

AGENDA

1. CITY COUNCIL WORK SESSION CALLED TO ORDER
2. ROLL CALL: Parisian, Wagner, Murphy, Mayor Blonigan
3. DISCUSSION
 - A. Blue Line Light Rail Extension Discussion
4. STAFF UPDATES
5. COUNCIL UPDATES
6. ADJOURNMENT

TO: Mayor and City Council

FROM: Tim Sandvik, City Manager

DATE: January 9, 2024

RE: Light Rail Transit (LRT) – Project Discussion

Background:

Throughout 2023, the Robbinsdale City Council has received periodic updates on the BLRT Extension project. In February and September, staff from the Project Office made formal presentations to Council, and City staff have provided periodic updates throughout the year.

Now, in 2024, with Municipal Consent rapidly approaching (Summer 2024), staff wants to be sure Council is able to respond to project updates, and share questions, comments, or concerns they have for consideration in the coming months.

For the January 9, 2024 Work Session, the goal is to cover the following areas:

- Responses to the letter the City issued to the Corridor Management Committee (M) last spring. Letter and subsequent response attached. (Pages 3-12)
- Updates to Lowry Ave Station – Slides attached (Pages 13-20)
- Station Area Planning (Downtown Station) – DRAFT report was provided to Council this fall, printed copies provided January 2nd
- Outstanding Staff Concerns (Pages 21-22)

Staff would like to walk away from the meeting knowing that Council is feeling up to date with project. Further, staff is wanting clear direction on what areas of consideration are priorities for Council for the coming months.



Tim Sandvik, City Manager



City of Robbinsdale

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March 30, 2023

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

Re: City of Robbinsdale – Design Comments on the METRO Blue Line Extension

Ms. Beckwith

The City of Robbinsdale appreciates the opportunity to express feedback regarding preliminary design concepts for the proposed METRO Blue Line Extension light rail project. Further, the City appreciates the work of, and continued partnership with the project office. The City is eager to continue conversations with the Robbinsdale City Council, residents, businesses, visitors, community stakeholders, and City staff to advocate for the interests of the City. Recognizing the project continues on a timeline with significant milestones, the City has created this letter to document serious concerns as we move towards the request for Municipal Consent.

The City Council has established that top priorities need to be addressed. They include:

1. **Public Safety** – The City Council shares the concerns of residents related to Public Safety. This includes addressing station area planning, any potential parking structure, pedestrian access (those going to-from transit and those near the system), and what appears to be (a lack of) enforcement issues. A part of this concern is that the City has observed significant behavioral issues at the existing bus-hub in Robbinsdale, and wants assurances these are addressed along with future mitigation efforts. Complaints throughout the metro have noted that riders on transit do not feel safe - **we are requesting a formal response** from the Metropolitan Council as to their plan on how to mitigate existing issues, and further enhance future experiences.
2. **Updated Data/Data Justification** – The City Council recognizes concerns from the community in regard to data and projections that the project office have used. This includes critical information like projected ridership and estimated trips-generated used for the original FTA application. Council is again **requesting formal notice of any upcoming adjustments to ridership projections**, and an explanation/justification for the use of any “pre-Covid” data/projections being used. A major concern causing the desire for updated information, is that the project office has stated the downtown Robbinsdale stop will potentially host more boardings than other stops along the line.
3. **Anti-Displacement Programs and Policies** – The City Council supports community concerns related to potential displacement of residents and businesses along the Blue Line LRT corridor. To start, the City Council **formally requests the project office commit a significant amount of resources** to communicate the project generally,

but also anti-displacement efforts. Further, the City requests that jurisdictional authorities covering the entire corridor (to include Hennepin County, the Metropolitan Council, and State of Minnesota) support Anti-Displacement policies and procedures, with programming and resources, both during and after rail construction.

4. **Engineering/Planning Concerns** – The City Council and City staff have continued to engage with residents and the project office to identify concerns, generally. This includes:

- Recognition that a center-running, at grade line requires space such that alterations to the existing corridor would be detrimental. These include potential loss of access to frontage roads, loss of pedestrian facilities, loss of (water treating) landscaping, parking in commercial areas, and turning lanes.
- Potential that the LRT will promote development/redevelopment that is heavily weighted towards high density residential over commercial, and further burden resident property taxes due to a lack commercial/industrial.

