMF would add a large built structure to the landscape, changing the existing visual character. The area around the OMF option at 101st Avenue is currently undeveloped, but future mixed use is planned at this location. The OMF at 101st Avenue would also require approximately five acres owned by Three Rivers Park District. Should the OMF option at 101st Avenue move forward as the preferred location, formal review would be required by Metropolitan Council and the Park District Board of Commissioners to address restrictive covenants associated with this property. The OMF option at 93rd Avenue may be used as a park-and-ride or a combined OMF and park-and-ride. The area around the OMF option at 93rd Avenue is planned for future business park use.

- Potential noise impacts to residents along Alignment B.
- Property acquisitions are anticipated along Alignment B between the Oak Grove Parkway station and the 93rd Avenue station.
- Acquisition of a narrow strip of right-of-way would occur adjacent to Alignment B to allow for roadway widening to accommodate the transitway south of Candlewood Drive to 75th Avenue.
- Full property acquisitions are anticipated for eight residential properties east of West Broadway Avenue and south of 76th Avenue.
- One commercial property acquisition is expected near 75th Avenue.
- Four crossings of West Broadway Avenue in Brooklyn Park would be closed (92nd Avenue, 84th Avenue, 78th Avenue, and commercial access to Starlite Center/76th Avenue).

Page 4-22: Effect on community character:

Although minor variations in visual character directly adjacent to the proposed changes may occur due to the construction of an OMF, acquisition and removal of residential and commercial properties, and access closures, these changes are not expected to change the overall community character of the areas near Alignment B in Brooklyn Park. The effects are confined to limited areas and are not anticipated to affect the overall community character.

Page 4-23: Effect on community cohesiveness:

The effects are confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Page 4-23: ■ **Brooklyn Park**

Four community facilities, all of which are parks, were identified along Alignment C in Brooklyn Park. An evaluation of noise, access, changes in visual character, and location relative to Alignment C determined that the transitway would not disrupt the function of any of the park resources identified in Table 4.2-6.

Direct/indirect effects can be summarized as follows:

- Potential for noise impacts to residences north of I-94.
- Change of access to one commercial property (a drive-in restaurant) along West Broadway Avenue
- Expansion of the park-and-ride west of the 63rd Avenue station is anticipated. Adjacent residential neighborhoods may experience the effect of increased traffic.

Effect on community character:

Potential for increased noise at several residences, acquisition of one commercial property, and increased traffic near the park-and-ride are not anticipated to change the overall community character of the area near Alignment C in Brooklyn Park. The effects would be confined to limited areas and are not expected to affect the overall community character.

Effect on community cohesiveness:

The effects would be confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Page 4-23: ■ **Crystal**

Community facilities along Alignment C in Crystal are listed in Table 4.2-7.

Increased noise is anticipated to occur at Doug Stanton Ministries. As activities of the ministry are assumed to be indoors, no adverse impacts are anticipated. No other direct or indirect impacts are expected for the community facilities identified in Table 4.2-7. An evaluation of noise, access, right-of-way requirements, and changes in visual character determined that the transitway would not affect the function of these community facilities.

Page 4-24:

No direct or indirect impacts are anticipated for park resources along Alignment C in Crystal, which are identified in Table 4.2-8.

The Bass Lake Road station would be located directly east of Becker Park. The location of Becker Park is depicted in Figure 4.2-3. Fencing along the eastern boundary of the park provides a barrier to the existing railroad and the proposed transit station. Becker Park, nearby commercial uses, and a senior housing complex located just south of the park may benefit from improved transit access provided by the proposed station.

An evaluation of noise, access, changes in visual character, and location relative to Alignment C determined that Broadway Park, Skyway Park, North Bass Lake Park, Lions Soo Line Park, Cavanagh Park, North Lions Park, and Welcome Park would not be adversely affected by the transitway.

Page 4-24/25:

Direct/indirect effects can be summarized as follows:

- Potential for existing residences at several locations adjacent to Alignment C to experience the effect of increased noise

Effect on community character:

Increased noise is not anticipated to affect the community character of the area surrounding Alignment C in Crystal.

Effect on community cohesiveness:

Potential noise impacts would not affect community cohesion as it is localized and does not present a physical or social barrier.

Page 4-25: ■ **Robbinsdale**

No direct or indirect impacts are anticipated for the community facilities along Alignment C in Robbinsdale, which are identified in Table 4.2-9. An evaluation of noise, access, right-of-way requirements, and changes in visual character determined that the transitway would not disrupt the function of these community facilities.

