



METRO Blue Line Extension Corridor Management Committee (CMC) Meeting Summary

Date & Time	March 9, 2023 1:30 – 3:00 PM
Location	F.T. Heywood Chambers, 560 N 6th Ave, Minneapolis
CMC Members	Reva Chamblis, Robert Lilligren, Jeff Lunde, Bill Blonigan, Aaron Wagner, Theresa Kiser, Jim Adams, Jason Greenberg, April Crockett, Ricardo Perez, Marion Greene, John Pacheco, Suzanne Sobotka, Irene Fernando, Dan Doerrer
Project Staff	Nick Thompson, Chris Beckwith, Nick Landwer, Dan Soler, Nkongo Cigolo, Kelcie Young, Jer Yang

1. Call to Order and Welcome

Metropolitan Council Member Reva Chamblis, acting as Chair for this meeting, called the meeting to order at 1:32pm.

Chair Chamblis welcomed the Corridor Management Committee members and introduced new CMC member, President Meg Forney, Minneapolis Park and Recreation Board. Chair Chamblis announced that she is now Vice-Chair of the Metropolitan Council and asked CMC members to also introduce themselves.

Chair Chamblis advised that members of the public may submit comments to Nkongo Cigolo, Metropolitan Council by Friday, March 17th, 2023. Materials and handouts for this meeting are posted on the project's website at bluelineext.org.

2. Approval of February 9, 2023, BLRT CMC Meeting Summary

Mayor Bill Blonigan, City of Robbinsdale, moved motion to approve the February 9 CMC meeting minutes. Council Member Robert Lilligren, Metropolitan Council, seconded the motion. The meeting minutes were approved.

3. Community and Business Advisory Committee Reports

Jason Greenberg, Community Advisory Committee (CAC) Co-Chair, provided an update from the last CAC meeting, including a question that was raised at their meeting regarding who handles what type of cost on infrastructure. Co-Chair Greenberg added that the Crystal citizens had concerns about physical safety, traffic, and property impact, including noise. Additionally, CAC members had requested for the project to organize alignment tours. Co-Chair Greenberg added that the committee had discussed station placement, and how bus routes will be impacted by the Blue Line Extension project. Co-Chair Greenberg reported Robbinsdale open house had a good turnout. Chair Chamblis thanked Co-Chair Greenberg and added that the Met Council has been having discussions about cost and responsibility, which are a part of the risk assessment and the Transitway policy that will be reviewed.



Dan Doerrer, Business Advisory Committee (BAC) Co-Chair, shared the committee's discussion on Anti-Displacement and the concerns related, in general, to parking both the residential and business communities along the Minneapolis portion of the corridor. Nick Landwer, Metropolitan Council, responded that in May the project will look at decisions to be made in Minneapolis with focus on station location in the Penn Ave area.

4. Project Update

Chris Beckwith, Metropolitan Council, shared the vision of the METRO Blue Line Extension and timeline, and reported that the METRO Blue Line Extension is an important community investment for the northwest metro area as it helps fulfill the region's transit vision while being a part of the Federal Transit Administration (FTA) Capital Investment Grant program as a "New Starts" Project. Ms. Beckwith added that the minimum New Starts project timeline takes about seven years to implement. The Blue Line Project still has five to six more years of work to do before the route is ready to open for service. Ms. Beckwith shared that there are a lot of requirements in the federal process, including the Environmental review underway right now.

Ms. Beckwith shared that the Metro Transit "METRO" system is an integrated network of Light rail Transit (LRT) and Bus Rapid Transit (BRT) with common features such as station platforms and off-board fare collection with fast all-day service while connecting to the regional bus system.

Ms. Beckwith provided an update on the project schedule, stating that March was focused on Crystal, and next month the project will be focusing on Robbinsdale. As for Minneapolis, the project is working closely with city staff to advance design decisions to be made in Minneapolis. Ms. Beckwith added that the project continues to engage communities along the alignment through various engagement formats such as open houses and workshops.

5. Environmental Update

Kelcie Young, Metropolitan Council, reported that the Environmental group is preparing the Supplemental Draft Environmental Impact Statement (SDEIS), which will incorporate the work that is being done by the Anti-Displacement group and added that when the SDEIS is published there will be a public comment period.

Ms. Young, shared, two SDEIS chapters (4 & 5) that are up for review. Ms. Young shared that chapter 4 of the SDEIS, will cover community and social analysis with emphasis on sociodemographic background, land use plan compatibility, community facilities, character and cohesion, and finally relocations of residents and businesses. Additionally, chapter 4 includes review of cultural resources, visual and aesthetic impact, economic effect, and safety and security impact.

Co-Chair Greenberg asked if chapter 4 includes review of ridership and what perspective will be looked at. Ms. Young advised that ridership will be addressed under a different chapter that covers transportation topics. Ricardo Perez, Blue Line Coalition, questioned what information is being used in the SDEIS study. Ms. Young explained that the data used in the study are from the demographic census data from the American Community Survey (ACS) and data collected through project community outreach and engagement.

Commissioner Jeff Lunde, Hennepin County, stated that when the project gets to the ridership review in the SDEIS, to ensure the analysis focuses on transit dependent riders. Chair Chamblis shared that transit dependency is tracked by Metro Transit. Mayor Jim Adams, City of Crystal, asked if there is a way to measure those who are transit dependent and those who avoid transit because



of safety concerns. Nick Thompson, Metropolitan Council, responded that the project could look into that but it may be difficult to capture those who avoid transit with on-board transit surveys.

Ms. Young continued to share the next chapter of the SDEIS, chapter 5, which includes physical and environmental analysis, utilities, floodplains, wetlands, geology of soil and topography, and hazardous materials and soil contamination along the corridor. Ms. Young added that chapter 5 will also analyze noise and vibration, biological environment of wildlife habitat and endangered species, water and air quality, and energy.

Chair Chamblis thanked Ms. Young for presenting, and added she is very happy to see how the presentation involves the community and social analysis impact as well as the Anti-Displacement work. Mayor Adams asked if there will be any analysis on displaced road traffic and related noise. Ms. Young responded roadway traffic analysis will be addressed as part of the study.

6. Crystal Design Decisions

Mr. Landwer shared the design principles guiding the project through design decisions and the work that will help inform the SDEIS review. Mr. Landwer mentioned that the project is still at a conceptual 10% design to inform the environmental study. Mr. Landwer stated that much work is anticipated ahead to reach 30% design, which will encompass looking at defining the major scope elements, preparing the preliminary plans, and finalizing design criteria. At 60% design, the project will look at refinements to advance construction plans while identifying stakeholders' concerns. Finally, at 90% design, detailed plans are produced and stakeholders' comments are addressed.

Mr. Landwer shared the draft Review Design Decisions Document handout for the Crystal alignment which were based on decision-making processes and phases, engagement plan, list of key decisions, community input, environmental considerations, stakeholder input, and any outstanding issues and questions which will help the project track what has been done. Mr. Landwer added this document continues to be a working document which is shared with the Environmental team for their SDEIS review.