5. **Requesting Full Disclosure of Intended Takings** – The City Council, along with the community, has seen a variety of images that reflect different amount(s) of takings along the corridor. This may include private property, and **Council is requesting a formal description in its entirety.**

6. **The City Expects Continued Conversation on General Planning to Enhance Immediate and Residual to the Corridor** – The Robbinsdale City Council understands the desire of the project office to engage with the City as further details are considered. However, the City desires assurances that the City will have a role in engineering and architectural design. This may also include transfer of resources, including potential properties.

7. **North Memorial/South Station** – The most recent round of conversations with the project office included station area planning for the downtown area, but not the proposed “North Memorial” stop. Council has heard concerns about the bridge design that is required to elevate a stop at North Memorial. Further, Council requests the project office continue conversations with North Memorial and neighbors of the south area of Robbinsdale.

Station Location

The City Council considered two vicinities for a station location in the downtown area – near 41st Avenue and near 40th Avenue. After considerable discussion about the benefits and concerns of each, the City Council supports a station nearer 40th Ave (with a preference south of 40th Ave). Understanding a station closer to 41st Ave would benefit the downtown area more, Council supports an option that better serves Robbinsdale residents, including an abundance of naturally occurring affordable housing (NOAH), including transit dependent population(s). Finally, South 40th Ave includes more than 450 units of NOAH, many of which would be included in the project office’s projected ridership.

Park and Ride / Transit Station Location

Robbinsdale City Council considered several options when discussing a Park and Ride/Transit Station Location. Included in conversation were a parking facility providing additional parking for downtown during transit off-peak hours, the impact of traffic trip generation on local roads (not Hwy 81 or County Road 9), the potential size of the structure (relative to surrounding areas), and the incorporation of relocated (and potentially additional) bus routes/stops. Again, projected

daily boardings include (roughly) 2,200 out of 3,500 will be coming from buses. This projection is met with skepticism without further data.

During conversation, it was understood that some sites may not be available due to potential redevelopment. Further, Council as acknowledged, several questions remain about the need for a parking/park and ride facility at all (as noted, Council is requesting further information to justify the need for a park and ride). Ultimately, the City Council expressed favor that the project office consider the “US Bank” site (northwest corner of Hwy 81 and 40th Ave N) as the preferred site for any parking structure.

Park and Ride size – The project office has shared information that a parking structure could be justified at a level of 500-600 vehicles. While that number has fluctuated, concern remains about the justification generally, and updated modeling is sought by the City Council. However, the City Council does see some benefit in some parking, as it will help mitigate park and riders from taking street parking in adjoining neighborhoods. Again, it was recognized that a multi-story structure with excessive size, would not fit with the nature of the neighborhood.

Based on discussions and review of available information, the City Council feels that a right-sized parking structure is preferred. Finally, further design and detail will require community and Council review to minimize adverse impacts caused by additional traffic trips and the placement of bus stops (to better understand bus traffic concerns, including planning that limits congestion as Council will not support extended layovers or long-term queueing of buses).

Grade Separation

A part of the HNTB review investigated whether a grade separation (an elevated track) along the “downtown” portion of the corridor was feasible. The primary focus was grade separation at the intersections of 41st Ave and 42nd Ave. This correlates with identified concerns relating to potential impacts on adjoining commercial properties. A grade separation will mitigate takings required for a grade running line, and will also mitigate traffic and pedestrian (to include bicyclists) movements across those intersections. Based on Council discussion, Council preference is a grade separation of the Light Rail Line over 41st Ave and 42nd Ave. Finally, grade separation will mitigate some public safety concerns as it will reduce the response times of public safety vehicles.

Alignment

The City Council gained consensus that the alignment of the line should be center running.

In closing - The Robbinsdale City Council appreciates the ongoing relationship with the project office and Corridor Management Committee. As continued conversations consider priorities for a parking structure, priorities for station planning, (Who does the LRT serve – residents or visitors?), the City Council wants to ensure the positives outweigh the negatives. With that, the City Council fully recognizes that the LRT project will provide transit options, especially for those who are transit dependent and may ultimately reduce dependency and cost of owning automobiles and theoretically reduce vehicle congestion. Again, thank you for the opportunity to formally address the project office and Corridor Management Committee.