Park resources along Alignment C in Robbinsdale are listed in Table 4.2-10.

Triangle Park is located adjacent to Alignment C, and park users are expected to experience the effects of increased noise. The perimeter of Triangle Park is bounded by chain-link fencing. Lee Park is bordered by the railroad corridor on the east, with fencing providing a barrier between the railroad corridor and the park. The fencing is expected to remain, thereby providing a barrier between park activities and transitway operations. The location of Triangle Park and Lee Park are shown in Figure 4.2-4.

An evaluation of noise, access, and changes in visual character determined that Spanjers Park, Mielke Park, Thomas Hollingsworth Park, Lakeview Terrace Park, and Lee Park would not be adversely affected by the transitway.

Page 4-25/26: Direct/indirect effects can be summarized as follows:

- Residences adjacent to Alignment C, particularly along the east side, are expected to experience the effect of increased noise generated by transitway operations.
- Five commercial parcels (three properties with buildings and two parking lots) would be acquired to accommodate parking near the Robbinsdale station. Hubbard Marketplace, one of the three commercial properties, would likely be replaced by another structure that would serve as a transit facility.

Effect on community character:

Increased noise and the acquisition of five commercial properties are not anticipated to change the overall community character of the area surrounding Alignment C in Robbinsdale. Although minor changes in visual character may occur due to the removal of commercial properties, the positive effect of improved access provided by the Robbinsdale station is anticipated to support retail and commercial activity in the area. The effects would be confined to limited areas and are not expected to affect the overall community character.

Effect on community cohesiveness:

The effects would be confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Page 4-26: ■ **Robbinsdale**

Three community facilities, all of which are parks, were identified along Alignment D1 in Robbinsdale. These parks are listed in Table 4.2-11.

Sochacki Park is bordered by June Avenue and residential backyards on the west and the BNSF railroad corridor on the east. There is a trail within Sochacki Park that parallels the railroad north of Grimes Pond. The trail is less than 50 feet from the railroad in some locations. The natural setting of Sochacki Park may be somewhat diminished due to the proximity of the trail to Alignment D1. The location of Sochacki Park is depicted in Figure 4.2-4.

South Halifax Park is east of Alignment D1 and south of Lowry Avenue. East of Alignment D1, the existing BNSF railroad corridor is buffered by an Xcel Energy substation facility, South Halifax Park, and large densely vegetated backyards. Deciduous vegetation provides some screening of the existing railroad corridor for residents along Indiana Avenue. Given its proximity to Alignment D1, moderate visual impacts are possible. The location of South Halifax Park is shown in Figure 4.2-4.

No direct or indirect impacts are anticipated for Parkview Park, as it is located far enough away from Alignment D1 that no impacts are expected.

Page 4-27: Direct/indirect effects can be summarized as follows:

■ Noise impacts are anticipated for residents north of South Halifax Park along Indiana Avenue between 33rd Avenue and Lowry Avenue.

Effect on community character:

Increased noise for residents north of South Halifax Park is not anticipated to change the community character of the area surrounding Alignment D1 in Robbinsdale. The effects would be confined to limited areas and are not expected to affect the overall community character.

Effect on community cohesiveness:

The effects would be confined to limited areas and would not present a substantial physical or social barrier affecting community cohesion.

Page 4-37: **4.3 Displacement of Residents and Businesses**

The Bottineau Transitway Project would require the acquisition of land (partial and full) for the construction and operation of the transitway. Each alignment would require additional land beyond that already dedicated to transportation purposes. This section summarizes land acquisition and residential, commercial, and farmland displacements associated with the proposed alignments and alternatives.

Page 4-40: Operations and Maintenance Facilities

In addition to the right-of-way needed to construct the proposed alternatives, the Bottineau Transitway Project would require the construction of an OMF. Three potential OMF locations have been identified, one of which would be selected for the proposed project.

.....

For the alternatives including Alignment B, an OMF facility would be located at the northern end of the alternative in Brooklyn Park on one of two potential sites: the 93rd Avenue and West Broadway Avenue park-and-ride site or the northwest quadrant of the Winnetka Avenue and 101st Avenue intersection. The OMF site north 93rd is currently undeveloped farmland. The OMF site north of 101st Avenue consists of an undeveloped parcel owned by the City of Brooklyn Park and a parcel that contains a portion of the Rush Creek Regional Trail, which is under the jurisdiction of Three Rivers Park District. Table 4.3-5 provides an estimate of the number of parcels and acres required for each OMF alternative. The number of parcels and acres needed for the OMF would be in addition to the right-of-way requirements identified in Table 4.3-1 and Table 4.3-2.