Mr. Landwer reported that the Crystal design calls for light rail to be center-running along County Road 81 and advised that the proposed station in Crystal is at County Road 81 and Bass Lake Road. Mr. Landwer mentioned that the project is studying two different options for station placement at County Road 81 and Bass Lake Road, which includes study of vehicle traffic, light rail running, and pedestrian crossing.

Mr. Landwer introduced the first station option which is to keep light rail running at-grade with traffic on County Road 81. Mr. Landwer continued that this option features the station remaining at-grade level with a pedestrian bridge crossing over County Road 81 which will provide safe crossing and convenient access to the station. Features include stairs, elevators, and ramps at both end of the bridge to accommodate Americans with Disabilities (ADA) access.

Chair Chamblis asked why is the Park and Ride so far away from the station? Mr. Landwer explained that it is due to the location of the cellphone tower and space available.

Mr. Landwer shared safety considerations for the at-grade option, reporting that if light rail is center-running at-grade level there would be 68 intersection crossing conflicts, 11 merging conflicts, and 31 pedestrian crossing conflicts.



Chair Chamblis asked how much time will it take someone to get to the station from either side of the roadway? Mr. Landwer responded that from one side to the station it would take about four minutes walking, and total of eight minutes to cross County Road 81.

Mr. Landwer introduced option two of the station placement at County Road 81 and Bass Lake Road, which is a proposed grade-separated interchange option, which elevates vehicular traffic along County Road 81 over Bass Lake Road. Mr. Landwer explained this design improves traffic along County Road 81 and eliminates stops at the Bass Lake Road intersection.

Council Member Aaron Wagner, City of Robbinsdale, asked what was the thinking behind elevating the roads and elevating a pedestrian crossing? Mr. Landwer responded that elevating County Road 81 solves the traffic capacity issue, eliminates traffic delays, and emphasized that by keeping the station at-grade is the “preferred” method as this provides the best access for mobility and pedestrians.

Dan Soler, Hennepin County, added that the At-grade option presented showed pedestrians going up then over a bridge which is not ideal as opposed to the interchange option which pedestrian traffic at-grade for safety reasons.

Council Member Theresa Kiser, City of Crystal, asked if there has been evaluation on cost magnitude for the two options. Mr. Landwer advised that the project is working on estimate cost for each option. Mr. Landwer emphasized that the project must weigh out safety and capacity factors in the design decision.

Mayor Adams asked how will noise be measured when County Road 81 gets elevated. Mayor Adams also asked how safety will be handled around the station being isolated in the center. Mayor Adams requested that the project consider these questions and concerns while advancing the design. Chair Chamblis echoed the safety concerns and would like to know how the design elements would look like at 60% and 90% of design? Chair Chamblis recommended that the project examine additional lighting, or perhaps, provide alternative access to the station to create a welcoming and accessible station.

Commissioner Lunde suggested that as part of the station design process, there must be consideration to design the stations with an inviting atmosphere that is purposed and unique design pertinent to the surrounding communities. Mr. Perez seconded this suggestion and added that he also sees this as an opportunity to add cultural elements or outcomes that have been done by the Anti-Displacement working group, such as how to celebrate and preserve the culture that already exists across the corridor.

Mayor Adams added that the City of Crystal spent roughly six million dollars in investments in that area and would like to see the station interface and connect with the park and its surrounding development in the area. Mr. Soler reported that the project has hired station area planning consultants who will focus on Crystal while they will help the project link opportunities to connect the city and light rail.

Mr. Landwer shared safety consideration for the interchange option, which shows that the conflict was reduced significantly from 68 to 20 crossing conflicts, 11 to eight merging conflicts, and 31 to 20 pedestrian conflicts. Mr. Landwer stated for the interchange option, pedestrian crossing would take three minutes compared to the at-grade option, which would be eight minutes.



Nkongo Cigolo, Metropolitan Council, provided an update on outreach and stated that outreach and engagement activities continue to produce positive results in Crystal. Mr. Cigolo added that the project held the Crystal Open House on February 27th, 2023 and explained the feedback collected was regarding safety on trains, pedestrian crossing concerns, road noise, wall mitigation, and ensuring appropriate lighting at light rail stations.

7. Anti-displacement Update

Mr. Soler provided the update on Anti-Displacement and share that the working group wrapped up their work on policy recommendation structure and process, which are focused on policies, roles, cost, impact and measurement for success, legal consideration, timing (before, during, and after construction), examples, and lastly implementation strategy. Mr. Soler added the project plans to add a special CMC meeting in April to focus on the Anti-Displacement work. Council Member Lilligren added that he is glad that the project is adding the special CMC and added he liked the quote “Prepare, Survive, and Thrive” as it covers all the concerns.

8. Next Meeting: April 13, 2023

Mr. Landwer shared that the April 13th, 2023 CMC will focus on the design decisions in Robbinsdale, and the May CMC meeting will focus on Minneapolis design decisions.

9. Adjourn

Chair Chamblis adjourned the meeting at 3:02pm.



CITY of CRYSTAL

4141 Douglas Drive North • Crystal, Minnesota 55422-1696

Tel: (763) 531-1000 • Fax: (763) 531-1188 • www.crystalmn.gov

March 8, 2023

Christine Beckwith
Project Director
METRO Blue Line Extension
6465 Wayzata Blvd #500
St Louis Park MN 55426

Subject: City of Crystal design comments on the METRO Blue Line Extension

Dear Ms. Beckwith:

Thank you for the opportunity to provide comments on the preliminary design concepts for the proposed METRO Blue Line Extension light rail transit project. The city appreciates the work of project staff to prepare these concepts and traffic simulations for review and comment by the city, its residents, businesses and other stakeholders in the community.

The six scenarios are as follows:

1. Existing (no-build) - 6 lanes at grade, no LRT
#1 is the baseline scenario required for the environmental review.
2. LRT with 4 lanes at grade
#2 was the initial concept. Blue Line Extension project staff and city staff would not recommend this scenario due to its impact on vehicular travel.
3. LRT with 4 lanes, interchange at Bass Lake Road and a third southbound lane south of Corvallis
#3 is the concept currently preferred by the Blue Line Extension project staff.
4. LRT with 4 lanes, at-grade with additional lanes at Bass Lake Road and a third southbound lane south of Corvallis
#4 is intended to address the Bass Lake Road intersection capacity issues without constructing an interchange.

5. LRT with 6 lanes, at grade

#5 would create space for LRT and maintain the same road capacity that exists today.

6. LRT with 6 lanes and an interchange at Bass Lake Road

Blue Line Extension project staff and city staff agree that #6 would be an overdesign and would not recommend this scenario.

Because scenarios #3, 4 and 5 are the most realistic alternatives for construction of LRT in the corridor, the Crystal City Council has directed city staff to provide the following comments on those scenarios. The purpose of these comments is to assist Blue Line Extension project staff with refinements to these scenarios as work continues on the environmental review and municipal consent processes.