Best,



Tim Sandvik
City of Robbinsdale – City Manager



METRO Blue Line LRT Extension (BLRT)

6465 Wayzata Boulevard, Suite 500, St. Louis Park, MN 55426 www.bluelineext.org

August 28, 2023

Mr. Tim Sandvik
City of Robbinsdale – City Manager
4100 Lakeview Avenue North
Robbinsdale, MN 55422

RE: City of Robbinsdale – Design Comments on the METRO Blue Line Extension

Background

The Blue Line Extension project team has been working alongside Hennepin County and the City of Robbinsdale to develop concurrence on a proposed conceptual track alignment, lanes, and station locations in advance of detailed design. This process has included regular coordination meetings to discuss and resolve design issues. Based on development to date, the Robbinsdale City Council has established and shared top priorities to be addressed in a letter dated March 30, 2023 (attached). The Project team offers the responses below:

Responses to Design Comments

1. Public Safety

Metro Transit released a Safety & Security Action Plan in June of 2022 that summarizes the steps being taken to improve public safety on transit. Some examples of recent steps taken to address these issues include:

- Renewed focus on recruiting and retaining police and community service officers to provide an increased presence on transit lines.
- Supplemental security officers have been deployed to the busier network locations
- Commitment to investing in and planning for long-term improvements to make key locations safer and more inviting.
- Working with partners to connect people to critical health and human services.
- Hiring additional cleaning staff.

Additional support was provided through the state Transportation Bill, which passed in May 2023:

- Invests up to \$2 million in social service outreach efforts.
- Allows Metro Transit to create an administrative citation program. Once the program is established, non-police personnel will be able to issue administrative citations for fare non-compliance that would be handled outside the courts.
- Requires Metro Transit to adopt cleaning standards and bring an updated Code of Conduct to the Met Council for its endorsement. Engagement is ongoing around an updated code of conduct that will lay out clearer expectations for riders.

Future public safety investments can also be supported through a new metro-area sales tax that will take effect in October 2023.

More information can be found here: <https://www.metrotransit.org/public-safety>

Additionally, project design and engineering, alongside station area and land use planning, provides a significant opportunity to improve pedestrian conditions and safety in the service area and provide safer crossings for pedestrians and bicyclists across CR 81.

2. Updated Data/Data Justification

All ridership forecasts are completed based on direction and guidance from the FTA.

The prior Blue Line Extension LRT ridership forecasts (“previous alignment”) were developed using a Regional Travel Demand Model (TDM) tool. Since then, the FTA has identified a new preference for their STOPS (Simplified Trips-on-Project Software) model as the primary ridership forecasting tool. STOPS provides a more conservative and standardized approach to ridership forecasting than a traditional TDM. While traditional TDMs allow for a variety of changes in traveler behavior due to transit investment, STOPS heavily relies on existing transit ridership and rider behavior (as documented in onboard surveys and rider count data). For the past few years, the FTA has directed that 2019 (pre-pandemic) data be used as the current year basis for all project modeling because of the travel pattern impacts from the COVID-19 pandemic.

The project recently ran STOPS ridership sensitivity analysis using Pre-Pandemic data and the alignment option utilizing Lyndale Ave to 7th Street to Target Field Station in Minneapolis (“new alignment”). This analysis is subject to change and will be updated once the final alignment has been identified. The results of this sensitivity analysis are presented in *Table 1* below, including the ranges of estimated total daily trips and boarding percentages by mode at the three stations in and near Robbinsdale.

In May 2023, the FTA updated CIG Reporting Instructions and created a new requirement for projects to submit two ridership forecasts: one informed by Pre-Pandemic (2019) trends and one informed by Post-Pandemic (2022 or 2023) trends. The FTA will calculate the difference in ridership between the forecasts informed by each trend (Pre-Pandemic and Post-Pandemic) to arrive at the horizon year forecast that will be used in the evaluation of the project.

The ridership forecast results from the three tools discussed thus far (TDM, STOPS Pre-Pandemic, and STOPS Post-Pandemic) are presented in *Table 1* below at the station-level for the three stations in or near Robbinsdale. The estimated trip generator share by mode for the BLRT New Alignment (Pre-Pandemic) model can be found in *Table 2*. STOPS Post-Pandemic results using the 2022 on-board survey data are not yet available. The Project anticipates receiving survey data in the September 2023 timeframe and then generating Post-Pandemic forecast results soon after (Fall 2023). This analysis will be presented to the City before Municipal Consent in Summer of 2024.