Page 4-40: Traction Power Substations

Proposed TPSS would be located along the LRT line and spaced approximately $\frac{3}{4}$ mile to one mile apart, with most located near LRT stations. TPSS would be located on limited access sites that would be approximately 4,000 square feet (less than 0.1 acre) in size and able to accommodate a single-story building that is about 40 feet by 20 feet. Although most TPSS are expected to fit within the transportation right-of-way, there may be cases where these buildings may be sited outside of existing right-of-way.

Page 4-40: Displacements and Relocations

The Bottineau Transitway Project is expected to require the relocation of residents (both renters and property owners) as well as several commercial properties.¹ Table 4.3-6 depicts the number of residential and business displacements by alignment, while Table 4.3-7 shows the number of displacements by project alternative. The financial and other compensation that displaced residents and businesses would be entitled to is described under Section 4.3.5 Avoidance, Minimization, and/or Mitigation Measures.

Page 4-42: Alignment B (part of the Preferred Alternative)

Eight owner-occupied residential parcels east of West Broadway Avenue and south of Brooklyn Boulevard in Brooklyn Park would be acquired to construct the LRT tracks and guideway. A search of available housing in the area indicates that similar housing stock currently exists as a potential source of relocation.

Relocation of one business is anticipated north of 73rd Avenue where Alignment B transitions from West Broadway Avenue to CSAH 81. Commercial property of similar use is currently available in the area.

Alignment C (part of the Preferred Alternative)

Two business relocations are anticipated along Alignment C to construct the Bottineau Transitway. Two businesses (electronics store and Asian market) are situated east of the proposed Robbinsdale station. Commercial property of similar use is currently available in the area.

A drive-in restaurant is located west of CSAH 81 and north of I-94 in Brooklyn Park. The parking lot of the restaurant is currently located on railroad right-of-way. Access to this property would be impacted by the project. Refinements would be considered during final design to minimize and/or mitigate these impacts.

Alignment D1 (part of the Preferred Alternative)

No residential or business relocations would be necessary along Alignment D1.

4.6 Business Impacts

Page 4-77: 4.6.3 Affected Environment

Existing Economic Activity

The following section outlines the existing economic activities within the Bottineau Transitway. Existing uses are described for each alignment.

Alignment B (part of the Preferred Alternative)

Agricultural activities at the north end of Alignment B are currently transitioning from agricultural to commercial use, most notably with the development of the Target North Campus and developing business parks in the area of the proposed 93rd Avenue station.

The proposed Brooklyn Boulevard station lies within a large suburban commercial node characterized by “big box” (e.g., Target) and other auto-oriented retail.

Alignment C (part of the Preferred Alternative)

Numerous commercial and industrial uses surround Alignment C in the cities of Brooklyn Park, Crystal, and Robbinsdale. At the proposed 63rd Avenue station area, a small cluster of businesses is located on the west side of CSAH 81. The *Brooklyn Park Comprehensive Plan* guides future redevelopment of this area to mixed use.

South of 63rd Avenue, few businesses are located adjacent to the Bottineau Transitway with the exception of the Crystal Airport located on the east side of CSAH 81. Commercial activity increases south of the Bass Lake Road station area.

East of the Robbinsdale station lies “downtown” Robbinsdale, a large retail/office area centered on both West Broadway Avenue and CSAH 81. The *City of Robbinsdale Comprehensive Plan* envisions intensification of commercial use in the downtown area.

Page 4-81: 4.6.5 Avoidance, Minimization, and/or Mitigation Measures

The alternatives development process sought to minimize impacts to the greatest degree possible while preserving project benefits.

Loss of commercial property would be mitigated by payment of fair market compensation and provision of relocation assistance in accordance with applicable laws and statutes, as noted in Section 4.3 Displacement of Residents and Businesses.

While not a specific mitigation measure, Hennepin County and the Metropolitan Council would support local communities’ station area planning efforts to enhance the potential economic benefits of the Bottineau Transitway through community development.

Measures to avoid and/or minimize adverse impacts to businesses during project construction including maintenance of traffic, maintenance of access, business signage, and advance communication of construction activities would be provided.