A. ALL SCENARIOS

1. Replacement of median landscaping being removed by the project

Replace, in new locations, the recently-installed median treatments and landscaping which will be removed to make way for LRT (Exhibit A-1).

- The county recently installed new landscaping with irrigation in the median of Bottineau Blvd. due to the failure of much of the landscaping installed in the 2011-2012 roadway reconstruction project.
- These recent improvements were essential to achieving the “parkway” vision for the roadway when the reconstruction plans were approved in the late 2000s.
- Because the LRT project will replace this landscaping with ballast rock, track, LRT equipment and hardscape, landscaping of equivalent quality and quantity should be included in the project in areas alongside the roadway.
- Specific locations and designs would be determined later in the project. For example, it may be more beneficial to concentrate the enhanced landscaping near major intersections or adjacent to residential uses rather than in a strictly linear fashion.

2. Wilshire Blvd. intersection

Include two left turn lanes from eastbound Wilshire Blvd. to northbound Bottineau Blvd. (Exhibit A-2).

- Due to traffic generated by vehicles leaving the park and ride facility and limited stacking space between Lakeland Ave. and Bottineau Blvd., two left turn lanes are needed from eastbound Wilshire Blvd. to northbound Bottineau Blvd.
- This was in the 90% plans for the previous alignment

3. 47th Ave. intersection

Optimize intersection performance with minor adjustments to signal and approach lanes (Exhibit A-3).

- For eastbound 47th Ave. turning right to go south on Bottineau Blvd., install a right-turn green arrow to overlap with the left-turn green arrow from northbound Bottineau Blvd. to

westbound 47th Ave. This will increase the green time for the dominant movement on that approach with no penalty to the other approaches, except that U-turns from northbound Bottineau Boulevard to southbound Bottineau Blvd. / TH100 may need to be prohibited.

- For westbound 47th on the east side of Bottineau Blvd., due to limited stacking space, straighten the north side curb to create two lanes for the full distance between Lakeland Ave. and Bottineau Blvd., designate the right lane for straight movement or right turns, and designate the left lane only for left turns because that is the dominant movement on this approach.

4. Bus shelters and crosswalk at Elmhurst/Bass Lake Road

Add bus shelters on Bass Lake Road at Elmhurst, modify the south curb of Bass Lake Road, and construct an enhanced crosswalk including a median extension with a pedestrian refuge (Exhibit A-4).

- Shelters for east-west buses on Bass Lake Road are needed to improve the rider experience and facilitate transfers to and from LRT.
- Elmhurst is an existing, but unmarked, crosswalk that should become more prominent to discourage mid-block crossing. This should include an activatable beacon to warn drivers of pedestrians crossing so they have time to yield as required by law.
- These elements were in the 90% plans for the previous alignment.
- The city reserved space and aligned its trails/sidewalks to accommodate the planned bus shelters and crosswalk in its 2018 Bass Lake Road Streetscape and 2019-2020 Becker Park projects.

5. West Broadway jurisdictional transfer - 42nd Ave. to Douglas Dr. segment

Complete a jurisdictional transfer agreement with the cities of Robbinsdale and Crystal for the segment of West Broadway (CSAH 8) from 42nd Ave. (CSAH 9) to Douglas Dr. (CSAH 102).

- The county has identified this segment for jurisdictional transfer to the respective cities (Exhibit A-5a).
- The segment from Fairview Ave. south into Robbinsdale has never been constructed to urban standards and is essentially the same rural highway it was 80 years ago (Exhibit A-5b).
- The 2040 “no build” traffic forecast shows an estimated 1,000 vehicle per day diversion from Bottineau Blvd. to this segment of West Broadway (Exhibit A-5c).
- Additional diversion will likely occur due to the project and the lane reduction on Bottineau Blvd. West Broadway is the primary alternate route for vehicles avoiding congestion and delay on Bottineau Blvd.
- Due to the presence of city utilities, the most practical approach would be for the agreement to provide for a jurisdictional transfer payment to the cities in lieu of county reconstruction. The utility reconstruction costs would be the responsibility of the respective cities, and the actual construction work would be completed by the respective cities after jurisdictional transfer.
- Acceptance of this jurisdictional transfer would be consistent with the adopted policy of the city, which states: “The city would accept responsibility for this roadway only after it is

reconstructed to the city's urban standards with municipal consent or the county provides the city with funds to accomplish same." (Crystal 2040 Comprehensive Plan, p. 31)

6. Maintain and improve bicycle and pedestrian connections and safety in the vicinity of the Bass Lake Road intersection

- Preserve the existing access route for pedestrians and cell tower maintenance vehicles from the southwesterly quadrant of the Bass Lake Road intersection to the proposed park and ride. (Exhibit A-6a.)
- Include at-grade pedestrian enhancements similar to those previously planned by Hennepin County in its 2016 Blue Line Extension Bicycle Study and construction project #1615 which did not proceed. (Exhibit A-6b.)
- Extend the off-street trail on the south side of Bass Lake Road from Bottineau Blvd. east to the vicinity of Xenia Ave. and transition to the existing on-street bike lanes in that area.

7. Replacement of city facilities

To whatever extent the project removes existing city facilities and infrastructure, replacement must be part of the project and not at city expense. Examples include but are not limited to the Welcome to Crystal sign, city-owned roadway lighting, and landscaping installed during reconstruction of Bottineau Blvd. in 2011-2012.

8. Preventing access to the track zones

The track zones north and south of Bass Lake Road may invite unauthorized pedestrian travel or other dangerous activity. This is especially concerning in the interchange scenario due to the confined spaces between the raised roadway embankments north and south of the Bass Lake Road station. The project needs to include fencing and other design elements to make it intuitively clear that these areas are dangerous and access is prohibited. These design elements need to go beyond "keep out" and "danger" signs and need to include physical barriers and design cues wherever practical.

9. Public Safety

The current and ongoing safety issues for patrons and employees on the Metro Transit system have been widely reported and documented. Residents and business owners in Crystal continue to express their concerns. Presuming that these safety issues are successfully addressed by Metro Transit before the Blue Line Extension begins operating, the design of the Bass Lake Road station, park and ride facility and adjacent infrastructure must minimize the opportunity for future public safety problems to develop. For the project to be successful, Metro Transit must include design elements in the area of the station and park and ride that are consistent with the principles of Crime Prevention Through Environmental Design (CPTED). The city's particular concern is that, despite Metro Transit having its own police department, as a practical matter it is the Crystal Police Department that will be the first responder to most calls in and around the Bass Lake Road station.

10. Bus Service Enhancements

Crystal acknowledges that Metro Transit is already planning to evaluate its bus routes and operations as part of the Blue Line Extension project development. The city requests that this evaluation strengthen suburban bus service, particularly by improving east-west connections to the light rail stations and also complementary north-south routes where applicable.

11. Continue traffic counting through 2023

Conduct traffic counts in spring and fall 2023 using the same locations and methods as in 2022.