Table 1: Estimated Daily Trips using different Ridership Models

BLRT Station	BLRT Previous Alignment TDM	BLRT Previous Alignment STOPS (Pre-Pandemic)	BLRT New Alignment STOPS (Pre-Pandemic)	BLRT New Alignment STOPS (Pre/Post Pandemic)
Bass Lake Road Station	900-2,200	300-400	400-500	coming Fall 2023
Robbinsdale Station (40 th Ave)	3,600-5,200	2,000-2,700	1,300-1,500	coming Fall 2023
Lowry Station*	N/A	N/A	1,000-1,200	coming Fall 2023

*The previous alignment included a station at Golden Valley Road which was spaced further away from the Robbinsdale Station. With the new alignment, Lowry Station is much closer to the Robbinsdale station providing a more equal share of trips (reducing trips at Robbinsdale).

Table 2: Estimated trip generator share by mode (based on BLRT New Alignment STOPS model)

BLRT Station	Walk Share	Drop Off Share	Park-and-Ride Share	Transfer Share
Bass Lake Road Station [400-500 trips]	45%	10%	25%	20%
Robbinsdale Station (40 th Ave) [1,300-1,500 trips]	20%	5%	35%	40%
Lowry Station [1,000-1,200 trips]	65%	5%	0%	30%

Note: Percentages are outputs of STOPS model based on existing infrastructure and assumed park-and-ride sizes

3. Anti-Displacement Programs and Policies

The June 8, 2023 Corridor Management Committee (CMC) Resolution stated that the Blue Line Extension CMC will work in partnership with the project sponsors to coordinate, explore, and develop a proposed framework and public engagement plan with community members, public, non-profit, philanthropic, and private sector partners in order to achieve the Report's recommended outcomes, including securing funds needed for implementation for anti-displacement measures before, during and after the construction of the Blue Line Extension.

This resolution follows an 18-month long process which included public engagement to determine community needs through the Anti-Displacement Working Group. The Anti-Displacement Working Group was composed of members from across all corridor cities, including a Robbinsdale resident and Robbinsdale city staff. Through this process, the group developed jurisdiction specific outcomes for Robbinsdale, including:

- Addressing indirect construction impacts
- Improving the climate for businesses post-construction, and prioritizing the development of spaces for small businesses
- Improving infrastructure around the project
- Supporting the development, preservation, and access of safe and affordable housing and housing choice
- Keeping the rich culture of the corridor in place and enhancing it
- Ensuring that there are sufficient resources to support policy implementation, organizing efforts, community development and ownership, and other anti-displacement strategies.

A collaborative corridor partnership approach to advance policy, programs and funding will begin in August 2023.

4. Engineering/Planning Concerns

a) Addressing concern of potential loss of access to frontage roads, loss of pedestrian facilities, loss of (water treating) landscaping, parking in commercial areas, and turning lanes.

The Project recognizes that center running at-grade LRT will require reconstruction to parts of CR 81. As design is advanced, Met Council, Hennepin County, and the City of Robbinsdale will work together to address the various topics of concern identified by City Council. The design will be based on County roadway standards like the Complete Streets policy, Sustainable Landscape guidelines, Toward Zero Deaths initiative, and MS4 regulatory enforcement standards.

The addition of center-running LRT to CR 81 will aim to improve the existing pedestrian infrastructure through potential improvements like the following:

- Reduced Vehicle Speeds on CR 81
- Consider Removal of Right Turn Lanes to Reduce Crossing Width
- Potential Robbinsdale Gateway Elements
- Protective Features (Bollards/Railings/Fencing)
- Wide Pedestrian Crossings
- Unique Paving Character
- Greenery/Buffer Plantings
- Pedestrian Scale Lighting
- Pedestrian Respite Zones

New landscaping and water treatment features will be constructed to mitigate the loss of existing infrastructure. Water treatment features will be designed to offset the new impervious area added per the updated Municipal Stormwater (MS4) regulations.

Anticipated property impacts are based on optimal use of public right-of-way; some of which is currently utilized for private use. Coordination with adjacent landowners will be ongoing as design progresses.

The project will continue to analyze traffic operations to determine lane assignments, including needs for turn lanes, to evaluate and balance the benefits of vehicular focused infrastructure with an improved pedestrian environment. Design decisions will be made in accordance with County roadway standards and policies.

b) Potential that the LRT will promote development/redevelopment that is heavily weighted towards high density residential over commercial, and further burden resident property taxes due to a lack commercial/industrial.

The proposed Blue Line LRT project may catalyze redevelopment in the station area; if not expedite redevelopment of opportunity sites that would eventually redevelop. While LRT might serve as a significant amenity attracting redevelopment, the City has full authority over the land uses that occur. Per previous station area planning, the City's TOD zoning

ordinance, and the recent station area analysis, a range of land uses are allowed by City ordinances and policy. If the City is interested in further analysis and refinement of the existing City land use controls, Hennepin County Community & Economic Development staff are happy to discuss potential opportunities to support this work.