Chapter 5.0 Physical and Environmental Analysis

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/14-Chapter%205-Physical%20and%20Environmental%20Analysis.pdf

5.6 Noise

Page 5-39: Noise Impact Criteria

Noise Sensitive Land Use Categories

The FTA classifies noise-sensitive land uses into the following three categories:

- Category 1: Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with significant outdoor use. Also included are recording studios and concert halls.
- Category 2: Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity is assumed to be of utmost importance.
- Category 3: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included, such as parks used for passive recreation like reading, conversation, meditation, etc. However, most parks used primarily for active recreation would not be considered noise sensitive.

Page 5-48/49: **5.6.3 Affected Environment**

Alignment B (part of the Preferred Alternative)

This alignment is located along CSAH 103 and CSAH 130, and the predominant noise sources are traffic on CSAH 103, CSAH 130, and local roadways. Activity from residential neighborhoods, schools, and commercial land uses also contribute to the existing noise environment. Noise-sensitive land use includes North Hennepin Community College, Step by Step Montessori School, and several single- and multi-family residences north and south of CSAH 109 (85th Avenue).

Alignment C (part of the Preferred Alternative)

This alignment is located within the BNSF railroad corridor from 73rd Avenue North in Brooklyn Park to 36th Avenue North in Robbinsdale. The alignment is located along CSAH 81 starting from the north, and then shifts to run along West Broadway Avenue after crossing the CP railroad tracks. This alignment also passes by Crystal Airport. The predominant noise sources affecting the existing noise environment are traffic on CSAH 81 and West Broadway Avenue, BNSF train traffic, and airport activity. Noise-sensitive land use includes single- and multi-family residences, schools, churches, several hotels, parks identified for passive use, and Glen Haven Memorial Garden Cemetery, located about 450 feet west of the proposed alignment.

Page 5-54: **5.6.4 Environmental Consequences; Alignment B (part of the Preferred Alternative)**

For Alignment B, severe noise impact is predicted to occur at eight residences and moderate noise impact at 150 residences. Moderate noise impact is also predicted to occur at Prince of Peace Lutheran Church. The impacts in this section are largely due to receiver proximity to the track and wayside crossing signals, as well as proximity to crossovers.

Alignment C (part of the Preferred Alternative)

For Alignment C, the total number of impacts differs depending on the north alignment option selected (Alignment A or B) as the assumed LRT speed at the 71st Avenue grade crossing is lower with Alignment A due to the proximity to the 71st Avenue station. The noise analysis assumes a bell will be sounded at the 71st Avenue grade crossing with Alignment A and a horn will be sounded with Alignment B. Severe noise impact is predicted to occur at up to 481 residences, and also at Robin Hotel, Doug Stanton Ministries, and Triangle Park. Moderate noise impact is predicted to occur at up to 689 residences, and also at Washburn McReavy Funeral Home, Sacred Heart Church and School, Welcome Park, and Lee Park. The impacts in this section are largely due to the use of the LRV high-horn audible warning device. Impacts are also caused by receiver proximity to the LRT track, the relocated BNSF rail line, and crossovers.

Page 5-59: **Table 5.6-8. Potential Noise Mitigation Measures for Operational Impacts**

(JV notes this table outlines the types of noise mitigation measures)

Page 5-61 **Table 5.6-9. Potential Noise Mitigation Measures by Alignment**

(JV notes: this info is excerpts from chart)

B (part of the Preferred Alternative): Potential mitigation could include the implementation of quiet zones from 73rd Avenue to 40th Avenue, sound insulation, and modification to the design, settings, or use of audible warning devices.

C2 (part of the Preferred Alternative): Potential mitigation could include the implementation of quiet zones from 73rd Avenue to 40th Avenue, modifying or relocating crossovers located between 39th Avenue North and 37th Avenue North, and the potential installation of two noise barriers on the east side of the alignment between Corvallis Avenue North and West Broadway Avenue and between 40th Avenue North and 34th Avenue North. Further potential mitigation includes modifications to the design, settings, and use of audible warning devices at grade crossings, additional noise barriers, or sound insulation.

Chapter 6.0 Indirect Effects and Cumulative Impacts

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/15-Chapter%206-Indirect%20Effect%20and%20Cumulative%20Impacts.pdf

Page 6-4: (map) **Figure 6.2-1 Primary Study Areas for Indirect and Cumulative Impacts**

Page 6-4: **6.4.3 Community Character, Services, and Facilities**

Indirect

As described elsewhere, a potential indirect effect of the project would be that new businesses and residential developments are attracted to locate in the station areas. This new development could in turn result in increased use of and demand for community services (parks for example) and facilities (recreation centers, for example) and changes in community character (a quiet area becomes busier). For locations where comprehensive plans call for mixed-use development, such changes in character would be consistent with planned growth and development.

