WELCOME

Welcome to the METRO Blue Line Extension Community Meeting
**LANE OPTIONS RECOMMENDED TO ADVANCE**

### 4/5 Lanes with Grade Separated Interchange with LRT

**CROSS SECTION**

**Airport Rd to Corvallis Ave N**

1. 2 lanes of vehicular traffic in each direction, center running LRT in median grade separated interchange at Bass Lake Road

2. 3 lanes of vehicular traffic between Corvallis Ave and HWY 100 to accommodate HWY 100 traffic volume

### 4/6 Lanes at Grade with LRT

**CROSS SECTION**

**Airport Rd to Wilshire Blvd**

1. 3 lanes of vehicular traffic in each direction, center running LRT in median

2. 2 lanes of vehicular traffic in each direction, center running LRT in median

3. 3 lanes of vehicular traffic between Corvallis Ave and HWY 100 to accommodate HWY 100 traffic volume
SAFETY CONSIDERATIONS

Intersection Conflict Points

At-Grade Intersection

Grade-Separated Interchange
## COUNTY ROAD 81 TRAVEL TIME
### Between Highway 100 and Crystal Airport Road

<table>
<thead>
<tr>
<th>Legend</th>
<th>0 to ±5 sec</th>
<th>+5.1 to +10 sec</th>
<th>-5.1 to -10 sec</th>
<th>+10.1 to +15 sec</th>
<th>-10.1 to -15 sec</th>
<th>&gt;+15 sec</th>
<th>&lt;+15 sec</th>
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</table>

<table>
<thead>
<tr>
<th></th>
<th>AM Peak Hour</th>
<th></th>
<th>PM Peak Hour</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northbound</td>
<td>Southbound</td>
<td>Northbound</td>
<td>Southbound</td>
</tr>
<tr>
<td>No build</td>
<td>2 min 56 sec</td>
<td>3 min 19 sec</td>
<td>2 min 58 sec</td>
<td>3 min 50 sec</td>
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<tr>
<td>4 lanes, at grade</td>
<td>+15 sec</td>
<td>+48 sec</td>
<td>+167 sec</td>
<td>+79 sec</td>
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<tr>
<td>4/5 lanes, grade seperated interchange</td>
<td>-15 sec</td>
<td>-24 sec</td>
<td>-5 sec</td>
<td>-34 sec</td>
</tr>
<tr>
<td>4/6 lanes, at grade (&quot;4-6-4 option&quot;)</td>
<td>+10 sec</td>
<td>+17 sec</td>
<td>+18 sec</td>
<td>-10 sec</td>
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<tr>
<td>6-lane Bass Lake Road at grade intersection</td>
<td>-1 sec</td>
<td>-1 sec</td>
<td>+7 sec</td>
<td>-1 sec</td>
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<tr>
<td>6-lane grade seperated interchange</td>
<td>-17 sec</td>
<td>-27 sec</td>
<td>-16 sec</td>
<td>-66 sec</td>
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# CROSS STREET TRAVEL TIME

**AM Peak Hour**

<table>
<thead>
<tr>
<th>Travel Time (seconds) during AM Peak Hour</th>
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</thead>
<tbody>
<tr>
<td>CSAH 81 &amp; Bass Lake Road</td>
</tr>
<tr>
<td>Eastbound</td>
</tr>
<tr>
<td>---</td>
</tr>
<tr>
<td><strong>No build</strong></td>
</tr>
<tr>
<td><strong>4 lanes, at grade</strong></td>
</tr>
<tr>
<td><strong>4/5 lanes, grade separated interchange</strong></td>
</tr>
<tr>
<td><strong>4/6 lanes, at grade (&quot;4-6-4 option&quot;)</strong></td>
</tr>
<tr>
<td><strong>6-lane Bass Lake Road at grade intersection</strong></td>
</tr>
<tr>
<td><strong>6-lane grade separated interchange</strong></td>
</tr>
<tr>
<td><strong>Build approach Volume (vehicles per hour)</strong></td>
</tr>
</tbody>
</table>
## CROSS STREET TRAVEL TIME