5. Requesting Full Disclosure of Intended Takings

Given the current preliminary stage of design, many graphical iterations have been displayed while working toward a basis of design. Concepts are developed with limited detail, and change as the project evolves. As such, the potential right of way acquisitions will continue to be refined as the design continues to advance.

Based on the current conceptual design, a tabular description of potential permanent right of way impacts (assuming a station location south of 40th Avenue and a park-and-ride at the US Bank site, and that all public right of way is available for use) is shown below:

Alignment	Parcel ID	Address	Property Owner	Potential Area of Acquisition (sq ft)
At-Grade, Center-running LRT	0602924120116	4601 Lake Dr	McDonald's Corp	1,490
	0602924120022	4180 Lakeland Ave N	Anton H Maarouf	80
	0601924130128	4050 Lakeland Ave N	Robin Center Partners, LLC	300
	0602924130123	4000 West Broadway	First Building Corporation	100,360*
	0602924420184	3978 West Broadway	Elim Luth Church Robbinsdale	16,300**

*Assumes Park-and-Ride at US Bank site

**Assumes station south of 40th Avenue

6. The City Expects Continued Conversation on General Planning to Enhance Immediate and Residual to the Corridor

The success of this project is incumbent upon coordination with its many stakeholders. The project is committed to continuing to consult and require input from the City of Robbinsdale on both engineering and architectural facets throughout the duration of design through Issue Resolution Team (IRT) meetings and plan reviews at major plan submittal milestones. The project team will make staff available to coordinate and discuss issues as they arise to maintain a working partnership.

As previously requested by the City Council, the Project made available an independent engineering review consultant for the City at the Project's cost. The Project is committed to being a partner to the City, and is open to discussing continued arrangements like this, as desired by the City.

7. North Memorial/South Station

The Blue Line Extension LRT project will continue to meet with the North Memorial Health Hospital (NMHH) to learn and work through potential concerns associated with the proposed Lowry Station (previously referred to as the "North Memorial Station"). The project is

committed to implementing a station in this location and is actively working through design details to mitigate access and maintenance concerns while still maintaining LRT operability.

The project will also continue to utilize its robust outreach program to best understand and deliver on the needs requested from the surrounding public.

8. Station Location

After investigating numerous locations, the Project concurs with Robbinsdale's desire to build a station at 40th Avenue and will continue to advance design as such. The exact configuration and location (north or south of 40th Avenue) will be resolved as part of the Municipal Consent design process.

9. Park-and-Ride Size

The Blue Line Extension LRT project will continue to advance a potential park-and-ride design utilizing the US Bank site as the preferred location. The Project concurs that this potential park-and-ride will help avoid the stress of prospective riders parking on city streets. Trips arriving and departing from the park-and-ride site are expected to be staggered throughout the peak hour and beyond. Because of this extended duration of trips, the trips are not anticipated to add significant stress to the roadway network.

The Project is committed to right sizing the park-and-ride to fit current and future needs as well as a design that incorporates the bus transfers currently occurring at the Hubbard Marketplace building. Note that the current ridership models are based on a 500-space park and ride structure at the Robbinsdale location. Removing park-and-ride spaces here has a detrimental effect on overall project ridership if those spaces aren't replaced elsewhere on the alignment. Right sizing the park-and-ride lot in Robbinsdale will therefore need to consider the immediate and the displaced impacts of where parking is provided.

The project will continue to work with Metro Transit service planning to coordinate routes and layovers. Metro Transit will not park out of service buses in this location.

See response above to question 2 for information related to specific mode transfers.

10. Grade Separation

The grade separation of LRT over 41st and 42nd Avenues was explored by the project team. Although feasible to construct, aerial LRT at this location does not have the advantages City Council outlined.

Aerial LRT does not mitigate right-of-way acquisition due to the following factors:

- The width of the approach ramp typical section is wider than the width of the corresponding at-grade typical section based on egress requirements from the National Fire Protection Association (NFPA).
- The approach ramps require substantial lengths to achieve the height needed for grade separation at 41st and 42nd Avenues.

- Significant median space is required for pier placement and left turn shadows for the aerial LRT option.

The right-of-way required to implement aerial LRT is generally the same (slightly increased) when compared to an at-grade alignment.