- The proposed lane reduction on Bottineau Blvd. is contrary to the traffic forecasts used in the mid-2000s when the county determined that a 6-lane facility was needed.
- While some data show that traffic changes have occurred in recent years, it is unclear whether these are temporary pandemic effects or permanent changes.
- A new set of traffic counts in spring and fall 2023 would help determine whether a 4-lane roadway would be adequate.

B. SCENARIO #3 (4 LANES WITH INTERCHANGE)

1. Southbound on-ramp merge lane

Include a third southbound lane from the terminus of the southbound on-ramp to approximately the same location where the third lane terminated south of Wilshire Blvd. prior to the restriping in summer 2015. (Exhibit B-1.)

2. Northbound auxiliary lane to off-ramp

Include a third northbound lane from approximately the same location where the third lane started south of Wilshire Blvd. prior to the restriping in summer 2015 to the beginning of the northbound off-ramp. (Exhibit B-2.)

3. Double left turn lanes on the northbound off-ramp

Add a second left turn lane from the northbound off-ramp to westbound Bass Lake Road while preserving the right turn lane to eastbound Bass Lake Road. This would improve throughput from the northbound off-ramp and allow less red time or more green time on the other approaches. This is especially important for westbound Bass Lake Road which would experience substantially greater delays with the interchange option as currently proposed.

4. Shoulders in the 4-lane segment

In the segment between Wilshire Blvd. and 47th Ave., include shoulders on the roadway wherever it will be reduced to 2 lanes in one direction. This is necessary to ensure emergency vehicles can pass through the area during periods of heavy traffic. It is especially critical for the segment from Wilshire Blvd. to Corvallis Ave. because Bottineau Blvd. provides the city's only grade-separated crossing of the Canadian Pacific Railway main line which sees 20-25 trains per day, some two miles in length.

5. 3-to-4 lane “gore” at the ramp to southbound Trunk Highway 100

The project currently proposes to start a third southbound lane just south of Corvallis Ave. to provide space for vehicles queuing in a single lane to go south on TH100. Instead of creating a 2,000-foot-long third lane for this purpose, the project should improve the throughput to TH100 by starting the third southbound lane much closer to 47th Ave. and allowing the middle lane to choose either southbound Bottineau Blvd. or TH100. This change would reflect the fact that approximately half of the southbound traffic during the peak hour exits to southbound TH100 rather than staying on Bottineau Blvd.

C. SCENARIO #4 (4 LANES WITH ADDITIONAL LANES AT BASS LAKE ROAD)

1. Southbound lane drop

Extend the third southbound lane through the Wilshire Blvd. intersection to approximately the same location where the third lane terminated prior to the restriping in summer 2015. (Exhibit C-1.)

2. Shoulders in the 4-lane segment

In the segment between Wilshire Blvd. and 47th Ave., include shoulders on the roadway wherever it will be reduced to 2 lanes in one direction. This is necessary to ensure emergency vehicles can pass through the area during periods of heavy traffic. It is especially critical for the segment from Wilshire Blvd. to Corvallis Ave. because Bottineau Blvd. provides the city’s only grade-separated crossing of the Canadian Pacific Railway main line which sees 20-25 trains per day, some two miles in length.

3. 3-to-4 lane “gore” at the ramp to southbound Trunk Highway 100

The project currently proposes to start a third southbound lane just south of Corvallis Ave. to provide space for vehicles queuing in a single lane to go south on TH100. Instead of creating a 2,000-foot-long third lane for this purpose, the project should improve the throughput to TH100 by starting that third southbound lane much closer to 47th Ave. and allowing the middle lane to choose either southbound Bottineau Blvd. or TH100. This change would reflect the fact that approximately half of the southbound traffic during the peak hour exits to southbound TH100 rather than staying on Bottineau Blvd.

CI. SCENARIO #5 (6 LANES)

1. 3-to-4 lane “gore” at southbound Trunk Highway 100

Rather than force all traffic exiting to southbound TH100 into a single lane, improve the throughput to TH100 by allowing the middle lane to choose either southbound Bottineau Blvd. or TH100. This change would reflect the fact that approximately half of the southbound traffic during the peak hour exits to southbound TH100 rather than staying on Bottineau Blvd.

The city looks forward to continuing to work with the project staff on this important project. Please feel free to contact me at 763.531.1140 or adam.bell@crystalmn.gov with any questions. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Bell', written in a cursive style.

Adam R. Bell
City Manager

EXHIBIT A-1

Existing median landscaping



Wilshire Blvd. intersection

Excerpt from 90% plans (previous alignment)