**PM Peak Hour**

### Legend

<table>
<thead>
<tr>
<th>Legend</th>
<th>Travel Time (seconds)</th>
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</thead>
<tbody>
<tr>
<td>0 to ±5 sec</td>
<td>-5.1 to -10 sec</td>
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<tr>
<td>+5.1 to +10 sec</td>
<td>-10.1 to -15 sec</td>
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<tr>
<td>+10.1 to +15 sec</td>
<td>&gt;+15 sec</td>
</tr>
<tr>
<td>-15 sec</td>
<td></td>
</tr>
</tbody>
</table>

### Travel Time (seconds) during AM Peak Hour

<table>
<thead>
<tr>
<th>CSAH 81 &amp; Bass Lake Road</th>
<th>CSAH 81 &amp; Willshire Blvd</th>
<th>CSAH 81 &amp; Corvalis Ave N</th>
<th>CSAH 81 &amp; 47th Ave N</th>
<th>CSAH 81 &amp; TH 100 SB Ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>Westbound</td>
<td>Eastbound</td>
<td>Westbound</td>
<td>Eastbound</td>
</tr>
<tr>
<td>No build</td>
<td>34 sec</td>
<td>42 sec</td>
<td>13 sec</td>
<td>18 sec</td>
</tr>
<tr>
<td>4 lanes, at grade</td>
<td>-5 sec</td>
<td>+12 sec</td>
<td>+11 sec</td>
<td>+14 sec</td>
</tr>
<tr>
<td>4/5 lanes, grade separated interchange</td>
<td>+11 sec</td>
<td>+25 sec</td>
<td>+5 sec</td>
<td>+6 sec</td>
</tr>
<tr>
<td>4/6 lanes, at grade (&quot;4-6-4 option&quot;)</td>
<td>-6 sec</td>
<td>+13 sec</td>
<td>+6 sec</td>
<td>+1 sec</td>
</tr>
<tr>
<td>6-lane Bass Lake Road at grade intersection</td>
<td>+3 sec</td>
<td>+13 sec</td>
<td>+7 sec</td>
<td>+1 sec</td>
</tr>
<tr>
<td>6-lane grade separated interchange</td>
<td>+11 sec</td>
<td>+24 sec</td>
<td>+5 sec</td>
<td>+4 sec</td>
</tr>
</tbody>
</table>

### Build approach Volume (vehicles per hour)

| Build approach Volume (vehicles per hour) | 1282 | 500 | 125 | 195 | 157 | 76 | 48 | 45 | 361 |
JOIN
the Blue Line Extension Community Advisory Committee

Represent your city on the Metro Blue Line Extension (BLRT) Community Advisory Committee (CAC)

Advise on communications and outreach strategies related to BLRT

Provide input on design and engineering options, including opportunities and impacts

Identify opportunities to improve community benefits from the BLRT project and to improve project planning and design to maximize positive community impacts

Identify potential issues and review strategies to mitigate the impacts of project development on residences and businesses

Provide input on station area planning initiatives

Ask staff to connect you with your city representatives for nomination.

Contact Nkongo Cigolo, Public Involvement Manager:
Nkongo.cigolo@metrotransit.org

Visit bluelineext.org for more information
BASS LAKE ROAD: 4-6-4 OPTION

Design Features:

- Expands County Road 81 between Crystal Airport Road and Wilshire Boulevard, keeping six lanes of traffic (three in each direction) for that section, just over half a mile
- Light rail is at-grade in the center of the roadway
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is in the middle of a six-lane road with additional turning lanes at the intersection
- The pedestrian bridge provides a crossing over County Road 81 and a grade-separated access to the south end of the station to the platform from the park and ride and trails

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Aerial View of Station Area Looking North
BASS LAKE ROAD: INTERCHANGE OPTION

Design Features:

- County Road 81 two lanes in each direction on a grade-separated overpass at Bass Lake Road with ramps for access from Bass Lake Road
- The intersection maintains full access for Bass Lake Road
- Light rail is at-grade centered between overpass bridges
- Park and ride access via Lakeland Avenue North from the Wilshire Boulevard intersection
- Station platform is at-grade framed by adjacent interchange bridges
- The south at-grade crossing provides grade-separation from County Road 81 and provides access to trails on either side of County Road 81 and to the park and ride

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.
BASS LAKE ROAD: INTERCHANGE
OPTION STATION AREA VIEWS

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking South

Ground View of Station Area Looking East

Ground View of Station Area Looking East from Park and Ride
BASS LAKE ROAD: INTERCHANGE
OPTION STATION - NIGHT VIEW

DRAFT: CONCEPT IN DEVELOPMENT

Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.