The length of pedestrian and bicyclist crossings are the same in both aerial and at-grade conditions due to the width constraints listed above. In an aerial condition, bicyclists and pedestrians cross pavement under a bridge, and in an at-grade condition they cross at-grade tracks. Pedestrian scale features can be implemented in an at-grade condition to provide a safe and inviting pedestrian realm. When track is aerial, the environment created by structure shadows and enclosed space brings other challenges to contend with when striving for an inviting pedestrian environment. See response to question 1 (regarding Public Safety) about the various improvements center-running LRT may have on the pedestrian experience along the CR 81 corridor.

The Project team conducted a high-level traffic analysis of the intersection of CR 81 and 42nd Ave to evaluate the approximate difference in delay between existing, aerial LRT, and at-grade LRT options. The results were reviewed with Hennepin County and it was determined that the average delay for east/west vehicles on 42nd Ave (including volunteer emergency responders) would be within seconds between the two alternatives; this was evaluated using “peak hours” which is the worst case condition.

Closing

The Project team looks forward to continuing a partnership with the City of Robbinsdale to advance the BLRT project and bring the many benefits of public transit to the residents and visitors of Robbinsdale. We appreciate the opportunity to understand and address the City’s priorities and concerns to shape future phases of design. With concurrence on the presented design concepts, the project will continue to advance design toward Municipal Consent plans.

Sincerely,

A handwritten signature in blue ink that reads "Christine Beckwith". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

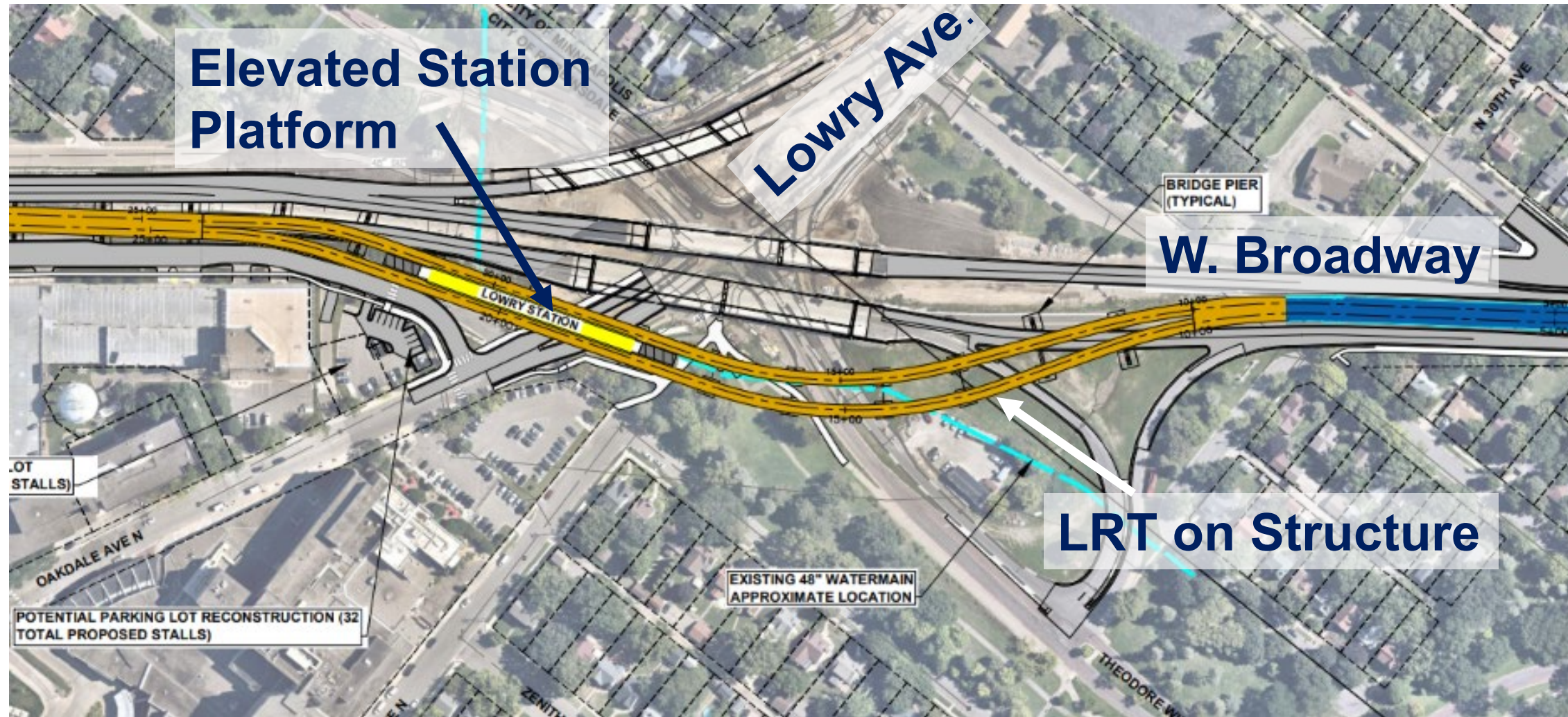
Chris Beckwith, Project Director
METRO Blue Line Extension
Metro Transit