Cumulative

Over time, continued development of transit and transportation facilities in the project area, combined with future actions and the direct and indirect effects of the Bottineau Transitway Project, would place increased demands on community services and facilities and would change community character. For locations where comprehensive plans call for mixed-use development, such changes in character would be consistent with planned growth and development.

Page 6-12: **6.4.8 Business Impacts**

Indirect

Adverse indirect impacts to businesses could result from displacement as a result of new development (see Section 6.4.4). Potential positive indirect impacts could include improved access to customers and employees as a result of the improved connectivity provided by the Bottineau Transitway.

Cumulative

Continued development of transit and transportation facilities in the project area over time, combined with future actions and the direct and indirect effects of the Bottineau Transitway Project, may cumulatively strengthen the business climate by providing improved transportation access to customers and employees. While individual businesses could be affected negatively, the overall (cumulative) result would be expected to be positive.

Mitigation

Development that occurs in response to the Bottineau Transitway and the reasonably foreseeable future actions would be expected to increase access to businesses in the area and expand the base of potential local consumers. No additional mitigation is required.

Page 6-12: **6.4.9 Safety and Security**

Indirect

It is possible that the increased development density and intensity anticipated around new transit stations would affect law enforcement and security providers. New planned concentrations of residential, commercial, and other uses would

put more transit riders, pedestrians, and bicyclists in proximity with transit vehicles, tracks, crossings, and freight rail, potentially creating safety conflicts. This could in turn place greater demands on security providers and/or require changes in current patrol routes, schedules, and equipment needs.

Cumulative

The continued development of transit and transportation facilities in the project area over time, combined with future actions, natural population growth, and the direct and indirect effects of the Bottineau Transitway Project, may cumulatively add to the demands on law enforcement and security providers, potentially affecting staffing levels and budgets over the long-term.

Mitigation

Safety and security measures to address induced development and future actions would be planned for by the local municipalities, counties, and emergency service providers. Metro Transit will provide security at and around the stations, and transit rider, pedestrian, and bicycle safety features will be incorporated into design and maintained/enforced over time. No additional mitigation is required.

Page 6-13: **6.4.10 Environmental Justice**

Indirect

Potential indirect effects on environmental justice populations could result from increased development and redevelopment in the station areas. While not every station area is likely to see significant change in the short-term, those where demand for new development is stronger would be likely to experience increased property values and corresponding increases in rents and real estate taxes. While these impacts would be experienced by all populations within the study area, low-income persons may experience them to a greater extent and, particularly if they rent rather than own property, more likely as an adverse impact.

Cumulative

Development around station areas in combination with future actions could result in increased property values and corresponding increases in rents and real estate taxes. While these impacts could be experienced by all populations in the study area, low-income persons are more likely to experience them as adverse.

Mitigation

No mitigation is identified.

Page 6-17 thru 6-21: **Table 6.4-1. Summary of Indirect Effects and Cumulative Impacts**

(JV notes – this table outlines all Indirect Effects and Cumulative Impacts along with any mitigation proposed)

Chapter 7.0 Environmental Justice http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/16-Chapter%207-Environmental%20Justice.pdf

Page 7-2: **7.2.3 Identifying Minority and Low-Income Populations**

As defined in *FTA Circular 4703.1*, minority populations are any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans who will be similarly affected by the proposed project. Minority includes persons who are American Indian and Alaska Native, Asian, Black, or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.

2010 Census data were used to map the percentage of minorities in each census block in the Bottineau Transitway study area. In addition, the presence of minority populations in the corridor were further recognized and documented through engagement work by the Corridors of Opportunity grantee organizations, extensive public engagement in the corridor as part of the NEPA process, interviews and outreach as part of the *Bottineau Transitway Health Impact Assessment (HIA)*,

and data analysis, outreach, and research as part of Bottineau Station Area Pre-Planning. Please see Section 7.4.1 for more information on these efforts.