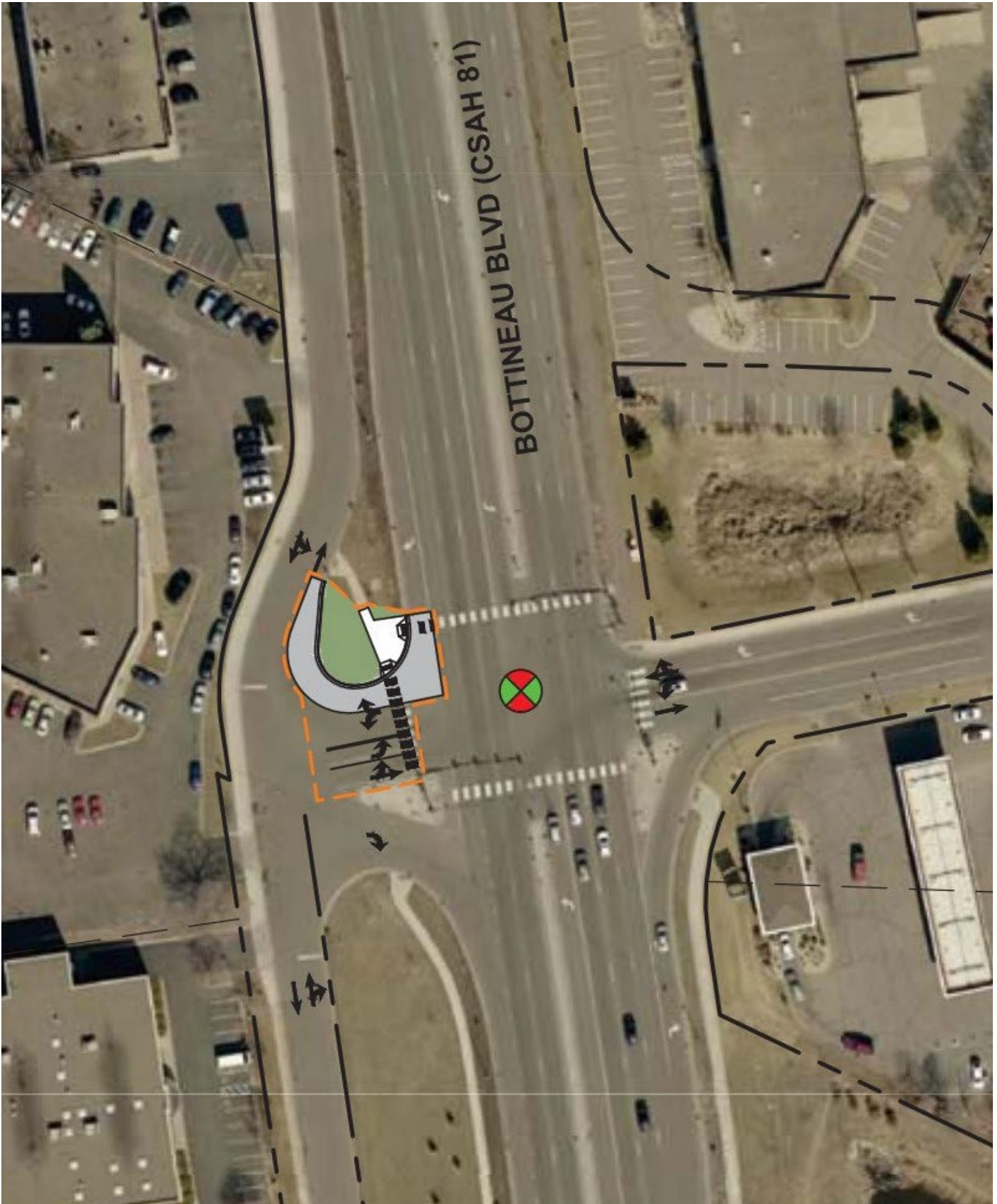


EXHIBIT A-3

Eastbound 47th Ave. at Bottineau Blvd.

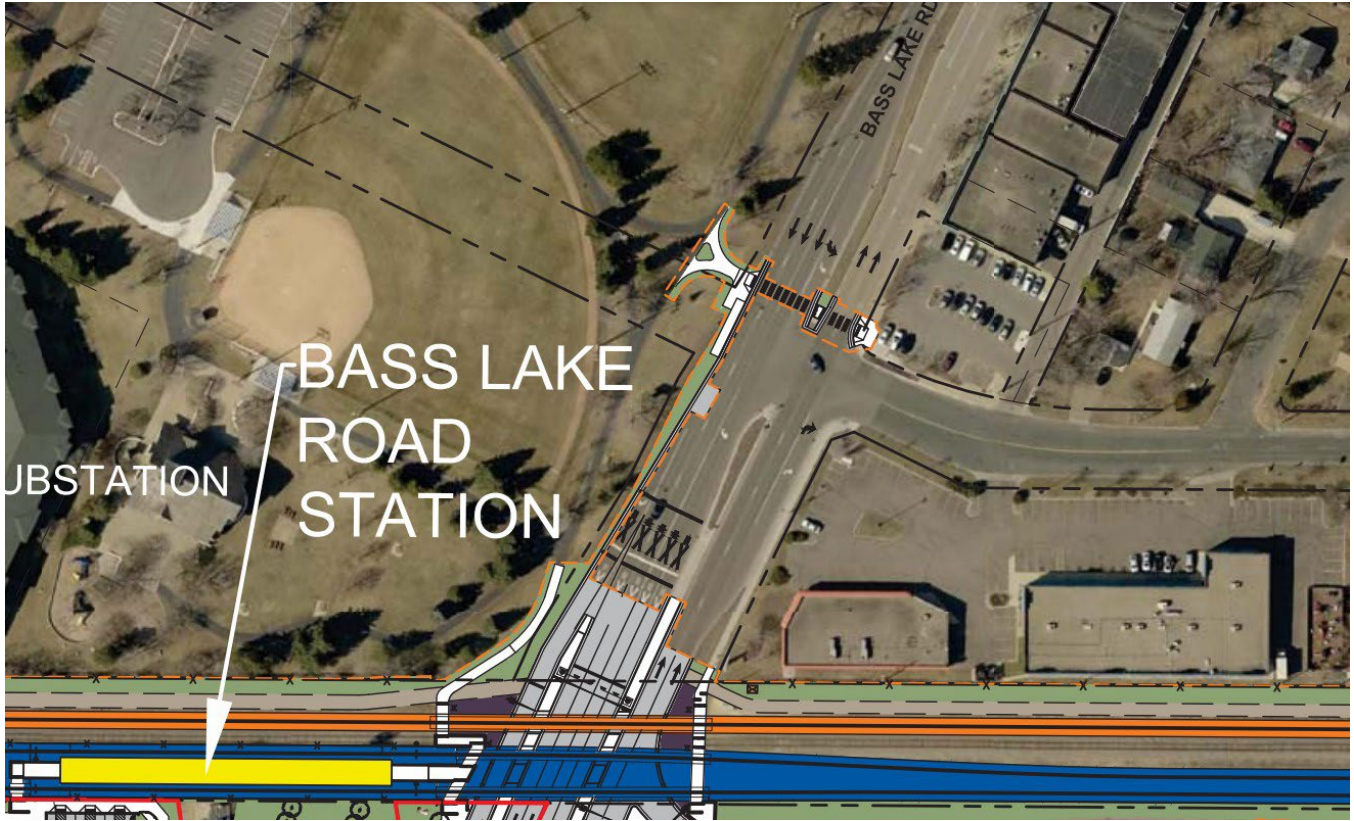


Westbound 47th Ave. at Bottineau Blvd.



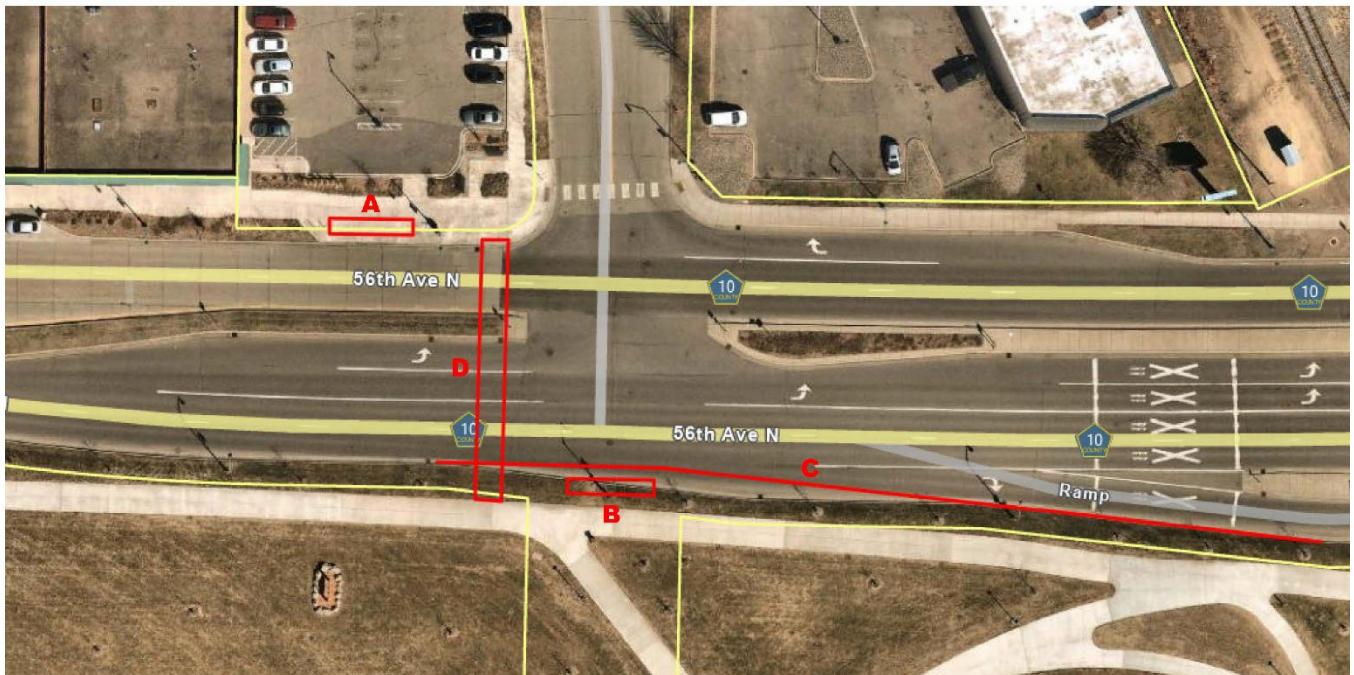
Bus shelters and crosswalk at Elmhurst and Bass Lake Road