Lowry Ave Station

- Provides access to the Grand Rounds trail, Victory Memorial Park, and North Memorial Hospital



Lowry Station: Original Concept

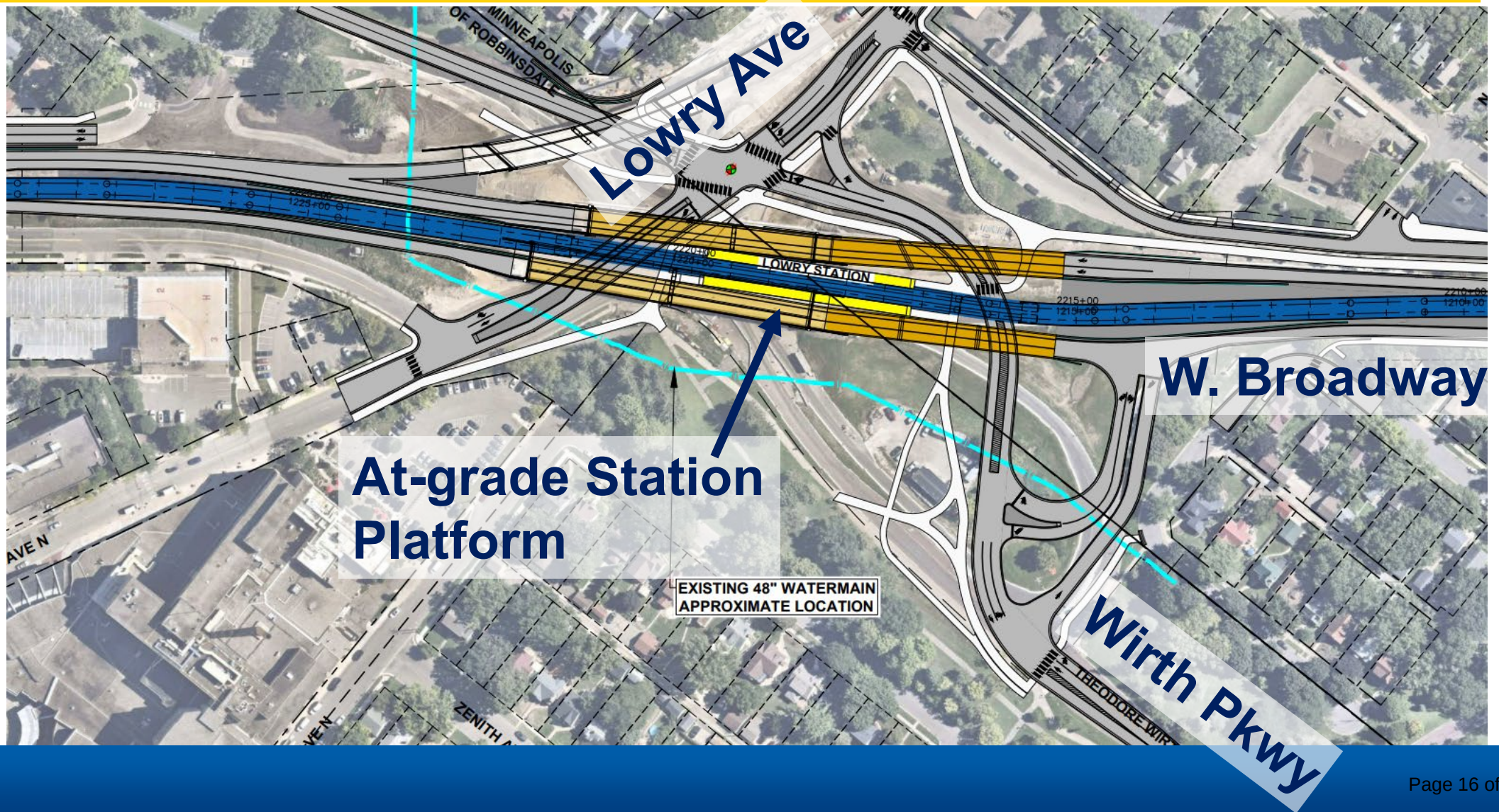


Lowry Station: Challenges of Elevated LRT

- Station access
- Station and access visibility
- LRT bridge required
- Park impacts
- Lack of broad stakeholder support