Page 7-3: **Table 7.3-1. Minority Population by State, Region, County, and Corridor**

Bottineau Transitway: Total population – 74,099; Non-Minority population 35, 266; Minority population – 38,833; Percent Minority – 52.4%

JV notes: I just excerpted the Bottineau Transitway statistics see table for complete comparisons

Page 7-3:

Environmental Justice 7.3 Populations in the Study Area

Minority populations were further analyzed to identify individual minority statistics. While census data identify African Americans, Asian Americans, and Latino populations shown in Figures 7.3-2 through 7.3-4, community engagement and Corridors of Opportunity grantee organizations have facilitated a more nuanced understanding of study area populations. A significant part of the African American population in the study area is comprised of new immigrants primarily from Somalia and Ethiopia, and Hmong and Lao are distinct Asian American communities in the corridor. Further discussion of minority populations, Corridors of Opportunity, and community engagement is in Section 7.4.

Page 7-4: **Table 7.3-2. Low-Income Population by State, Region, County, and Bottineau Transitway**

Bottineau Transitway: Total population – 98951; Population living above poverty line – 80,966; Population living below the poverty line 17,985; Percent in Poverty – 18.1%

JV notes: I just excerpted the Bottineau Transitway statistics – see table for full comparisons; also maps of minority populations and low income on pages 7-5 thru 7-9

Page 7-10

7.4 Public Engagement

7.4.1 Project Engagement Efforts

Engagement efforts throughout the Bottineau Transitway Draft EIS process built upon local knowledge of the project and processes as well as outreach efforts carried out through the Alternatives Analysis phase of project development. Station area pre-planning and *Bottineau Transitway HIA* outreach efforts coincided with outreach on the Draft EIS and provided additional opportunities for residents and businesses in the corridor to learn more about the project. Committee meetings, interviews, focus groups, and data gathered as part of station area pre-planning and the *HIA* provided additional information to the HCRRA, Metropolitan Council, and FTA regarding low-income and minority populations in the study area.

JV notes: detailed community engagement efforts on pages 7-10 thru 7-12

Page 7-13: **7.4.2 Corridors of Opportunity Grantee Organization Community Engagement Efforts**

The Corridors of Opportunity Initiative awards grants to place-based organizations that work with underrepresented communities to educate and organize communities around transit corridor decision making, planning, and implementation opportunities important to them.

Ten Corridors of Opportunity grantee organizations have engaged minority and low-income populations in the Bottineau Transitway. Organizing work is carried out independently from the Metropolitan Council, HCRRA, and FTA, but has enabled effective dissemination of project information, and enhanced agencies' understanding of the communities in the corridor. These organizations and their engagement efforts related to the Bottineau Transitway are described in the following sections.

JV notes: Each Corridors of Opportunity grantee organization has a description on pages 7-13 thru 7-15

Page 7-21: **7.5 Environmental Justice Impacts Analysis**

7.5.1 Operating Phase (Long-Term) Impacts

A multi-step process was used to identify the potential for disproportionately high and adverse effects on Environmental Justice populations.

First, impact categories were selected including land use, traffic, parking, community character and facilities (including parks), right-of-way and relocations, visual quality, safety and security, noise, vibration, air quality, traction power substations (TPSS), and operations and maintenance facilities (OMFs). These categories were selected because the impacts in these categories tend to be localized and have the potential for high or disproportionate impact to environmental justice populations. Other categories evaluated in this Draft EIS were not considered because they either presented no impacts, or their effects would be experienced by all populations living in the study area, regardless of race, ethnicity, or socioeconomic status.

Each Bottineau Transitway alternative was then evaluated in each category, as shown in Table 7.5-1. The evaluation is based on the results documented in Chapter 3 Transportation Analysis,¹² Chapter 4 Community and Social Analysis,¹³ and Chapter 5 Physical and Environmental Analysis.¹⁴ Categories with potential effects were then carried forward to another level of analysis to determine whether those effects were high or disproportionate to environmental justice populations.

Page 7-22 thru 7-23: **Table 7.5-1. Operating Phase: Potential Impacts by Alternative**

JV notes – in my excerpts I am only including the impacts of the Locally Preferred Alignment – see table and following narratives for more complete info

Impact Categories	Potential Effects by B-C-D1 (preferred alternative)	Analyze for potential high & adverse effects to EJ populations
Land Use	No	No
Vehicular Traffic	No	No
Pedestrian and Bicycle Facilities	No	Yes
Parking	No	Yes
Community Facilities/Community Character and Cohesion	No	Yes
Displacement of Residents and Businesses	Yes	Yes
Visual/Aesthetics	Yes	Yes
Safety and Security	No	No
Noise	Yes	Yes
Vibration	Yes	Yes
Air Quality	No	No
TPSS (Traction Power Substations)	No	No
OMF (Operations Maintenance Facility)	No	No