Excerpt from 90% plans (previous alignment):



2021 aerial photo with approximate location of previous Blue Line alignment project elements in red:

- A. Westbound bus shelter
- B. Eastbound bus shelter
- C. New curb line
- D. Crosswalk

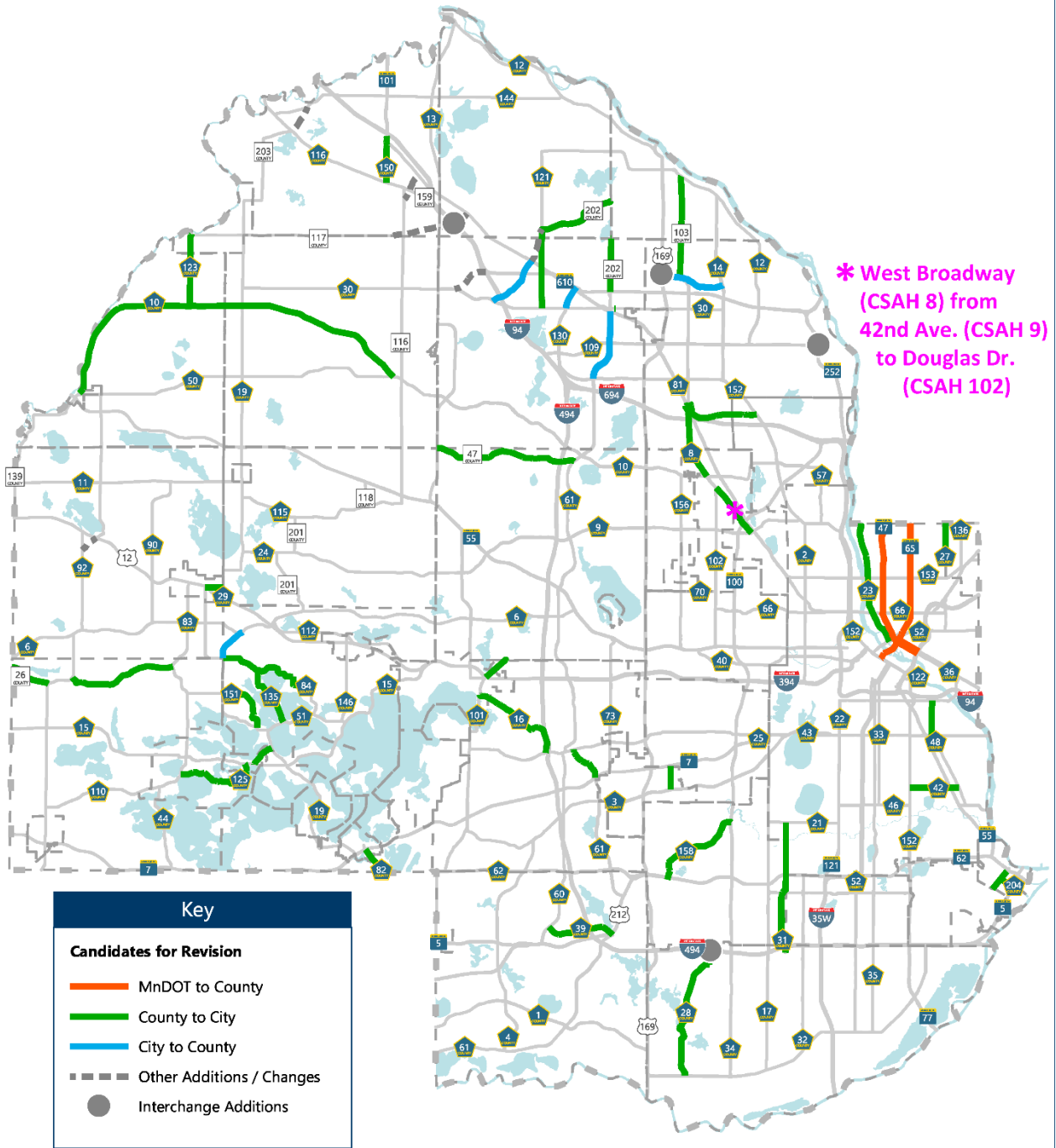


Jurisdiction Transfer Candidates

HENNEPIN COUNTY
MINNESOTA

Figure 4-17 | Public Works

(City note in magenta)



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.