Ground View of Station Area Looking South

Ground View of Station Area Looking East from Park and Ride
Note: This image represents a planning concept based on cursory engineering work. If this concept advances, significant additional design would be required.
CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – CRYSTAL AIRPORT RD TO WILSHIRE BLVD
Interchange Option, Center Station at Bass Lake Road

PROPOSED DIRECTIONAL ROADWAY BRIDGE LANE USE
CONCEPTUAL BUILDING REMOVAL BEYOND CONCEPTUAL RIGHT-OF-WAY
CONCEPTUAL RIGHT-OF-WAY ACQUISITION
RETAINING WALL
CONCEPTUAL TEMPORARY CONSTRUCTION EASEMENT
PROPOSED DIRECTIONAL LANE USE
METRO BLUE LINE EXTENSION
CITY OF CRYSTAL

BOTTINEAU BOULEVARD (COUNTY ROAD 81) – NORTH OF CORVALLIS AVENUE TO 47TH AVENUE
Interchange Option, Center Station at Bass Lake Road

Interchange Option, Center Station at Bass Lake Road
PURPOSE AND NEED

Supplemental Draft Environmental Impact Statement (SDEIS)

**PURPOSE**

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

**NEED**

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

1: SELECT DESIGN OPTIONS TO MOVE INTO THE DRAFT ENVIRONMENTAL DOCUMENT (SEPTEMBER 2022)

- Public comment on the design options studied in the environmental document (October 2022)

2: PREPARE DRAFT ENVIRONMENTAL DOCUMENT (OCTOBER 2022-NOVEMBER 2023)

- This process will evaluate social, economic, and environmental impacts and benefits of multiple design options and identify a preferred option

- Public comment on the environmental findings of the design options (November - December 2023)

3: FINALIZE PREFERRED OPTION (WINTER 2023/SPRING 2024)

- This process will advance design, finalize a preferred option, and obtain municipal consent

- A recommendation on the preferred option will be made through the Blue Line committees (June 2023)

- The public is able to comment on the plans and public hearings are held (Winter 2023-Spring 2024)

4: PREPARE FINAL ENVIRONMENTAL DOCUMENT AND MITIGATION COMMITMENTS (JANUARY-SEPTEMBER 2024)

- This process will evaluate social, economic, and environmental impacts and benefits of the preferred route and station locations and identify and commit to mitigation measures for impacts

- Public comment on the mitigation commitments (Fall 2024)
ENGAGEMENT THEMES TO DATE ALONG THE CORRIDOR

Below is a summary of where, along the project timeline, next steps will be taken on key community issues, concerns and opportunities that we have heard through engagement.

**ENVIRONMENTAL REVIEW**

- Ongoing - 2024
- Identify project impacts/disruptions to communities and the environment and identify mitigation measures to address impacts

**STATION AREA PLANNING**

- Fall 2022 - Winter 2023
- Identify elements within stations and station areas that improve safety on transit and in communities served, such as lighting and visibility
- Ensure walking, biking, and rolling connections to and from stations to local businesses and destinations
- Ensure local bus service connects to light rail stations

**ENGINEERING**

- Ongoing - Fall 2023 for initial design
- Design easy and safe pedestrian access to and from stations
- Determine location of light rail and stations that provides access to regional destinations
- Identify a light rail route and station locations that improve access to transit and serve zero-car households
- Plan for loss of parking
- Improve transit efficiency and reliability