Page 7-29: **Table 7.5-5. Construction Phase: Potential Impacts by Alternative**

JV notes – in my excerpts I am only including the impacts of the Locally Preferred Alignment – see table and following narratives for more complete info

Impact Categories	Potential Effects by B-C-D1 (preferred alternative)	Analyze for potential high & adverse effects to EJ populations
Land Use	No	No
Vehicular Traffic	Yes	Yes
Pedestrian and Bicycle Facilities	Yes	Yes

Parking	No	Yes
Community Facilities/Community Character and Cohesion	No	Yes
Displacement of Residents and Businesses	N/A	No
Visual/Aesthetics	No	No
Safety and Security	No	No
Noise	Yes	Yes
Vibration	Yes	Yes
Air Quality	No	No
TPSS (Traction Power Substations)	No	No
OMF (Operations Maintenance Facility)	No	No

Page 7-33: **7.5.3 Offsetting Project Benefits**

7.5.3.1 Increased Transit Service

Community members have identified providing affordable, accessible, and equitable transportation to low-income and minority residents so that they can have access to financial opportunities (jobs), educational opportunities, health services, and healthy food sources as one of the benefits of the Bottineau Transitway Project.²⁶ The *Bottineau Transitway HIA* also identified that reliable, accessible public transportation could decrease reliance on automobiles, reducing household transportation costs and making the combined costs of housing and transportation more affordable in this corridor.

The Bottineau Transitway would provide significant increase in safe, reliable, and efficient transportation options for minority and low-income populations located along all proposed alignments. Table 7.5-7 summarizes the daily hours of user benefits that would accrue to new and existing (as accounted for in the Enhanced Bus/TSM alternative) transit riders as a result of each alternative. User benefits reflect travel time savings compared to the Enhanced Bus/TSM alternative, including factors such as walk access, service frequency, travel speed, and connections at transfer points. See the Transportation Technical Report (Kimley-Horn and Associates & SRF Consulting Group, 2012) Section 3.0 for additional information.

Page 7-34

7.5.3.2 Operational Phase Economic Benefits

Each of the Bottineau Transitway alternatives is anticipated to create jobs and additional earnings as a result of Operations and Maintenance (O&M) expenditures. Although these O&M expenses would originate from local sources, they represent spending that would not take place except for the implementation of this service. The expansion of transit service associated with the alternatives creates an expansion of economic activity in the counties of the Minneapolis-St. Paul-Bloomington Metropolitan Statistical Area (MSA), thus generating recurring net economic impacts (long-term). Other potential sources of federal funding for maintenance exist as grants and could be applied to preventative maintenance in later years. If future federal funds are received and applied to maintenance activities, they could generate additional net economic effects to the local and state economies through increased employment and earnings. Community members also identified economic development, increased business investments, and revitalization in north Minneapolis and Brooklyn Park as a potential benefit of the Bottineau Transitway project.

7.6 Environmental Justice Analysis Conclusions

Page 7-36 **7.6.3 Alternative B-C-D1 (Preferred Alternative)**

This alternative does not impose disproportionately high and adverse human health or environmental effects on EJ populations.

8.0 Draft Section 4(f) Evaluation [http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/17-Chapter%208-Draft%20Section%204\(f\)%20Evaluation.pdf](http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/17-Chapter%208-Draft%20Section%204(f)%20Evaluation.pdf)

Page 8- 1: **8.1.1 Types of Section 4(f) Properties**

The Bottineau Transitway, as described in Chapter 2, may receive federal funding; therefore, compliance with Section 4(f) of the US Department of Transportation Act of 1996, 49 USC 303(c) is required. Section 4(f) requires consideration of:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly-owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public

Page 8-8 (map) **Figure 8.3-1. Park and Recreational Properties adjacent to the Bottineau Transitway**

8.3.2 Park and Recreational Properties

Page 8-7:

The *North Hennepin Community College ball fields* are located at the southern boundary of the 75-acre campus. The two ball fields occupy the area east of West Broadway Avenue and south of Campus Park Drive. Although public use of the ball fields is not prohibited, arrangements must be made with the facilities manager. According to athletic department staff, the ball fields are seldom used by the public and special arrangements are required. Therefore, the ball fields are not considered a Section 4(f) resource.