Lowry Station: At-Grade Concept



Lowry Station: Benefits of At-Grade

- At-grade station access
 - More direct routes to the station from surrounding neighborhoods
 - Better access to station for all abilities
 - Connection to North Memorial Hospital without crossing roadway
- Opportunity for better station visibility
- Opportunity to activate area around the station



Lowry Station Concept Visualization



Station
Lowry Ave-Viewing South



Lowry Station Concept Visualization

Viewing South



**Intersection of Wirth Pkwy and
Lowry Ave-Viewing South**



Lowry Station Concept Visualization

Viewing West



**Intersection of Wirth Pkwy and
Lowry Ave-Viewing West**



Outstanding City Staff Considerations/Concerns

1. Continue to wait for important Data, including ridership numbers and trip times
2. Since the Project Office does not support an elevated structure, north of 40th Ave, what design features will be included to address concerns (increased pedestrian access, vehicle safety, etc...)
3. How does the project office intend to address Public Safety related issues? Including:
 - a. In the event of a derailment at 40th Ave. N., 41st Ave. N., or 42nd Ave. N. what provisions will be available for emergency services to cross County Road 81?
 - b. How will public safety officials acquire training related to LRT operations?
4. What is the Project Office's response to claims that BLRT will be more efficient, especially with new design implementation (to include any additional stops)?
5. Where will the Project Office (individually as Hennepin County and the Metropolitan Council, or collectively) take a leading role in Anti Displacement policy and funding?
6. Size and placement of parking facility – Most recent iterations have included a five hundred stall ramp, which exceeds the number of spaces desired by the City Council. Additionally, the most recent version that staff has seen includes access on Broadway Ave and/or 40th Ave N – this raises concerns for additional traffic on side streets, as has long been identified as non-preference.
7. Some iterations have shown 41st Ave N (Hwy 81 crossing) as closed – staff does not support this.
8. City staff maintains support of two-way frontage road access near North Memorial
9. Turning movements on 42nd, near McDonald's access, needs further study.
10. Staff would like to explore updates to the intersection of 42nd Ave N and Broadway
11. Reduction of double westbound turn lane to single lane at CR9 and Bottineau.
12. Placement of station on north side of 40th which does not match what City Council requested.
13. Still working through water quality issues (where to locate devices needed due to increase in hard surface).
14. Landscape replacement locations still requires resolving.

15. TPSS Locations

16. Potential for loss of left turn lanes (median crossings) for southbound boat user to boat launch sites at Twin Lake (Three Rivers) and LVT.
17. The Lakeland Ave. N. frontage road on the west side north of 42nd Ave. N. cannot become one way.
18. The loss of the right turn lane from north bound 81 to 47th Ave. N. will create conflicts with traffic turning into the neighborhood on the east side. This access point is almost exclusive and turning vehicles will conflict with accelerating northbound traffic.
19. The Lakeland Ave. N. frontage road should not be disconnected between CVS and the gas station.
20. There are negative impacts to houses at the Southeast corner of 40th Ave. N. and CR 81. Particularly 4227 40th Ave. N. This house will suffer from the adjacent traffic impacts. More space could be created for the Crystal Lake regional trail crossing at 40th Ave. N.
21. There needs to be a right turn lane for the semis exiting southbound County Road 81 for the Lakeland Ave. N. frontage road. Semis depend on this section of frontage road in addition to moving vans for Birdtown Flats.
22. Much has been said about avoiding the taking of buildings, but nothing has been said about the loss of approximately 30% of parking for Robin Center, CVS and the impacts of the retaining wall at Town Center. Have the owners of Robin Center and Town Center agreed that the loss of customer parking will be off-set by customers arriving on the LRT?
23. Safety at stations and on trains.
24. Concern with reduction of speed limit and enforcement of new speed limit.
25. Concern with the reduction of lanes north of Hwy 100, (from 3 to 2).
26. Snow storage / snow plowing / snow removal on roads and walks/paths.