**ONGOING AND FUTURE PRIORITIES**

- Ongoing
- Anti-displacement strategies
- Plan for support for businesses during construction
- Support economic development
- Improve the transit experience
- Engage cultural communities to educate, inform and involve them in all aspects of the project
**Community Engagement & Communications**
- Engage cultural communities to educate, inform and involve them in all aspects of the project.
- Use trusted leaders and organizations to reach cultural communities in the corridor for outreach and communications.
- Use plain language that is easily translated across the corridor's top language groups: Spanish, Hmong, Lao, Vietnamese, Somali & Oromo.
- Engage communities in a solution-based approach with more than just the route alignment including land use and community benefits.
- Need for more details regarding design & engineering on property impacts and station areas.

**Environmental Impacts**
- Identify project impacts/disruptions to communities and the environment.
- Address impacts to local neighborhoods, schools, businesses including noise, train vibrations, air pollution, worsening traffic congestion, and green space.
- Plan to support for businesses during construction.

**Safety Within Station Areas and Transit Corridor**
- Identify elements within stations and station areas that improve safety on transit and in communities served.
- Lighting and visibility in station areas.
- More eyes on the street.
- Safety for seniors, children, wheelchairs.
- Access for emergency vehicle services during construction and operations.

**Station to Destination Connections**
- Design easy and safe walking, biking, and rolling connections to and from stations to local businesses and destinations.
- Make plain language and multilingual signage that highlights nearby destinations.
- Ensure local bus service connects to light rail stations.

**Plan for Loss of Parking**
- Concern that loss of parking equals loss of customers.
- Loading zones for deliveries and disabilities is important.
- Concerns over safety walking from parking to business.

**Anti-Displacement Strategies**
- Prioritize preventing gentrification and displacement.
- Preserve housing and commercial affordability in station areas and the corridor.
- Concern about the character of the neighborhoods changing in the corridor.
- Promote ownership of commercial properties by the business owners in the community.
- Need for technical assistance and access to capital for small and micro businesses to ensure they are equipped for new development.

**Improve the Transit Experience**
- Use community-specific design considerations for furniture, lighting fixtures, service poles, etc. to promote the diversity of each neighborhood and give communities buy-in.
- Improve transit service efficiency and reliability.
- Identify a light rail route and station locations that improve access to transit and serve zero-car households.
- Determine location of light rail and stations that provides access to regional destinations.
OUTREACH MEETINGS

Brooklyn Park
- January 30
  OPEN HOUSE
- February 6
  CITY COUNCIL UPDATE
- February
  BLUE LINE COMMITTEES

Crystal
- February 9
  CITY COUNCIL UPDATE
- February 27
  OPEN HOUSE
- March
  BLUE LINE COMMITTEES

Robbinsdale
- March 6
  OPEN HOUSE
- March 14
  CITY COUNCIL UPDATE
- April
  BLUE LINE COMMITTEES

Minneapolis
- March 20
  OPEN HOUSE
- April TBD
  CITY COUNCIL UPDATE
- April 17
  OPEN HOUSE
- May
  BLUE LINE COMMITTEES

Route Recommendation: June 2023 – BLUE LINE COMMITTEES

Blue Line committees include: Technical Project Advisory Committee, Community Advisory Committee, Business Advisory Committee, and Corridor Management Committee.

Other 2023 BLRT outreach & engagement includes meetings with community, key stakeholders, businesses, and property owners; Anti Displacement Working Group; Community Engagement Cohort; Cultivate Arts; etc.
Examples of social, economic, and environmental issues that will be studied include:

- Changes to land use, and how the project fits with existing or planned land uses
- Effects on the community or communities surrounding the project
- What property needs to be purchased and what residences or businesses may need to be relocated
- Business impacts – access during construction, relocation, revenue
- Impacts to historic properties
- Impacts to parks
- Visual impacts
- Safety
- Transportation impacts – bicycle, pedestrian, transit, vehicles (including parking), freight rail, aviation
- Water resource impacts – wetlands, floodplains, stormwater, groundwater, water quality
- Impacts to soils and geologic resources
- Impacts to plants and animals, including threatened and endangered species
- Noise impacts, and for transit and rail projects, vibration impacts
- Contaminated properties and hazardous materials
ENVIRONMENTAL TOPICS
to inform the Preferred Alternative recommendation

