

Bottineau *Transitway*



DRAFT ENVIRONMENTAL IMPACT STATEMENT

Minneapolis
Transportation and
Public Works Committee
June 5, 2012

LPA Decision

- Defines transit mode and alignment
- Needed to pursue New Starts funding
- PAC, HCRRA, corridor cities must pass resolutions of support
- Met Council adopts into TPP

LPA Process and Schedule

- PAC LPA resolution: **May 30th**
- City Resolutions regarding support for LPA: **May 30-June 25th**
- HCRRA public hearing: **June 12th**
- HCRRA LPA recommendation: **June 26th**
- Met Council briefing on LPA: **July**
- Met Council public hearing on TPP amendment: **October**
- Met Council action on TPP amendment: **Late 2012**

May 10th Public Hearing - Summary of Comment Types

Type of Comment	Number
Verbal Testimony from Public Hearing	22
Written Comments from Public Hearing	6
Additional Written Comments	31
Total	59

May 10th Public Hearing - Alignment Preferences

Comment Source	Alignment A		Alignment B		Alignment D1		Alignment D2	
	Support	Oppose	Support	Oppose	Support	Oppose	Support	Oppose
Verbal	2	--	3	--	4	--	5	2
Written Comments	2	--	1	--	2	1	1	--
Additional Written Comments	4	2	13	--	7	3	6	3
TOTAL	8	2	17	--	13	4	12	5

May 10th Public Hearing- Other Topics of Public Concern

Topics of Public Concern	Count
Access to Jobs, Higher Ed., Affordable Housing, and Services	13
Transit Dependent Population	13
Economic Growth and Development	12
Property Impacts/Social and Economic Effects	12
Project Cost & State Funding Priorities	8
Parks and Environmental Impacts	6
Travel Time Competitiveness	5
Noise, Vibration, and Visual Impacts	5
Neighborhood/Station Area Safety and Security	5
Parking	3
Traffic, Congestion, and Accessibility	3
Feeder Buses	3
Public Engagement Process	3
Data Assumptions	3
Total	94

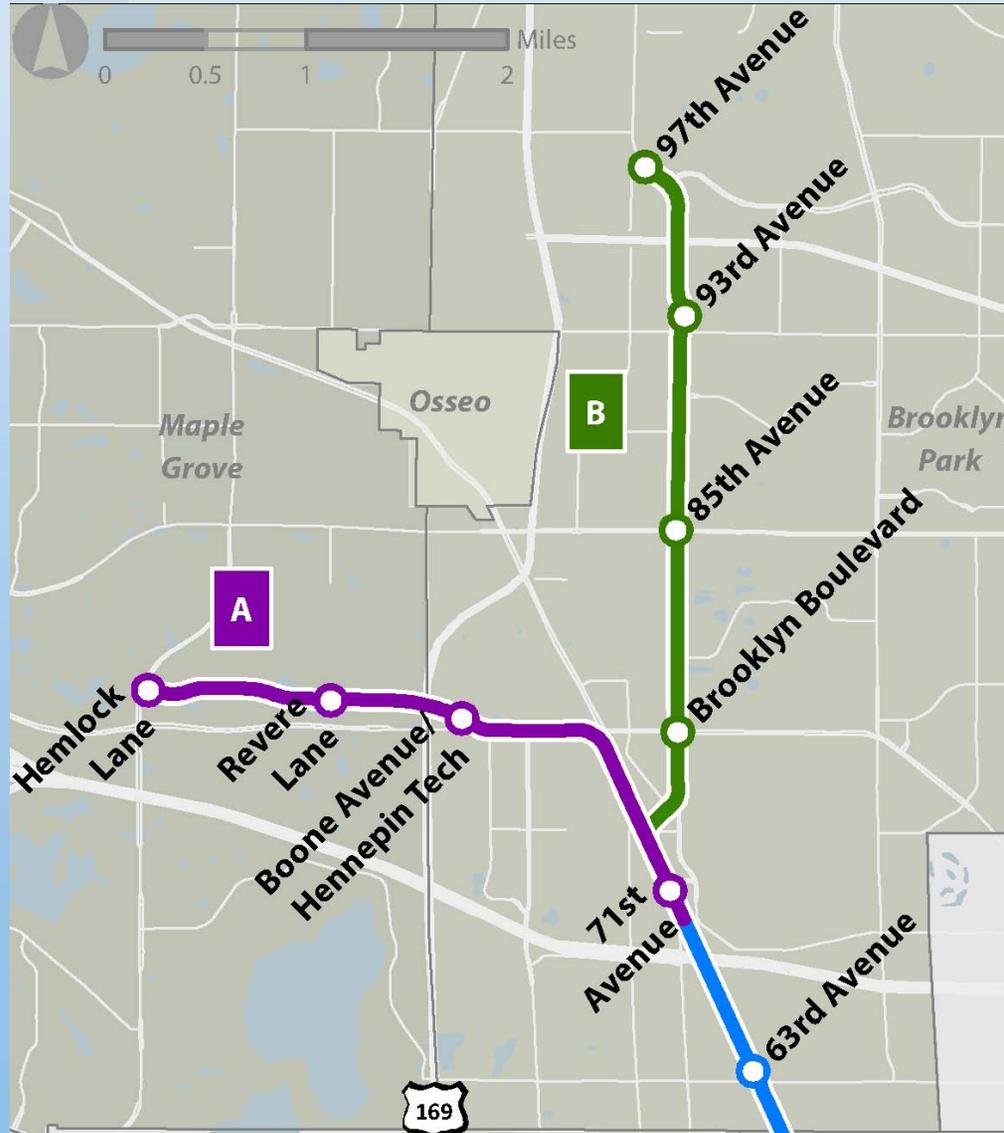
CAC LPA Input

- Alignment B is favored over Alignment A. Alignment A should be considered for future expansion potential
- Alignment D1 is favored over Alignment D2
- CAC input is a LRT alternative on B-C-D1