Publication date: 5/30/2018

EXHIBIT A-5b

West Broadway looking northwest from 47th



West Broadway looking southeast from Welcome



2040 forecast model - shift from Bottineau Blvd. to West Broadway

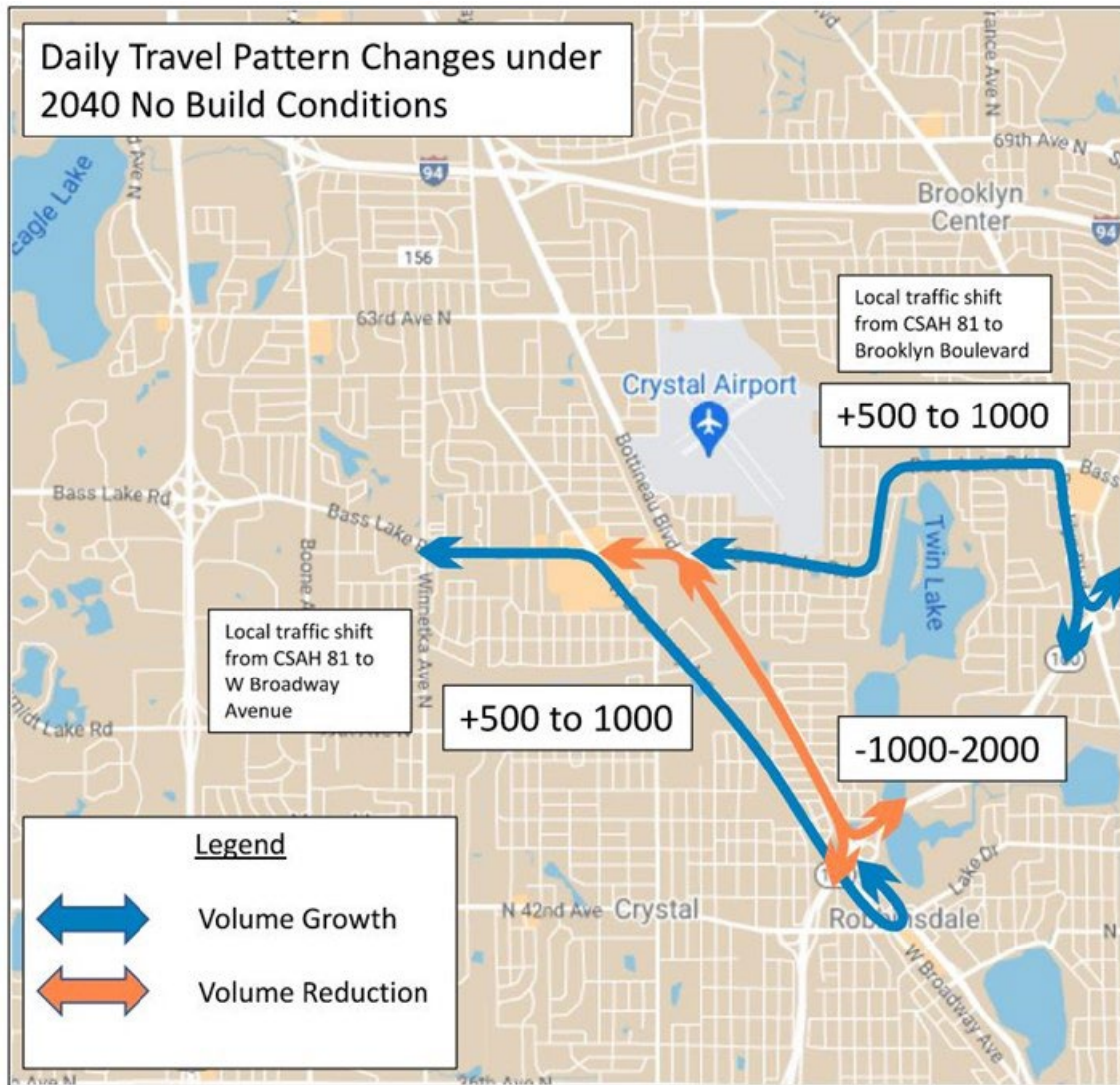
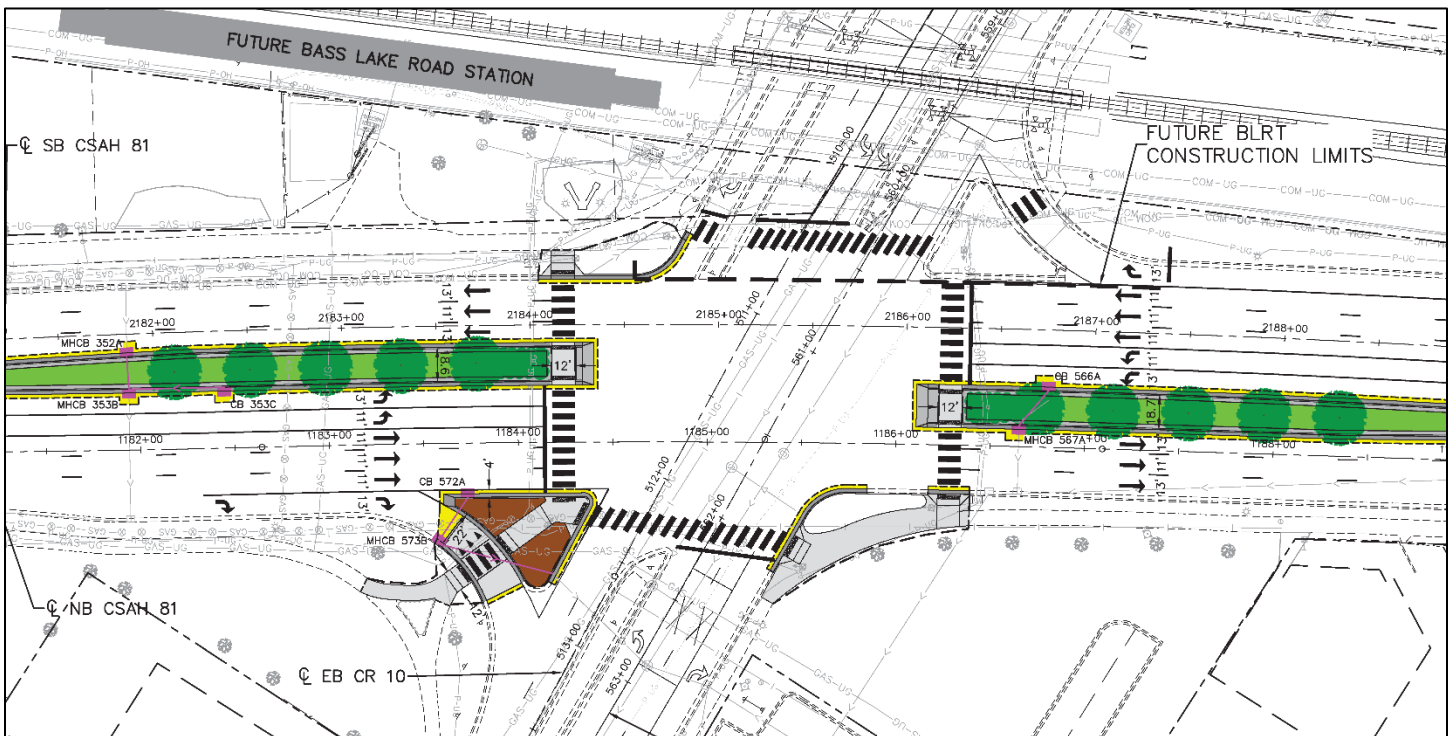
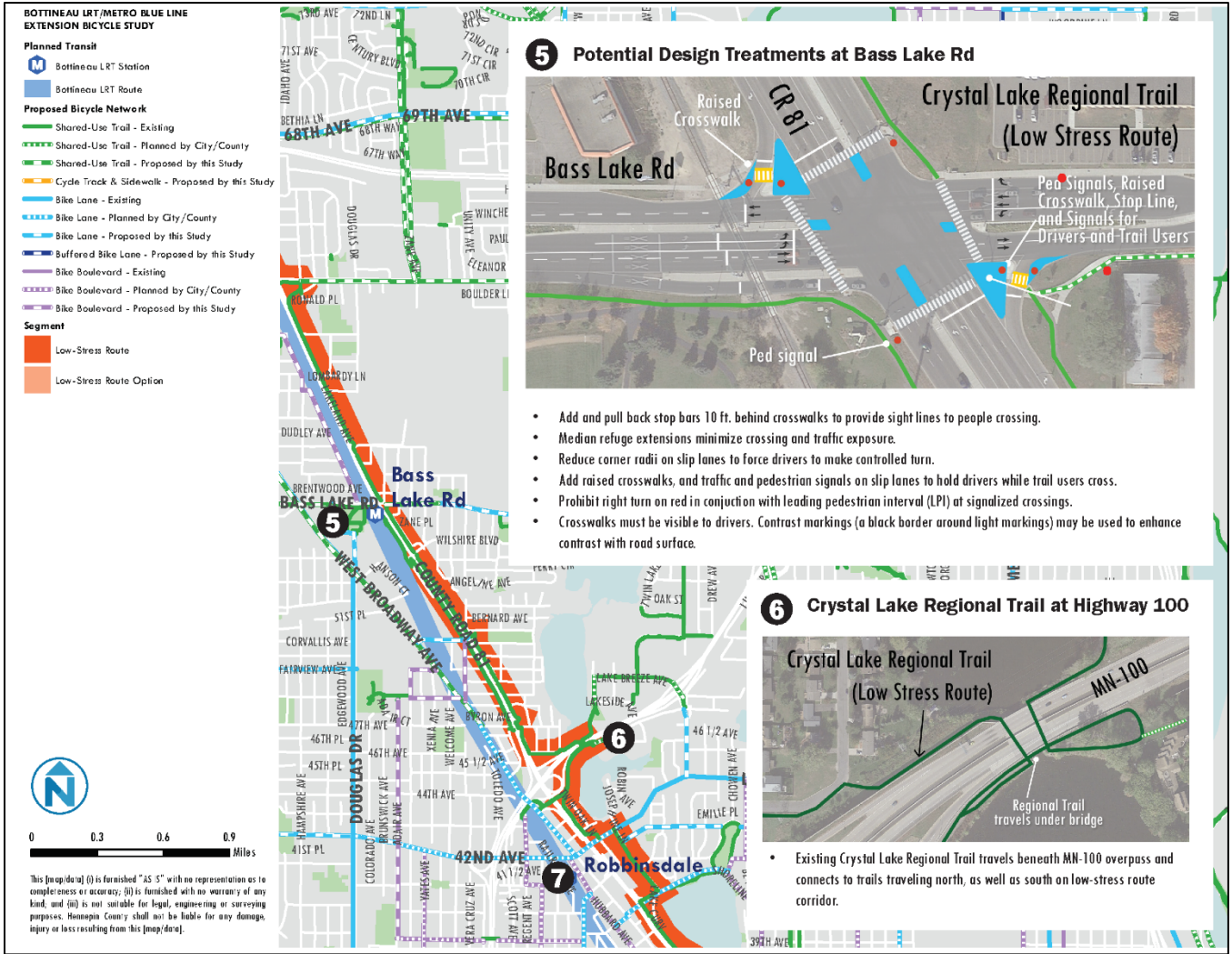