While all environmental subject areas will be evaluated and compared in the environmental review, these topics are expected to differ between the route options under consideration in Minneapolis:

- **PROPERTY ACQUISITION:** businesses, residents, community facilities
- **HISTORIC AND CULTURAL BUILDINGS/LOCATIONS:** Seek to protect historic and culturally important sites and buildings
- **HAZARDOUS AND CONTAMINATED SITES:** known locations of industrial uses, spills, and cleanup sites
- **NOISE:** sensitive locations such as places people sleep
- **CONSTRUCTION IMPACTS:** access to businesses and homes
- **VISUAL QUALITY:** views with major changes
- **HAZARDOUS AND CONTAMINATED SITES:** known locations of industrial uses, spills, and cleanup sites
- **COMMUNITY CHARACTER AND COHESION:** major changes in infrastructure that could divide communities
- **EQUITY AND ENVIRONMENTAL JUSTICE:** provide benefits to BIPOC and low income communities; identify potential adverse and disproportionate impacts
In June 2022, project sponsors (Metropolitan Council and Hennepin County) identified the final recommended route to advance into design and environmental review: West Broadway Avenue (County Road 103) in Brooklyn Park to Bottineau Boulevard (County Road 81) in Crystal and Robbinsdale to West Broadway Avenue in North Minneapolis, connecting to Target Field Station in downtown Minneapolis.

Two routes between Washington and Irving Ave are being evaluated including running light rail on West Broadway or on 21st Ave N.

Multiple routes between Target Field and West Broadway are being evaluated.
METRO TRANSIT’S SAFETY AND SECURITY ACTION PLAN

To better serve current riders and staff, attract new riders and position Metro Transit as a great place to work, a concerted effort is being made to improve public safety on transit. Examples of some of these efforts – including pre-existing and new work – are summarized below:

**ON-SITE**
- The use of contracted security guards at transit facilities with the most calls for service
- Greater utilization of real-time cameras, including on buses and at facilities
- Clearer and more prominent communication about respectful behavior on transit

**POLICIES AND PARTNERSHIPS**
- Enhanced efforts to hire and retain police officers and Community Service Officers
- Expanded staff training on mental health, de-escalation and personal safety
- New and expanded partnerships that connect riders in need to services
- Increased police officer wages, making the Metro Transit Police Department a more attractive place to work
- Reintroduced a training program that helps bus and train operators respond more effectively and empathetically when conflicts arise
- Create more opportunities for police, operators, and other frontline staff to interact

**PLANS**
- Metro Transit has recently developed a Safety and Security Action plan with 40 different actions
- The plan is largely focused on actions Metro Transit can take but also recognizes the community need to address underlying issues that impact public safety on transit, such as improving access to mental health, addiction, and housing support
- For an example of an action that has come out of this plan, Metro Transit has partnered with the Council’s Housing and Redevelopment Authority and other service providers to direct unsheltered individuals to emergency housing and, when appropriate, vouchers that provide for long-term housing stability. More than 400 individuals from approximately 200 families are being housed through this partnership
Safety and security are key considerations factored into the planning and design of light rail well before the line is built or in operation.

We plan and design the light rail platforms and station areas to be safe and secure with elements such as:

1. Appropriate lighting in the station area and on the trains
2. Real-time information
3. Security cameras
4. Open-air and/or transparent shelters and waiting facilities.
5. Consistent wayfinding and signage
6. A human-scale feel, which means facilities are designed to be comfortable to riders of all abilities.
7. Clear sight lines which allow train operators and riders to see each other.
8. Visibility from nearby roadways so riders feel safe and drivers are aware of transit stops.
9. Intuitive circulation, which allows riders to safely access the trains.
10. Emergency telephones

By planning and designing platforms and stations where people feel safe and comfortable, we create spaces where people want to be. This puts more “eyes on the street” and deters illicit activities because they are more likely to be observed.
**COMMUNITY ENGAGEMENT**