ARCC Input on Mode

- Affirm its April 2012 input to the PAC that study of the BRT alternative should stop
- BRT should not be considered for the LPA
- Select LRT as the locally preferred mode for the Bottineau Transitway

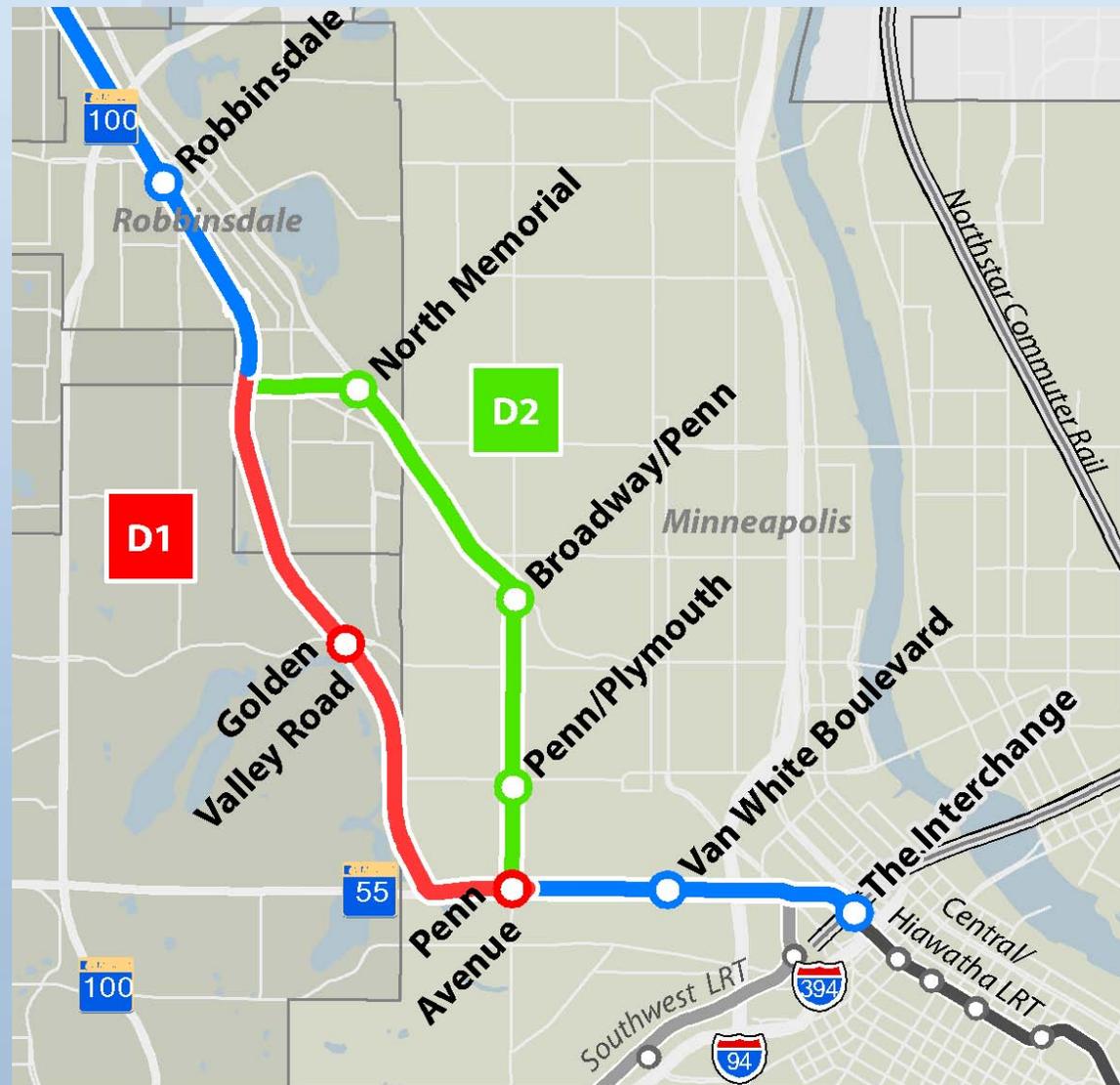
Alignment A vs. B



ARCC Input on Alignment A and B

- Technical justification for the A and B alignments is different, but balanced
- PAC to consider the five project needs in their policy decision
- Hennepin County, Metropolitan Council and cities work to consider separate or additional transit (bus) service and/or related capital investments to the “non-LRT” branch

Alignment D1 vs. D2



ARCC Input on Alignment D1 and D2

- Unanimous conclusion to select Alignment D1 (BNSF near Theodore Wirth Park)
- Hennepin County, Metropolitan Council, and the City of Minneapolis should work to develop and deliver separate transit, livability, and economic development investments to north Minneapolis

PAC Recommendation

- Alternative

Bottineau Transitway

More Information/Contact:

www.bottineautransitway.org