EXHIBIT A-6a

Existing bike/ped trail and cell tower maintenance access route



Previously planned at-grade pedestrian enhancements



April 2015 aerial photo showing southbound third lane drop



Lane drop taper (before summer 2015 restriping)

April 2015 aerial photo showing northbound third lane add



EXHIBIT C-1

April 2015 aerial photo showing southbound third lane drop



To Whom it May Concern:

We're writing to express ongoing opposition to the Blue Line Extension Light Rail Transit (BLRT) project. As participants in informational meetings since early 2022, the West Broadway Business and Area Coalition (WBC), has reached out to businesses, neighborhood groups, faith centers and nonprofits potentially impacted by the project.

Transparency in every step of the process to implement BLRT is mandatory; we're working to maintain it between WBC and BLRT. As the planning process progresses, we must be kept informed of decisions, revisions, and plans.

Our opposition is on behalf of our constituents, responding to their concerns on these issues:

- 1. Concern: BIPOC business history on West Broadway; displacement of businesses**
Per Minneapolis 2040 Comprehensive Plan, "West Broadway Alive", West Broadway is defined as a "cultural corridor" and a main street of North Minneapolis. No mention is made of an LRT traveling down West Broadway.

Required response:

- Share documentation approving this action in relation to the 2040 Comprehensive plan and with the Federal Mainstreet plan.
- Share decision-making process/rationale resulting in placement of BLRT in midst of generational BIPOC-owned business community in North Minneapolis with business owners located on West Broadway.
- Share planned communication strategy to BIPOC businessowners recently encouraged to relocate business to West Broadway, outlining potential impact of forced closing, lost sales, etc.

- 2. Concern: Undefined, poorly-communicated impact to existing buildings**
Limited information has been distributed about the impact on businesses working on West Broadway.

Last communication in email from Joan Vanhala, dated Oct 25 2022:

In the meantime you can view the current roll plots that identify potential building impacts on this web page of the Metro Blue Line Extension [Design & Engineering - Metropolitan Council \(metro council.org\)](https://metrocity.org/design-engineering). Potential impacts to buildings are in pink.

Required response:

- Share with WBC current maps showing potential impact on all businesses on site.
- Notify property owners/businessowners of potential impact to their property ASAP.
- Share timeline of proposed construction affecting all properties as it is developed.
- Identify funding support available for cash flow needs of owners/businesses potentially impacted by construction.
- Confirm direct assistance plan put in place for owners/businesses from BLRT to move back to West Broadway; communicate to affected owners/businesses.

3. Concern: Removal of on-street parking.

To date, plans to accommodate an east-west running LRT demand reduction/removal of on-street parking for businesses who rely on this parking to conduct business.

Required response:

- Share decision-making process for choosing Broadway as proposed location—instead of exploring and sharing information about additional options (to Lowry and the railroad right-of-way), including overhead or underground.
- Share maps reflecting current planning for parking on Broadway with WBC and community members.
- Publicize planned parking solutions and obtain approval from business owners, prior to implementation.

4. Concern: Traffic lane reduction on Broadway resulting in traffic flow problems.**Required response:**

- Share accommodation plan for automobiles, buses, turn lanes, emergency vehicles and Metro Mobility vans, all driving in one lane.
- Share Metro Transit plans to alter bus routes (#14 and #30) that runs on West Broadway.

5. Concern: Security of station stops and trains.**Required response:**

- Share plans for all the components needed to make riding on LRT on West Broadway secure: officers, cameras, train and station security details, level of monitoring, etc.

6. Concern: Three transit stops proposed: Lyndale & Plymouth, Emerson and Penn/ West Broadway.**Required response:**

- Share reasoning for minimizing access to LRT stops by building three stops: with an average of 9 - 16 blocks in between, from Lyndale/Plymouth - West Broadway- North Memorial hospital.
- Share information about the proposed usage of LRT by elderly/people with disabilities.

Opposition will continue from WBC and the community against the BLRT on Broadway until the required responses outlined are addressed, clearly and transparently, to the satisfaction of the opposing entities.

Regards,