**RECOMMENDATIONS**

**ANTI-DISPLACEMENT**

**IMPLEMENTATION**

**SCHEDULE**

<table>
<thead>
<tr>
<th>1 YEAR</th>
<th>1.5 – 2 YEARS</th>
<th>1.5 – 2 YEARS</th>
<th>3 – 4 YEARS</th>
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<tr>
<td>Identify community-supported route</td>
<td>Environmental review Document benefits and impacts of the project</td>
<td>Develop construction ready design plans and preparing the community for construction</td>
<td>Construction and full funding grant agreement Federal funding</td>
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<td>Municipal consent Seek city support of the LRT design</td>
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<td>GOAL: Line opens in 2028-2030</td>
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<tr>
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<td>Begin engineering Identify location of stations, LRT, pedestrian and bicycle access to stations</td>
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<tr>
<td></td>
<td>Station area planning</td>
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*LRT projects are complex and unforeseen challenges arise. Schedules and timelines are subject to change.*

**Blue Line Extension Community Supported Route:**
- Best meets the project Principles and Goals
- Grounded in community feedback through collaboration with stakeholders
- Supported by project corridor communities and decision-makers
STAY CONNECTED!

Visit BlueLineExt.org to sign-up for the project newsletter, and share your comments, questions and concerns on our interactive feedback map.

For project questions or to invite us to an event, contact:

Brooklyn Park/Minneapolis:
Joanna Ocasio-Maisonet – Joanna.Ocasio-Maisonet@metrotransit.org

Robbinsdale/Crystal:
Kjerstin Yager – Kjerstin.Yager@metrotransit.org

Share your Blue Line Extension story at: MyBlueLineExt.org

@BlueLineExt  @Blue_Line_Extension  @METROBlueLineExtension
The BLRT Anti-displacement Workgroup centers community voices and brings together a variety of partners and stakeholders to advance and implement robust anti-displacement strategies that help ensure the value of light rail will benefit current corridor residents, and minimize physical, cultural, and economic displacement.

The workgroup has had four day-long workshops focusing on:

- Developing a structure for recommendation making
- Understanding displacement and lessons learned from previous light rail projects
- Examining national policies in place to mitigate displacement
- Identifying business and cultural displacement
- Identifying policies that will produce the desired outcomes

To learn more about this ongoing effort go to: mybluelineext.org
Workshop #1: Displacement and Lessons Learned from Previous Light Rail Projects

The June 4 workshop focused on national best practices in anti-displacement policies and case studies of existing Twin Cities light rail projects.

- Collectively Defining Displacement
- Examining Effects of Previous Light Rail Projects
- Looking at Policy Tools of Local Governments
- Engaging with a Community Expert Forum
Workshop #2: Existing Anti-Displacement Policies and Creating a Recommendation Structure and Process

The September 24 workshop focused on existing anti-displacement policies in the Twin Cities, opportunities to build policy, and developing a recommendation structure.

- Digging into existing and recommended policies
- Collectively developing a recommendation structure
- Listening to community sentiment on anti-displacement policies
- Determining next steps for recommendations
Workshop #3: Business and Cultural Displacement

The December 10 workshop focused on defining cultural displacement, looking at existing cultural placekeeping efforts, and digesting quantitative and qualitative research done for the project.

Collectively defining cultural displacement

Digging into existing and new cultural placekeeping strategies

Listening to a community expert forum on cultural displacement

Engaging with qualitative and quantitative research on housing, businesses, land use, demographics, and youth perceptions of LRT
Workshop #4: Policy Prioritization, Research, and Finalizing Recommendations

The February workshops focused on policy prioritization, policy research, finalizing recommendations, and incorporating these into the broader BLRT project. ADWG members worked to identify desired outcomes, and what policies and efforts would most effectively produce these.

Evaluating and adjusting current anti-displacement policies

Researching and retrofitting new anti-displacement policies

Finalizing recommendations, developing accountability structures, and incorporating into broader project

Working to prioritize policies based on community sentiment and government structures