Two *Conservancy Districts* are identified in the Brooklyn Park Zoning Map (revised October 2012). One parcel is located along Alignment B (west of West Broadway Avenue and south of 82nd Avenue) and one parcel is located along Alignment C (west of CSAH 81 and north of 62nd Avenue). According to the City's zoning code, the *Conservancy District is intended to provide for a district for areas that contain valuable environmental qualities which are to be preserved as park or open space amenities and to prevent the over-crowding of land, to avoid undue concentration of population, a specific public purpose, and/or alleviate the burden of development from environmentally sensitive lands. These areas may also have been found to be unsuitable for residential, commercial, or industrial development due to flooding or bad drainage, slope, adverse soil conditions, rock formations, and/or unique natural features.* The properties located adjacent to the Bottineau Transitway function as drainage control and the City's comprehensive plan does not identify them as recreational lands. Therefore, they are not considered Section 4(f) resources.

On-road bicycle trails are present along Bass Lake Road, Plymouth Avenue, 26th Avenue, and Lowry Avenue. These on-road trails serve primarily a transportation purpose rather than a recreational function. Therefore, they are not considered Section 4(f) resources.

Page 8-9 thru 8-11: **Table 8.3-1. Publicly Owned Park and Recreational Properties Adjacent to the Bottineau Transitway**

(JV notes: detailed table on each park and recreational property)

Page 8-17: *Measures to Minimize Harm*

Potential mitigation (avoidance, minimization, and compensation efforts) for this resource include:

- Design of the OMF site to avoid or minimize impacts to the 4(f) resource. Measures to reduce the footprint of the OMF will be explored during preliminary and final project design and development. Reconfiguration of the OMF may avoid or minimize impacts to the turf trail located south of the paved Rush Creek Regional Trail.
- Relocation of affected park facilities (turf trail). If necessary, the turf trail would be realigned to create a greater distance between the turf trail and the proposed OMF. Trees and shrubs would be planted to provide visual screening

between the realigned turf trail and the OMF. If design refinements determine that the turf trail would not need to be realigned, plantings could still be added to provide visually screening.

- Provision of replacement land for land required by the OMF. Construction of the proposed OMF at 101st Avenue would require partial acquisition of a parcel owned by Three Rivers Park District. Acquisition of an adjacent undeveloped property to the east would also be necessary. Only the southern portion of the undeveloped parcel, owned by the City of Brooklyn Park, would be needed to construct the OMF. City land dedicated to parkland adjacent to the Rush Creek Regional Trail north of the proposed OMF could be considered for mitigation purposes, should the portion of the Three Rivers Park District property be converted to transportation use. Three Rivers Park District has not reviewed this land mitigation proposal but indicates intent to coordinate with project staff to evaluate the potential natural resource and recreation impacts and identify creative mitigation solutions.

Chapter 9.0 Consultation and Coordination

http://bottineautransitway.org/library/draft_EIS_march_2014/by_section/18-Chapter%209-Consultation%20and%20Coordination.pdf

Page 9-1: **9.1 Public Outreach Approach**

Page 9-4: **9.2 Summary of Public Outreach Activities**

Page 9-9: **9.3 Agency Coordination**

Appendix:

Technical Report Environmental Justice

http://bottineautransitway.org/library/draft_EIS_march_2014/technical_reports/Environmental%20Justice%20Tech%20Report_December%202012.pdf

JV notes this section has more detailed demographics ie city by city.

Bottineau Transitway Draft Environmental Impact Statement Comment Form

Federal and state environmental rules require that an Environmental Impact Statement (EIS) be prepared for the proposed Bottineau Transitway project. The EIS process includes the preparation of a Draft EIS, which must be made available for public review and comment.

The Draft EIS discusses the purpose and need for the project, the alternatives considered, the impacts of these alternatives, and the agencies and persons consulted.

Comments on the Draft EIS will be accepted through May 29, 2014. All comments must be received by that date. Please include a return mailing address with all comments.

Public hearings on the Draft EIS will be held on May 7, May 8, May 13, and May 14, 2014. To learn more about the hearings and for more project information, visit the project website at <http://www.bottineautransitway.org/>.

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- ① support public transportation
- ② concerned about LRT station across the street from our church, noise, safety etc.
- ③ Believe parkland should be treasured + saved.
- ④ Residents of G.V. own cars, etc. Ridership mostly from outside G.V.?
- ⑤ NIMBY is involved. Also "NIYBY" is in effect. Riders from suburbs and downtown are saying "Not in your back yard" - your back yard meaning North Mpls.
As church we support transit to be located where people w/o transportation will have access.
- ⑥ Disruption in immediate time period needs to be put in comparison to long range development, improvements, and increased property value, and neighborhood improvement, and transportation to jobs.